CFM Restructuring Support

Operational Separation Plan

Final version

London 30th September, 2022

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APPENDICES

GLOSSARY OF TERMS

CFM	Calea Ferata din Moldova
EBRD	European Bank for Reconstruction and Development
EU	European Union
GOM	Government of Moldova
MAIC	Multi-Annual Infrastructure Contract
MEI	Ministry of Economy and Infrastructure
MF	Ministry of Finance
MIRD	Ministry of Infrastructure and Regional Development
PPE	Personal Protective Equipment
PSO	Public Service Obligation
PSP	Private Sector Participation
RA	Railway Authority (Safety Regulator)
MRB	Market Regulation Body (Economic Regulator)
TEN-T	Trans-European Transport Network
TOR	Terms of Reference

Where needed the exchange rate is used at EUR 1 = MDL 20.1

EXECUTIVE SUMMARY

Drivers of Separation

Separation of the railway businesses in CFM requires allocation of CFM's labour force, fixed assets, rolling stock, and other items to the new businesses. The separation process is informed by three key drivers:

- ***New Railway Code***: The Code stipulates that three new companies will be established for railway passenger services, railway freight services, and infrastructure management. Specifically, the Code requires the CFM to complete (1) identification of public assets managed by the railway and (2) their evaluation by 30th November 2022. This work directly helps with discharging the CFM obligation under item (1) above.
- ***Resourcing needs of the companies***: Introduction of separate railway businesses as different companies in the railway sector in Moldova, and the scarcity of available resources, is likely to create the need for a variety of services and transactions to be performed between the new companies.
- ***Practicality of implementation***: Maintaining the momentum of the reform and achieving the "quick wins" will require the new companies to be fully focused on their respective core businesses, as soon as practical. The companies therefore need "an enabler" to manage the variety of one-off tasks and the myriad contractual interfaces between the new companies, arising from the separation. The current railway company is well positioned to assume this role.

The three new railway companies will assume different roles previously discharged by the former monolith railway company. In alignment with the New Railway Code and the introduction of new interfaces the companies' sources of revenue will be as follows:

- CFM Infrastructure: Multi-Annual Infrastructure Contract (MAIC) with the Government of Moldova (GoM), Infrastructure Access Charges (IAC) contracts with the railway operators, and contracts for intercompany services.
- CFM-Callatori: Public Service Obligation (PSO) Contract, sales to customers, and contracts for intercompany services.
- CFM-Marfa: Sales to customers, and contracts for intercompany services.

Principles of Allocation of Staff and Assets

The principles of allocation of CFM staff and assets are driven by the EU Directives governing the New Railway Code, specific on-the-ground resourcing needs and practicalities of implementation. The implications of each driver and allocation of staff and assets are interpreted for each company.

CFM Unit/Atelier	Infrastructure	Calatori	Marfa	CFM (4th co)
Stations	■	■	■	
Locomotives			■	
DMUs		■		
Wagons			■	
Coaches		■		
Track maintenance	■			
Signalling & Telecom	■			
Electrical	■			
GF LVOK	■			
SPM	■			
CIC	■			
Administration	■	■	■	■
SATM	■	■	■	
STF				■
Spitalul Bender				
SACL	■			
SACI	■			
PCF				■
CSE	■			

Figure A –Staff allocation principles (note: Spitalul Bender has no staff associated with it)

Core railway assets	Infrastructure	Calatori	Marfa	CFM (4th co)
Infrastructure	■			
Stations	■			
Buildings	■	■	■	
Real estate	■	■	■	*for disposal*
Track assets	■			
Marshalling yards	■			
Rolling stock	■	■	■	*for disposal*
Land*				*for disposal*

Figure B – Allocation of core railway assets (* relates to land associated with non-core assets)

Allocation of Staff

Allocation of CFM staff is undertaken by using 14 practical staff categories to first classify the current CFM staff. This process of classification has been completed for staff in the four "households" (Signalling and Telecom, Electrical, Locomotives, Stations) and all "ateliers". The operational challenge lied in the fact that HR charts related to "actual" staff while "households"' organigrams refer to "planned" staff levels, which differed from the "actual" levels. In response, practical solution has been agreed with the CFM, for its experts to review and approve staff classifications completed by the Consultant.

Group name	Group no	DS	Loco	Wag	Track	S&T	Elec	Atelier	Sum	%
Loco drivers	G1	0	264	0	12	0	0	0	**276**	***4.6***
Train crew	G2	0	0	355	0	0	0	3	**358**	***6.0***
Ticketing	G3	8	0	0	0	0	0	53	**61**	***1.0***
Loco mtce	G4	0	311	0	0	0	0	5	**316**	***5.3***
Wagon mtce	G5	0	0	695	0	0	0	5	**700**	***11.6***
Infra mtce	G6	0	0	0	1,254	345	110	191	**1,900**	***31.6***
Traffic mgt	G7	449	0	0	0	0	0	31	**480**	***8.0***
Traffic ops	G8	196	0	1	1	0	0	7	**205**	***3.4***
Commercial	G9	254	0	1	0	0	0	31	**286**	***4.8***
Security	G10	21	2	37	23	8	2	406	**499**	***8.3***
Shared	G11	39	35	33	38	12	14	245	**416**	***6.9***
Corp mgt	G12	0	0	0	0	0	0	14	**14**	***0.2***
Admin	G13	5	5	3	3	0	3	17	**36**	***0.6***
Other	G14	78	102	59	46	29	33	119	**466**	***7.7***
		1,050	**719**	**1,184**	**1,377**	**394**	**162**	**1,127**	**6,013**	***100.0***
	%	***17.5***	***12.0***	***19.7***	***22.9***	***6.6***	***2.7***	***18.7***	***100.0***	

Figure C –Classification of current CFM staff

	14 staff groups																					
	1A Loco drivers passenger trains	1B Loco drivers freight trains	1C Dresine drivers infra mtce	2 Passenger traincrew	3 Passenger service and ticketing	4 ALoco mtce	4B DMU mtce	5A Wagon maintenance	5B Passenger coach maintenance	6A Track mtce and SACI	6B Signalling	6C Electro	6D CSE	6E SACL	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
CFM INFRASTRUCTURE	0	0	29	0	0	0	0	0	0	1,388	352	112	24	24	480	1	0	460	257	8	19	193	3,348
CFM CALATORI	0	0	0	358	61	0	75	0	171	0	0	0	0	0	0	0	0	4	53	3	6	67	798
CFM MARFA	31	216	0	0	0	241	0	529	0	0	0	0	0	0	0	204	286	36	105	3	11	150	1,812
CFM FOURTH COMPANY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
TOTAL STAFF IN 4 FUTURE COMPANIES	31	216	29	358	61	241	75	529	171	1,388	352	112	24	24	480	205	286	499	416	14	36	466	6,013
CFM HR DATABASE	31	216	29	358	61	241	75	529	171	1,388	352	112	24	24	480	205	286	499	416	14	36	466	6,013
TOTAL STAFF IN 4 COMPANIES - HR DATABASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Figure D - Resulting allocation of staff

The ultimate allocation of each member of staff in the CFM staff register is clearly identified in electronic form and shared with CFM

Allocation of Assets

Allocation of CFM assets is undertaken using 40 asset categories to first map the CFM assets. Similar to the approach used for staff, CFM experts reviewed and approved the detailed classifications of its assets completed by the Consultant.

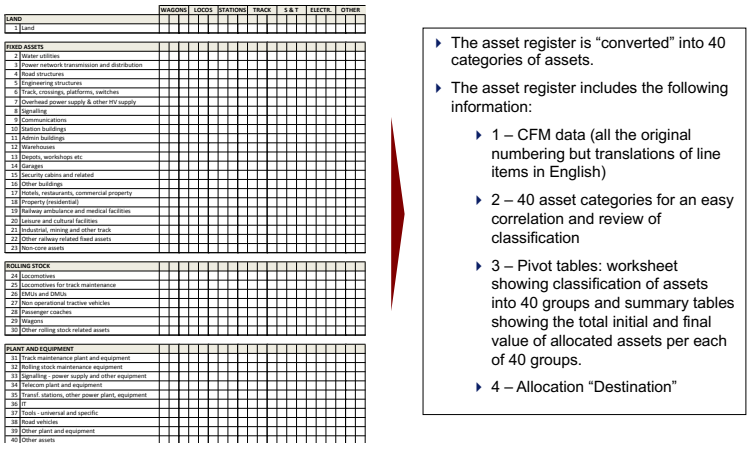

Figure E – Asset classification framework

Allocation of assets is undertaken in line with the principles agreed in December 2021, January 2022 with minor and specific changes as agreed during the subsequent work with the CFM experts. In undertaking the asset allocation, the following "destinations" for assets have been deployed, over and above the four railway companies:

- ATM: The specific allocation of the procurement assets needs to be completed in detail by the CFM WGR as this requires precise decisions on an asset-by-asset basis.
- IS Calea Ferata din Moldova: This organisational location covers a spectrum of different assets. The CFM WGR needs to identify assets that to be transferred to the four companies.
- Unallocated assets: This group involves various assets that based on the register could not be singularly allocated to one or more of the new companies. The assets in question include assets from groups 23 (non-core fixed assets), 30 (other rolling stock related assets) and 32 (rolling stock maintenance equipment).
- Group 50 assets: These are assets that are listed in the CFM asset registers but CFM exercises no control over them, as is the case with the assets in the Transnistrian region.

Group	CFM-Infrastructure	CFM-Calatori	CFM-Marfa	CFM 4th Company	ATM	IS CFM	Unallocated	Group 50	Subtotal	
1	26,963	0	0	0	0	0	0	0	26,963	*0.44*
2	31,280	724	2,473	51	145	15,030	0	0	49,703	*0.81*
3	142,791	3,508	12,090	307	6,300	17,293	0	0	182,289	*2.98*
4	19,204	353	1,487	0	476	2,511	0	0	24,032	*0.39*
5	85,697	14,098	215,456	0	25,485	62,150	0	0	402,886	*6.59*
6	1,020,744	9,153	11,391	0	229	63,278	0	0	1,104,794	*18.07*
7	21	1,010	0	0	0	0	0	0	1,031	*0.02*
8	16,337	1,270	9,538	999	0	1,285	0	0	29,430	*0.48*
9	60,737	654	24,230	0	23	15,078	0	0	100,723	*1.65*
10	39,760	0	0	0	0	0	0	0	39,760	*0.65*
11	82,882	0	1,087	0	0	85	0	0	84,054	*1.37*
12	38,856	721	190	0	15	1,992	0	0	41,773	*0.68*
13	81,731	0	393	0	80	21,862	0	0	104,066	*1.70*
14	17,651	2,542	123	0	0	0	0	0	20,317	*0.33*
15	9,004	1,954	217	0	121	1,068	0	0	12,365	*0.20*
16	62,434	2,082	2,861	16	2	4,701	0	0	72,097	*1.18*
17	0	0	0	902	0	5	0	0	908	*0.01*
18	20,056	0	78,623	0	0	7	0	0	98,686	*1.61*
19	669	254	34	13	0	44	0	0	1,014	*0.02*
20	0	0	0	10,177	0	0	0	0	10,177	*0.17*
21	1,185	0	0	0	0	0	0	0	1,185	*0.02*
22	562	402	240	0	0	194	0	0	1,399	*0.02*
23	0	0	0	16,051	0	0	0	0	16,051	*0.26*
24	0	0	1,087,650	0	0	0	0	0	1,087,650	*17.79*
25	48,764	0	0	0	0	0	0	0	48,764	*0.80*
26	0	255,606	0	0	0	1,405	0	0	257,011	*4.20*
27	0	0	0	23,722	0	0	0	0	23,722	*0.39*
28	0	440,398	0	0	0	0	0	0	440,398	*7.20*
29	0	0	653,288	0	0	0	0	0	653,288	*10.69*
30	0	0	0	0	0	0	242,677	0	242,677	*3.97*
31	53,759	0	0	0	0	0	0	0	53,759	*0.88*
32	0	0	0	0	0	0	131,023	0	131,023	*2.14*
33	3,324	0	0	0	0	0	0	0	3,324	*0.05*
34	53,970	0	0	0	0	0	0	0	53,970	*0.88*
35	20,490	0	0	0	0	0	0	0	20,490	*0.34*
36	0	0	0	0	0	0	14,713	0	14,713	*0.24*
37	0	0	0	0	0	0	12,679	0	12,679	*0.21*
38	47,732	5,399	1,333	46	1,234	4,342	0	0	60,086	*0.98*
39	14,533	4,707	3,133	956	97	8,566	0	0	31,992	*0.52*
40	7,127	8,614	4,666	15,321	24	4,567	0	0	40,320	*0.66*
50	0	0	0	0	0	0	0	511,656	511,656	*8.37*
Subtotal	**2,008,263**	**753,450**	**2,110,504**	**68,563**	**34,232**	**225,463**	**401,091**	**511,656**	**6,113,223**	*100.00*
%	*32.85*	*12.32*	*34.52*	*1.12*	*0.56*	*3.69*	*6.56*	*8.37*	*100.00*	

Figure F - Resulting allocation of assets
(Note: all values shown in MDL '000s)

The ultimate allocation of each asset in the CFM asset register is clearly identified in electronic form and shared with CFM.

Recommendations for Implementation

CFM's Working Group hands-on engagement with the separation exercise is an excellent platform and preparatory work for the future efforts in CFM that will be required in relation to the work on the separation balance sheet and separation staff registers.

In the short term, there are two key recommendations for the MIRD and CFM consideration:

1. The new Railway Code should be amended to include "transitional" clauses to allow flexibility for the MIRD and CFM in the timing of incorporation of the new companies, and allow short term funding and legal functioning of CFM as the fourth company.

2. A roadmap of actions by the MIRD and CFM is identified in support of implementation and should be continually reviewed and updated as needed.

			Year 1 (2022)		Year 2 (2023)		Year 3 (2024)		Year 4 (2025)		Year 5 (2026)	
Task	**Owner**	**Status**	**H1**	**H2**	**H3**	**H4**	**H5**	**H6**	**H7**	**H8**	**H8**	**H9**
Pass New Railway Code	MIRD	Completed	◆									
Establish MIRD-led Reform Steering Committee	MIRD	TBC										
CFM-Internal Working Group for Reform (WGR)	CFM	Completed	◆									
Develop company statutes	CFM	Yet to start										
Confirm asset and staff separation proposals	CFM	Completed		◆								
Develop detailed separation balance sheets	CFM	CFM										
Develop detailed separation staff registers	CFM	CFM										
Draft "umbrella" contracts	CFM	CFM										
Establish Safety Regulator	MIRD	MIRD					◆					
Establish Accident Investigation Body	MIRD	MIRD					◆					
Incorporate Infrastructure Manager	CFM	Early prep works					◆					
Incorporate Railway Undertakings	CFM	Early prep works					◆					
Transfer and unbundling of contracts	CFM 4th Co	Yet to start						◆				
Prepare MAIC, PSO and IAC contracts	MIRD	Early prep works					◆					
Maximize revenue generation	CFM 4th Co	Yet to start										
Assist with labour restructuring	CFM 4th Co	Yet to start										
Assist with sectoral institutional development	CFM 4th Co	Yet to start										
Wind-down Fourth Company	CFM 4th Co	Yet to start								◆		

Number of rail companies in the sector	1	1	1	1	4	4	4	4	3	3
CFM										
CFM-Infrastructure										
CFM-Calatori										
CFM-Marfa										

Figure G – Separation related tasks and timing of implementation

CFM, through its senior team and its Working Group supported work on the report through data provision, clarifications, and ongoing review of the various analytical submissions. The Consultant wishes to formally recognise the assistance extended to its team.

CHAPTER 1 INTRODUCTION

1.1 PURPOSE OF THE REPORT

The process of railway reform in Moldova is significantly guided and facilitated with the passing of the new Railway Code in February 2022. The code stipulates that three new companies will be established with the following goals:

- CFM Passenger will be established as the national railway passenger services company. The company will assume responsibility for operation of passenger services and maintenance of its fleet and fixed assets.
- CFM Freight will be established as the national railway freight services company. The company will assume responsibility for operation of freight services including the maintenance of its fleet of locomotives and wagons and fixed assets.
- CFM Infrastructure will be established as the national railway infrastructure manager. The company will assume responsibility for railway infrastructure asset management.

Separation of the railway businesses in CFM requires allocation of CFM's labour force, fixed assets, rolling stock, and other items to the new businesses. Avistum Ltd was retained[1] to provide support with operational separation of CFM's business units. This report, as the second deliverable on the assignment, is prepared to help CFM and the Ministry of Infrastructure and Regional Development (MIRD) execute the separation process. The report itself is designed to address four key questions:

1. What drives separation of assets and staff in CFM ("*Drivers of separation*")?
2. What will the new setup look like ("*Roles and relationships*")?
3. What is the current situation in CFM ("*Current situation*")?
4. How should assets and staff be allocated to different companies in the new setup ("*Allocation and implementation*")?

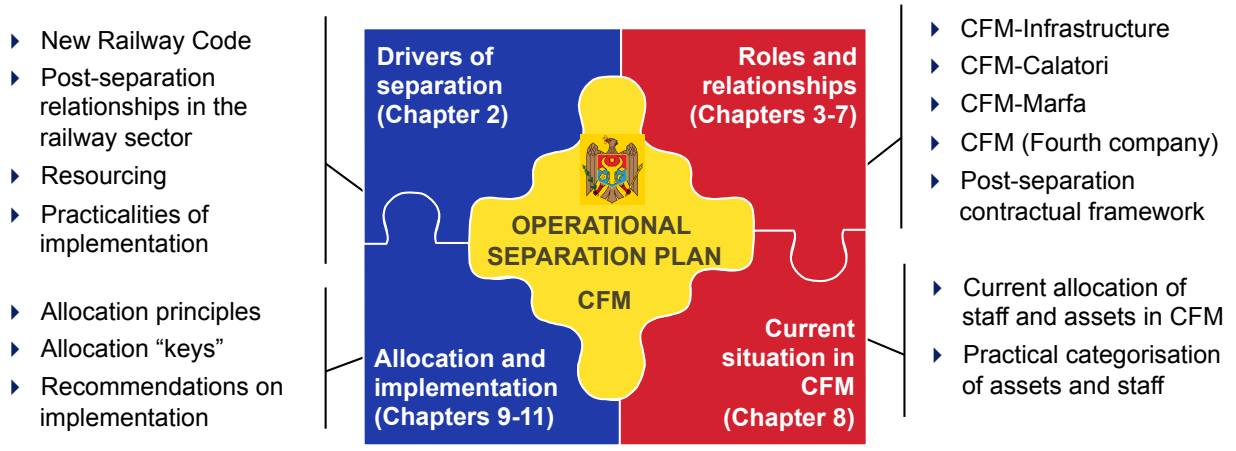

Figure 1 – Graphical overview of the elements of CFM Operational Separation Plan

1.2 STRUCTURE OF THE REPORT

The report is structured ten additional chapters as follows:

- ***Chapter 2: Drivers of separation***: The chapter is used to identify and discuss the key drivers behind the separation of assets and staff in the future structure of the railway sector in Moldova.
- ***Chapter 3: CFM-Infrastructure***: The future national railway infrastructure company is introduced in terms of its role, required assets, and revenue sources
- ***Chapter 4: CFM-Calatori***: The future national railway passenger services operator is introduced in terms of its role, required assets, and revenue sources.
- ***Chapter 5: CFM-Marfa***: The future national railway freight services operator is introduced in terms of its role, required assets, and revenue sources.

[1] The European Bank for Reconstruction and Development ('EBRD') is providing support to the Government of Moldova ('GoM') in the form of a loan designed to finance the purchase of 12 new diesel multifunctional locomotives and the reconstruction of the railway infrastructure of the Bender-Basarabeasca-Etulia-Giurgiulesti section to help the national railway company Calea Ferata din Moldova ('CFM') provide better and more competitive transportation services. The loan is also designed to support the railway restructuring process and the separation of CFM into three independent businesses.

- ***Chapter 6: CFM***: The need for a transition-period enabler of the railway reform is introduced and its roles and support to the reform described.
- ***Chapter 7: Post-separation contractual framework***: The network of relationships between the parties in the sector is explained in the context of new institutional and contractual interfaces between (1) the railway companies themselves and (2) the railway companies and the MIRD.
- ***Chapter 8: Current situation in CFM***: A commentary is provided on the current situation and allocation of staff and assets across the various CFM "households". Practical categorisations of staff and assets are introduced to facilitate tracking of allocation of staff and assets from the "current" to the "future" railway setup in Moldova.
- ***Chapter 9: Allocation principles and application to CFM staff***: A list of specific allocation principles and allocation "keys" is developed and applied to CFM and the resulting allocation is presented.
- ***Chapter 10: Allocation principles and application to CFM assets***: A list of specific allocation principles and allocation "keys" is developed and applied to CFM assets and the resulting allocation is presented.
- ***Chapter 11: Implementation related recommendations***: A set of practical suggestions is articulated to help CFM and the MIRD implement and finalize the asset and staff allocation exercise in time for the establishment of the new railway companies.

Appendices A to D provide further detail as follows:

- Appendix A: Examples of CFM-Infrastructure's services to operators;
- Appendix B: Annex I of EU Directive 2012/34/EU – specifying railway infrastructure items;
- Appendix C: Allocation of CFM staff;
- Appendix B: Allocation of CFM assets.

CHAPTER 2 DRIVERS OF STAFF AND ASSET SEPARATION

There are three key drivers behind the separation of CFM asserts and staff – introduction of the new Railway Code, resourcing requirements of the new companies, and the practicalities of executing the separation exercise. Paragraphs below provide an overview of each driver.

2.1 NEW RAILWAY CODE

In looking for major improvements, the GoM already paved the way for a significant transformation of its rail sector towards full separation, in accordance with the European model. The New Railway Code (Code), adopted on 03/02/2022, provided the legislative framework that will guide the reform of the railway sector.

The Code is the key driver of the railway reform and assumes separation of infrastructure management and railway operations and establishment of independent companies for infrastructure management and railway operations. The Code stipulates that three new companies will be established as follows:

- CFM Passenger will be established as the national railway passenger services company. The company will assume responsibility for operation of passenger services and maintenance of its fleet and fixed assets.
- CFM Freight will be established as the national railway freight services company. The company will assume responsibility for operation of freight services including the maintenance of its fleet of locomotives and wagons and fixed assets.
- CFM Infrastructure will be established as the national railway infrastructure manager.

In order to clarify the role of the GoM in the railway sector, and its relationship to the railway companies operating in the sector, the Code introduces the concepts of Public Service Obligation (PSO) contract, and means of financing the railway infrastructure through a Multiannual Infrastructure contract (MAIC)[2], and railway infrastructure access charging (IAC) regime. Introduction of these new institutional relationships by the Code will be facilitated through establishment of railway safety and economic regulatory bodies, and the national accident investigation body.

There are several deadlines that apply to CFM that arise from implementation of the Code:

- *Identification of assets by 30/11/22*: CFM has to carry out the inventory, delimitation, evaluation and registration of public property that it manages. The operational separation work directly helps CFM meet the majority of the legislative requirement. Should new asset valuation is required, this will be undertaken externally to the operational separation work.
- *Change status of CFM to Joint Stock Company by 31/12/22*: The change requires a suitable legislative act proposed by the MTRI and adopted by the Parliament.

The Code also stipulates the following timescale for its implementation:

- *Establish safety regulator*: within 6 months of passing the Code: safety regulator is established and the associated actions tasked to GoM are also completed;
- *Establish new companies*: within 24 months of passing the Code: the infrastructure manager and the railway operators are incorporated.

Analysis of the adopted version of the Code highlighted that the adopted version does not include any "transitional" clauses. It is recommended that suitable adjustments to the Code are considered in due course to provide flexibility to the MIRD and CFM to implement the reform in a legally compliant manner at all times. These clauses are often included to allow the State to:

- Delay incorporation of the new companies, if required, where the enabling conditions are not met. This provides flexibility to the MIRD to adjust the pace of the railway reform.
- Secure flexibility for the MIRD and CFM in implementing the reform by providing short-term funding to allow a full legal functioning of CFM as the fourth company during the transition period. This is practical as it enables CFM as the fourth company do coordinate all the supporting activities while the new companies focus on core railway services from Day 1 of their incorporation.

[2] The specific reference to MAIC is included in Article 17.

2.2 RESOURCING OF NEW COMPANIES

The three new companies will be established with a clear role and responsibilities for delivery of railway outputs. As such, the companies need to be resourced with assets, staff, organisational setup, corporate procedures and "know-how", so that they are able to deliver the outputs required. In this respect, separation of CFM assets and staff will involve two groups of cases – (1) allocation of assets and staff that are clearly dedicated to a business and (2) allocation of assets (e.g., locomotives) and staff (e.g., locomotive drivers, staff in shared services[3]) that are not uniquely dedicated to a business. The latter allocation involves dealing with scarce resources where there are no specific allocation rules and case-by-case practical solutions tend to be used.

Introduction of separate railway businesses as different companies in the railway sector in Moldova, and the scarcity of available resources, is likely to create the need for a variety of services and transactions to be performed between the new companies. The services and transactions performed by one rail company for the benefit of another rail company may include the following:

- Services (hire and/or maintenance of rolling stock) performed by CFM-Marfa for CFM-Calatori. This service could also cover maintenance of Infrastructure Manager's fleet.
- Specific works and services undertaken by the personnel of one business for the benefit of another business. This primarily refers to business support functions in the early stages of the reformed sector, when the new companies may not have immediate access to their own expert staff.
- Services, such as maintenance of fixed assets, performed by CFM-Infra for the other businesses.

2.3 PRACTICALITY OF IMPLEMENTATION

Railway reform work is often compared with "steering a cruiser ship", as it takes time for the effects of any effort to result in a "tangible change of direction" and capturing of the targeted benefits. The current difficult position of CFM within the national transport sector and continuous shortage of funds is much appreciated as the backdrop for all future reform steps. Implementing the chosen reform path is likely to be difficult, as it requires the MIRD and CFM to accept they will have to make sequential and hard decisions about the future of the sector, with considerable impact on public sector finances, the railways' asset base and headcount.

Maintaining the momentum of the reform and achieving the "quick wins" will require the new companies to be "up-and-running", fully focused on their respective core businesses, as soon as practical. The companies therefore need "an enabler" to manage the variety of one-off tasks arising from the separation. In Moldova, the preliminary work has identified, these tasks are likely to include (1) transfer and/or unbundling of many supply and finance contracts that need to be reallocated to the new companies, (2) maximising generation of revenue from ownership of non-core and/or "surplus" assets, (3) support to labour restructuring, and (4) support to institutional development of the sector.

Resourcing of the new companies in Moldova also needs to consider the specific contextual element – railway assets located in the Transnistrian region. In the current circumstances, CFM advised that it has no information on these assets and is unable to exercise any form of control over them. As a result, CFM Management[4] opted for a practical solution and decided to allocate these assets, to the Fourth Company.

[3] Planners, accountants, legal staff, HR team,

[4] CFM advised that there are 24 such assets/groups of assets and these are marked as "group 50" in the corporate asset registers. The Consultant understands that CFM assets located in Tiraspol, Ribnita, and Bender should be classified in this group.

CHAPTER 3 CFM INFRASTRUCTURE MANAGER (CFM-INFRASTRUCTURE)

3.1 ROLE, FUNCTIONS AND OBLIGATIONS

CFM Infrastructure (CFM-Infra) will be established as the national railway infrastructure manager. The company will assume responsibility for railway infrastructure asset management. In this respect, railway infrastructure asset management is defined as the combination of management, financial, economic and engineering practices applied to physical assets with the objective of providing the users with the optimal level of infrastructure service and in the most cost effective manner.

Contrary to the previous practice, access to railway infrastructure will no longer be without charge but will incur a fee – an Infrastructure Access Charge (IAC). For this reason, CFM-Infra will cease to be a technical body in charge of costs and will become a real "manager" whose scope of responsibility will include decision making on a variety of issues, including revenue, expenditure programmes and cost resulting in a full responsibility for its own Profit and Loss account.

The increased managerial responsibility will be discharged through production and allocation of existing capacity, planning and development to create new capacity, pricing and marketing of train paths, traffic management and control, network maintenance and investments including enhancements and renewals. For clarity, the following definition of terms is used:

- ***Maintenance:*** Maintenance includes the detection and rectification of any faults. In accounting terms, infrastructure maintenance is an operating expense.
- ***Renewals:*** Renewals are major capital works or replacement of the network in order to maintain its required capability. These may be required at specific times but are more often carried out according to the infrastructure manager's own timetable. In accounting terms, infrastructure renewals are capital expenditure.
- ***Enhancements:*** Enhancement is a change to network outputs, usually involving construction that improves network capacity or capability (e.g. enabling higher speeds, allowing heavier loads) relative to the level of network outputs funded at the last relevant periodic review. Usually, outputs are required at specific times, in contrast to most renewals. In accounting terms, infrastructure enhancements are capital expenditure.
- ***Investment:*** Investments cover all enhancements but also include major projects such as route upgrades, which are also largely renewals. In accounting terms, infrastructure investments are capital expenditure.

3.2 NON-FINANCIAL ASSET BASE

Similar to its peer companies, CFM-Infra will own the railway infrastructure assets. In line with the standard definition of such assets[5], the specific allocation of current CFM assets and staff to CFM-Infra is discussed in sections 9 and 10 of the report.

3.3 REVENUE SOURCES

The key aspect of the new railway setup will be the permanent interface between (1) CFM-Infra and the GoM and (2) CFM-Infra and CFM Marfa and CFM Calatori, and (3) CFM-Infra and other operators[6]. The contractual instruments in support of the first two interfaces are the Multi-Annual Infrastructure Contract (MAIC) with the GoM and Infrastructure Access Contracts (IAC) with the various railway operators.

The schematic below presents the key sources of revenue for CFM-Infra.

[5] Annex I of the EU Directive 2012/34/EU provides a definition of infrastructure assets and is included in Appendix B.

[6] Aaspiration of the New Railway Code

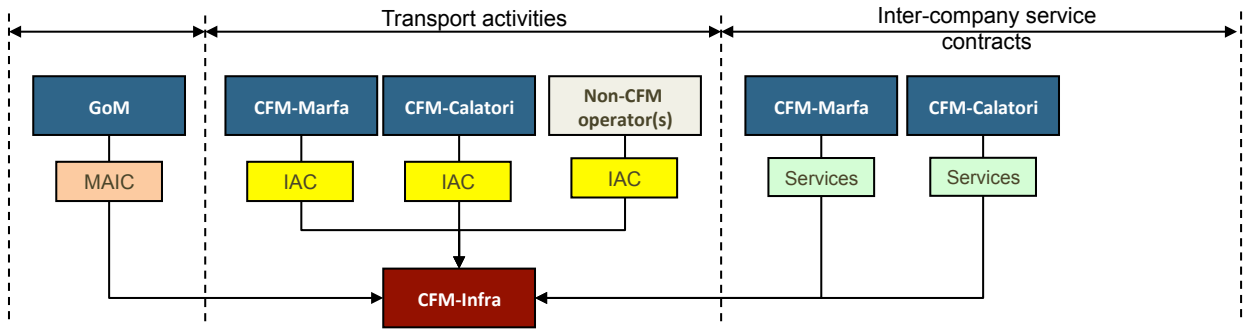

Figure 2 – Key sources of revenue for CFM-Infra

3.3.1 Multi-Annual Infrastructure Contract

The existence of a Multi Annual Infrastructure Contract (MAIC) is the centrepiece for Governmental policy towards public railway infrastructure. Multi annual contracts between the State and relevant infrastructure managers, define the level of State subsidy for the activities of maintenance, renewals and upgrades of public railway infrastructure.

Multi annual infrastructure contract is the contractual tool by which a State provides the national railway infrastructure manager with mid-term financing consistent with its functions, the size of the infrastructure and financial requirements, in particular in order to cover new investments.

In Moldova, the New Railway Code stipulates, that MAIC will be introduced as a vehicle to establish long-term commercial agreement between CFM-Infra and the GoM. International experience has established that in the case of newly established, separate companies, only once the infrastructure manager starts working together with the railway operators and the level of its cooperation is established as a specific target and revenue made dependent on it, could improvements in the national railway output be reasonably expected.

As the owner of the infrastructure asset on behalf of the GoM, the MIRD needs to contractualise its relationship with CFM-Infra through the introduction of a MAIC. The contract will enable the MIRD to specify the manner in which CFM-Infra would execute its infrastructure management services by specifying the number of outputs (trains, train-km, gtkm, cost efficiency improvement targets, safety and reliability parameters etc) that it should meet while maintaining and upgrading the infrastructure network.

Directive 2012/34/EU sets out in detail the requirements for Member States to ensure sustainability of their infrastructure managers (IM). All Member States have to ensure that, under normal business conditions and over a reasonable period of less than five years, the profit and loss account of an IM at least balances income from track access charges, surpluses from other commercial activities, non-refundable incomes from private sources and State funding, and infrastructure expenditure.

In the new Railway Code, the existence of MAIC in the future could be interpreted from article 17. Subsequent revisions of the draft code should include a clear reference to MAIC as an infrastructure funding vehicle. As such, the MAIC will have to be aligned with all strategic transport and rail development plans that are already adopted by the Moldovan Parliament. CFM-Infra will need to be given clear guidance in respect of the level of support over a control period, e.g. five years[7], and the quality to which his infrastructure will need to be maintained, along with incentives for better performance. For best effect, these long-term commitments will be articulated in the MAIC.

3.3.2 Services to customers

Following the establishment of CFM-Infra as a “manager”, the company will assume the responsibility for ensuring the railway network in Moldova is “available” to customers. The vehicle for this will be the Infrastructure Access Charge (IAC), founded upon the “infrastructure service offer”[8]. The resulting

[7] A 5-year contract would be advisable to incentivize a life-cycle focus of infrastructure asset management and a long–term investment approach

[8] This will be described in the CFM-Infrastructure’s Network Statement, that will need to be developed in support of the infrastructure access charging regime. Examples of such services are described in Appendix A.

predictability of cost and the effects on the business models of both CFM-Infra and the railway operators accessing the network is beneficial as it incentivizes:

- The railway operators to commit new, long-term, investments in rolling stock and improve the quality of service to their customers.
- CFM-Infra to make long-term investment in its assets. This requires that the "long term" period for decision-making should not be less than 20 years, as this is generally seems to be industry norm. The structure and level of the IAC should be constant over the period of five years and the length of the MAIC should be aligned with this approach. Where, it is determined that, due to the increase in traffic, CFM-Infra has recovered more than anticipated at the start of the five-year control period, an obligation for CFM-Infra to re-invest the additional funds in its assets should be established.

EU legislation[9] on the topic is based on the guiding principle that, by applying the marginal cost principle for the calculation of IAC, only the cost for additional trains can be taken into account. The implication of this principle, for CFM-Infra will be, that only costs of wear and tear directly incurred by train traffic can be taken into account when setting the infrastructure access charges. This will increase the funding requirement in MAIC.

3.3.3 Inter-company services

The services and transactions performed by one business for the benefit of another rail company may include the following:

- Services (hire and/or maintenance of rolling stock) performed by CFM-Marfa for CFM-Infra.
- Specific works and services undertaken by the personnel of CFM-Infra for the benefit of other companies, or vice versa. This primarily refers to business support functions in the early stages of the reformed sector, whereby the new companies may not have immediate access to their own qualified expert staff.
- Services, such as maintenance of fixed assets, performed by CFM-Infra for the other companies.

Should the services take place, they will need to be based on a full cost recovery, may include a profit margin and will be based on VAT principles.

3.4 LIABILITIES

Long-term debt accounts for 6% of total CFM liabilities[10].

Short term liabilities towards banks, suppliers, other railway administrations and other creditors account for the remaining 94% of CFM liabilities.

CFM-Infra's opening balance sheet liabilities will include all short term debt raised to provide funding to cover the costs incurred in delivering infrastructure related services. The specific identification of these liabilities to CFM-Infrastructure will need to be made by CFM and addressed between CFM and MIRD, given that the liabilities may involve debt to State-Owned Enterprises in Moldova and unresolved debt claims to other railways. The practical timing to address is the 24-month period stipulated by the new Railway Code.

3.5 FINANCING OF INVESTMENTS

Similar to the current situation, financing of the company's investment projects will be sourced from one or more of the following sources:

- funds generated internally by CFM-Infra, e.g., through improvement in corporate efficiency;
- funds available from the Budget;
- loans from the IFIs and other financial institutions;
- other sources, in line with the legal framework in Moldova.

[9] Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 "on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service" OJ L148/13.6.2015, p.17

[10] Source: CFM (2021)

CHAPTER 4 CFM PASSENGER SERVICES COMPANY (CFM-CALLATORI)

4.1 ROLE, FUNCTIONS AND OBLIGATIONS

CFM Calatori will be established as the national railway passenger services company. The company will assume responsibility for operation of passenger services (international, regional, and suburban) and maintenance of its fleet.

4.2 NON-FINANCIAL ASSET BASE

As a railway passenger operator, CFM Calatori will own its own locomotives, coaches, DMUs, and other assets, in line with the assets traditionally used by peer companies, the specific allocation of current CFM staff and assets to CFM-Calatori is discussed in sections 9 and 10 of the report.

4.3 REVENUE SOURCES

CFM-Calatori has three key sources of revenue: (1) services to customers, (2) the Public Service Obligation (PSO) contract with the GoM[11], and (3) inter-company service contracts. The schematic below presents the key financial flows for CFM-Calatori.

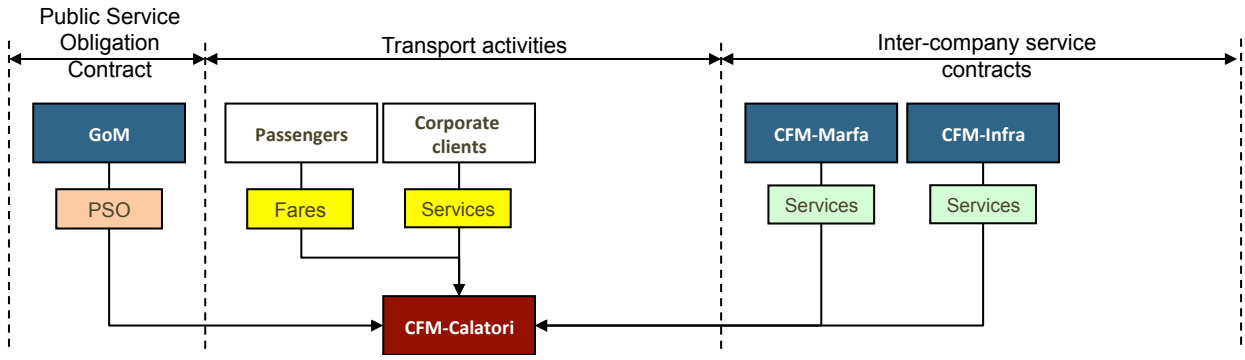

Figure 3 – Key sources of revenue for CFM-Calatori

4.3.1 Services to customers

CFM-Calatori will generate revenue from ticket sales for rail passenger services in international, regional and local traffic.

4.3.2 PSO contract

Public Service Obligation (PSO) contracts are the centrepiece of European passenger transport. In the VIII report on monitoring development of the rail market from the European Commission to the Council and the Parliament published in 2019[12], it is reported that PSO services cover 63% of all EU passenger-km and some 82% of train-km 2018. The relative share of rail services under PSOs and commercial services varies for the different market segments.

The new Railway Code in Moldova ultimately focuses on efficiency and performance, introduces new relationship between the stakeholders, and introduces rail passenger transport as a separate business on the Moldovan railway network. Similar to its peers, CFM-Calatori will continue to provide loss-making railway passenger services, which will need to be addressed using a PSO arrangement.

[11] It is envisaged that, initially, there will be a single PSP contract to cover CFM-Calatori's domestic operations. In the long term, there may be other PSO contracts, executed between CFM-Calatori and the various regional and/or municipal authorities. Experience from other jurisdictions suggests it is unlikely that regional and/or municipal PS0 contracts could be considered realistic in the short term, say 5-7 years.

[12] The report is available at https://irg-rail.eu/irg/documents/market-monitoring/312,2021.html

The scope of the PSO will cover activities undertaken at the GoM's direction, which a commercially focussed business would not perform under the same terms and conditions. There are generally three tests to identify a PSO from the State-owned company's viewpoint:

- ***GoM direction*** - Is the activity performed as a result of a Government direction, either written or verbal?
- ***Non-commercial activity*** - In the absence of GoM direction or direct or indirect GoM funding of the service, would an efficient commercially-focused State-owned company be likely to discontinue producing the goods or services, reduce the quantity or frequency of supplying the goods or services, reduce the quality of the goods or services, seek to charge higher prices or some combination of higher prices and lower delivery standards?
- ***Materiality*** - Is it significant or material to the financial performance of the business?

In CFM-Calatori's case, the answers to all the questions above would be positive, thus confirming the suitability of its activities for PSO treatment. Furthermore, there could also be the test from the GoM's side ("clear policy basis"), which involves an understanding whether the activity should be linked to a particular policy objective of the GoM e.g. providing railway transport passenger services to its taxpayers. Again, the answer would be positive.

The structure of the PSO contract should be simple to accommodate the pioneering nature of the first application and the MIRD and CFM-Calatori staff to be familiar with the calculation methodology, so it constitutes a sound basis for the first years of PSO contracting in Moldova.

A clear set of KPIs needs to be developed to be included in the contract, along with the acceptable level of "reasonable profit" for the provision of PSO services in passenger transport. Given the pioneering use of the PSO contract in its first application, the initial set of KPIs to be included in the contract should also be simple and easy to monitor. In addition, the contact should provide for an annual rate of improvement in performance.

Commercialisation of the PSO concept will allow the GoM and CFM-Calatori to develop specific arrangements for performing and funding the rail passenger PSO. The key characteristics of the rail PSO framework are outlined below:

- Commercialisation of PSO involves introduction of a funding framework, which allows CFM-Calatori to put the designated activities on a clear commercial footing.
- A PSO framework will offer significant advantages for CFM-Calatori by clearly defining the policy, scope and funding of its non-commercial activities and for the GoM, by pre-determining specific PSO activities, performance standards and costs.
- Introduction of a PSO framework will allow the GoM to directly monitor CFM-Calatori's performance and the effectiveness of the specified delivery mechanisms.
- A PSO framework will also provide CFM-Calatori with a direct link between the costs and funding of its PSO activities and can decrease funding uncertainty because the PSO contract will be renegotiated along with the funding mechanism, where costs of policy change are identified and agreed.

4.3.3 Inter-company service contracts

The services and transactions performed by one business for the benefit of another rail company may include the following:

- Services (hire and/or maintenance of rolling stock) performed by CFM-Marfa for CFM-Calatori.
- Specific works and services undertaken by the personnel of one business for the benefit of another company. This primarily refers to business support functions in the early stages of the reformed sector, whereby the new companies may not have immediate access to their own qualified staff.
- Services, such as maintenance of fixed assets, performed by CFM-Infra for CFM-Calatori.

Should the services take place, they will need to be based on a full cost recovery, may include a profit margin and will be based on VAT principles

4.4 LIABILITIES

Long-term debt accounts for 6% of total CFM liabilities.

Short term liabilities towards banks, suppliers, other railway administrations and other creditors account for the remaining 94% of CFM liabilities.

CFM-Calatori's opening balance sheet liabilities will include all short term debt raised to provide funding to cover the costs necessary to deliver railway transport passenger services. The specific identification of these liabilities to CFM-Calatori will need to be made by CFM and addressed between CFM and MIRD, given that the liabilities may involve debt to State-Owned Enterprises in Moldova and unresolved debt claims to other railways. The practical timing to address is the 24-month period stipulated by the new Railway Code.

4.5 FINANCING OF INVESTMENTS

Similar to the current situation, financing of the company's investment projects will be sourced from one or more of the following sources:

- funds generated internally by CFM-Calatori, e.g., through improvement in corporate efficiency;
- funds available from the Budget;
- loans from the IFIs and other financial institutions;
- other sources, in line with the legal framework in Moldova.

CHAPTER 5 CFM FREIGHT SERVICES COMPANY (CFM-MARFA)

5.1 ROLE, FUNCTIONS AND OBLIGATIONS

CFM-Marfa will be established as the national railway freight services company. The company will assume responsibility for operation of freight services including the light maintenance of its own fleet of locomotives and wagons[13].

5.2 NON-FINANCIAL ASSET BASE

As a railway passenger operator, CFM-Marfa will own its own locomotives, wagons, and other assets, in line with the assets traditionally used by similar peer companies. The specific allocation of current CFM assets and staff to CFM-Calatori is discussed in sections 9 and 10 of the report.

5.3 REVENUE SOURCES

CFM-Marfa has two key sources of revenue[14]: (1) services to customers and (2) inter-company service contracts. The schematic below presents the key financial flows for CFM-Marfa.

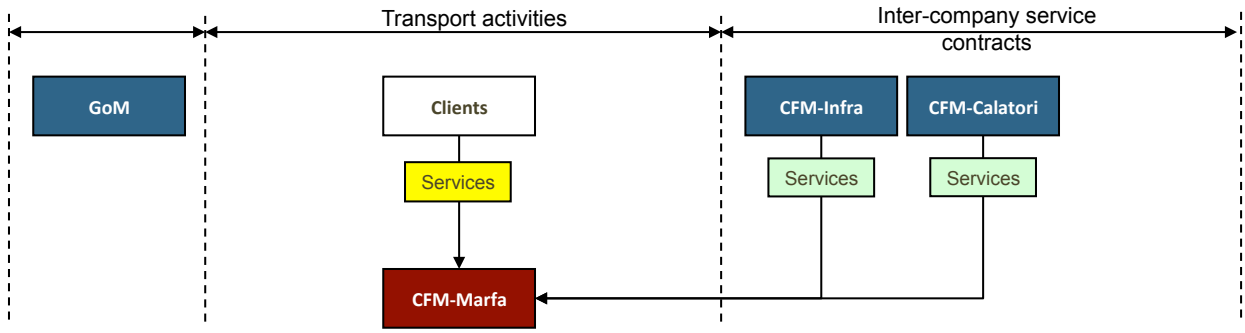

Figure 4 – Key sources of revenue for CFM-Marfa

5.3.1 Services to customers

CFM-Marfa will generate revenue from provision of rail freight services to customers.

5.3.3 Inter-company service contracts

The services and transactions performed by one business for the benefit of another rail company may include the following:

- Services (hire and/or maintenance of rolling stock) performed by CFM-Marfa for CFM-Calatori. This service could also cover maintenance of CFM-Infra's fleet.
- Specific works and services undertaken by the personnel of one business for the benefit of another business. This primarily refers to business support functions in the early stages of the reformed sector, whereby the new companies may not have immediate access to their own qualified staff.
- Services, such as maintenance of fixed assets, performed by CFM-Infra for CFM-Marfa.

Should the services take place, they will need to be based on a full cost recovery, may include a profit margin and will be based on VAT principles.

5.4 LIABILITIES

Long-term debt accounts for 6% of total CFM liabilities.

[13] As part of the asset separation exercise, rolling stock maintenance facilities will need to be split between CFM-Calatori and CFM-Marfa. Using a traditional approach, the on-the-ground split is proposed as a practical day-to-day solution that reflects availability of "light" maintenance assets, their location and role in the activities of each railway operator. Both operators will continue to execute "light" maintenance of their assets and procure rolling stock renewal and upgrades from the specialist service providers.

[14] CFM-Marfa will be established as a commercially oriented company and will not receive funding for its operations from the GoM.

Short term liabilities towards banks, suppliers, other railway administrations and other creditors account for the remaining 94% of CFM liabilities.

CFM-Marfa's opening balance sheet liabilities will include all short term debt raised to provide funding to cover the costs necessary to deliver railway transport freight services. The specific identification of these liabilities to CFM-Marfa will need to be made by CFM and addressed between CFM and MIRD, given that the liabilities may involve debt to State-Owned Enterprises in Moldova and unresolved debt claims to other railways. The practical timing to address is the 24-month period stipulated by the new Railway Code.

5.5 FINANCING OF INVESTMENTS

Similar to the current situation, financing of the company's investment projects will be sourced from one or more of the following sources:

- funds generated internally by CFM-Marfa, e.g., through improvement in corporate efficiency;
- funds available from the Budget;
- loans from the IFIs and other financial institutions;
- other sources, in line with the legal framework in Moldova.

CHAPTER 6 CFM - FOURTH COMPANY

6.1 ROLE AND FUNCTIONS OF THE COMPANY

In order to support the reform and enable the three new companies to fully focus on their respective elements of railway scope, it is proposed that the current railway company CFM continues to exist and assume an important role in facilitating the reform.

As a result, the reform conceptually envisages CFM, as a fourth company, that will still be active following the incorporation of the three new companies and the separation of their respective activities and assets. The fourth company will assume all "surplus" assets once the operational needs of the three operating companies are defined.

The following imperatives apply to the design of the role of the fourth company:

- It is not a market-oriented company. This requires that company's resources are limited, tailored to its scope of operation, and company's lifespan is finite to minimise drain on the public purse.
- The company's role is designed to provide practical help to the railway reform by:
    - Assisting with the reform by driving the transfer and/or unbundling of many supply and finance contracts that need to be reallocated to the new companies as result of the reform.
    - Maximising generation of revenue from ownership of non-core and/or "surplus" assets with an objective of increasing the efficiency of the new rail companies, through improvements in financial performance by reducing the cost of inputs through competitive supply, and generating resources for investments through asset sales. The initial assessment established that assets to be considered here include the non-core assets, such as the Technical School and the Railway Palace, and rolling stock and other similar items that could be sold as scrap. In case of disposal of assets, there is also the marginal reduction in tax liabilities.
    - Assisting with labour restructuring.
    - Assisting with institutional development of the rail sector.

6.1.1 Transfer and/or unbundling of various contracts

The reform itself will involve a myriad of legal and financial decision making, outside of the business of running passenger and freight trains and delivering infrastructure availability to the operators.

6.1.2 Maximize generation of revenue from surplus and non-core assets

Historically, pursuing self-sufficiency as an objective and undertaking a considerable range of services in-house is not uncommon. Railways have traditionally provided housing and health care for workers, their workshops have manufactured parts requirements and undertaken the full range of maintenance and construction activities, etc. Poor financial and operational performance of the majority of Eastern European railways required that non-railway activities were disposed early in the reform process.

A standard approach to railway restructuring involves classifying the components of the railway business, including subsidiaries into:

- ***Non-railway activities*** - such as hotels and hospitals. These are generally uncontroversial choices for disposal. The situation with non-railway activities is relatively straightforward. These activities and the related assets ought to be disposed to release funds for investment in the railway. This is crucial at the time when the capability of CFM and GoM to allocate funds to the sector is constrained.
- ***Non-core railway activities*** - such as manufacturing of transport equipment and various technical services. Achieving benefits for the railway from divesting these activities, such as workshop services, engineering, technical and research services, and/or various support services such as human resources and finance, depends on the stage of development of competitive markets in these services and the cost pressures the railway company is faced with.

  Many of the non-core railway activities can be undertaken more efficiently by non-railway enterprises in the private sector. This could allow the rail companies to benefit from competitive supply of non-core railway services. With the rail sector moving towards commercial management, the range of activities undertaken internally needs to be rethought:

- can external private sector enterprises deliver the required services more cheaply and efficiently?
- what are the strategic benefits of the rail companies' involvement in these activities?

Once candidates for disposal have been identified, a disposal strategy for each would need to be identified, to manage the market for ex-railway activities effectively, and to minimise transaction costs. A range of approaches, from equity offerings to trade sales would be considered.

- **Core railway activities** - Parts of the core railway activities may also be candidates for disposal depending on their economic viability and the GoM's policy and objectives. Surplus real estate assets can be an important source of funding for future capital investment in the railway. Traditionally, such elements also include land, which in the case of Moldova is not recorded as a CFM's asset[15].

Similar to its peers, CFM have been involved in activities other than railway transport and asset maintenance through its various subsidiaries. Over the years, CFM managed to considerably reduce the scope of its non-railway operations by divesting the non-core activities.

In the context of railway reform in Moldova, "surplus assets", regardless of the above classification, are defined as non-core railway assets that neither at present, nor in the near future, are able to make positive contributions to the three core railway businesses' outputs. This involves, non-operational rolling stock and the three non-core railway assets listed above.

The responsibility for disposal of assets, subject to compliance with the national legal framework, would be allocated to CFM. Removal of the "surplus" and/or non-core assets from the balance sheets of the three newly founded companies and their transfer to the fourth company for disposal would create a marginal benefit of reducing the tax liabilities of the three new businesses.

In addition to its "traditional" role of being the reform support Fourth Company, the company will also need to operationally support the GoM in resolving the situation with the assets in the Transnistrian region.

6.1.3 Assist with labour restructuring

Improvements in operational and financial performance will require suitable resources in support, both in terms of "hands-on" capability and quantity. This is a two-dimensional problem that may not be resolved with the existing staff.

The labour restructuring scope, as almost every reform effort has shown, may involve dealing with "surplus" staff in a structured and uniform way. This is where the central role of the fourth company helps.

There may also be a requirement for new technical and managerial skills to be developed and/or rapidly acquired, in order to target new revenue opportunities. For practicality, it is convenient if such a development effort is managed from a central place, while allowing the three new companies to focus on their core businesses.

6.1.4 Assist with institutional development of the rail sector

In the context of a major one-off development effort, the fourth company is well positioned to assist with the preservation of rail capability. Given the many capacity development needs in the MIRD and the future Railway Authority (RA) and the Market Regulatory Body (MRB) as envisaged by the new Railway Code, the fourth company could provide a suitable pool of technical railway resources for the two organisations, and, kick-start the institutional strengthening of the rail sector. This would enable consolidation of rail-specific expertise and knowledge within the sectoral institutions and a way to support an informed monitoring of the reform process. In terms of execution, selected staff, upon completion of their roles in the fourth company, would join MIRD, Railway Authority (RA) and/or Market Regulatory Body (MRB) and continue their involvement with the rail sector[16].

[15] On 17 June 2022, CFM advised that land is owned by the Moldovan State. The right to use the land is associated with the specific fixed asset that reside on the plots of land in question. These will be transferred from CFM to one or more of the four companies envisaged in the national railway sector in the future.

[16] This is a practical approach for the recruitment of specialist, often scarce, senior rail technical capability.

6.2 FUNDING SOURCES

Throughout its operation as the key enabler of the railway reform in Moldova[17], the fourth company would need to receive dedicated "short-term" funding support from the GoM.

6.3 LIFESPAN

In consideration of the company's role above, a 24-month transition period for the fourth company is assessed as feasible. The specific reasoning in respect of each of its functions is outlined below:

- **Transfer and unbundling of contracts**: 12-18 months is assessed as a reasonable period required for the transfer of all contracts to three new companies to be successfully completed.
- **Generate revenue**: 24 months is assumed a maximum length of time required**.** During this period, rail companies will work together and with the MIRD to identify and confirm the true operational needs, and in consequence, identify the remaining "surplus" assets for disposal. The MIRD should incentivise the rail companies to identify the remaining "surplus" assets as soon as it is practicable based on the promise to pass on all earnings from asset disposal to the railway businesses to encourage the release of such assets.
- **Assistance with the execution of labour restructuring plan –** 24 months may be needed for the sensitive labour related issue to be addressed. There is also a possibility for the fourth company is to act as a conduit for payment of severance pay to any surplus personnel that may be part of any retrenchment efforts. In this case, a central system of distribution of payments could be set up in CFM, to centralise the execution of the voluntary scheme of personnel departures, if needed. At the same time, the fourth company could also be the conduit to manage development and training of staff identified for pre-qualification due to the future needs of the three companies.
- **Assistance with institutional development of the rail sector** – A period of 12 months is considered to allow selected senior experts from CFM to gradually get involved with a variety of institutional related tasks before migrating to assume positions with the MIRD, RA and/or MRB. The approach is a direct lesson from many international reform efforts, further confirming the fact that scarce railway knowledge in any country resides with that country's national railway company.

The proposed period of 24 months also equals the period of time the new Railway Code prescribed for achieving operational readiness of institutions in the railway sector.

[17] It is appreciated that the tasks delegated to the Fourth Company may end up lasting longer than the initial 24 months. It is therefore needed that the MIRD-led Steering Committee for the Reform actively monitors and steers actions of the Fourth Company.

CHAPTER 7 POST-SEPARATION CONTRACTUAL FRAMEWORK

7.1 ELEMENTS OF THE CONTRACTUAL FRAMEWORK

Reform of the rail sector in Moldova is characterised by the contractual framework that will act as an enabler of the change effort. The framework involves the following elements:

- introduction of new contracts between the rail companies and the GoM;
- contractualisation of some previously informal relations and introduction of contracts between the former units of CFM and soon established as independent businesses;
- transfer of a variety of contracts from CFM to the new companies, including unbundling of existing CFM supply contracts to the new companies.

Public funding of operations of the new rail companies will be enabled as follows (1) CFM-Infra operations will be funded through MAIC and infrastructure access charges (IAC) contracts and (2) CFM-Calatori's operations will be funded through the PSO contract[18].

The new contractual framework is schematically shown for the transition period and in the long-term.

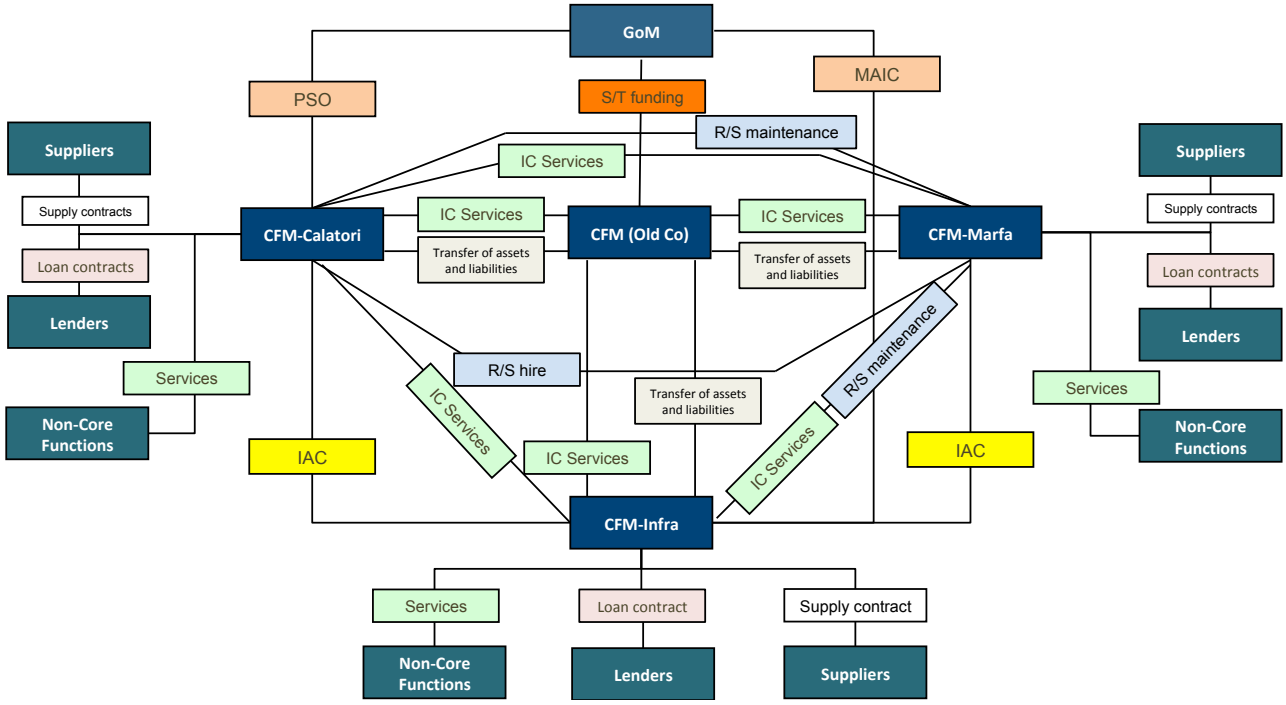

Figure 5 – Overview of the contractual framework in the Moldovan railway sector (transition period)

[18] The pioneering versions of the key contracts will be prepared as part of a bilateral project funded by the French Government.

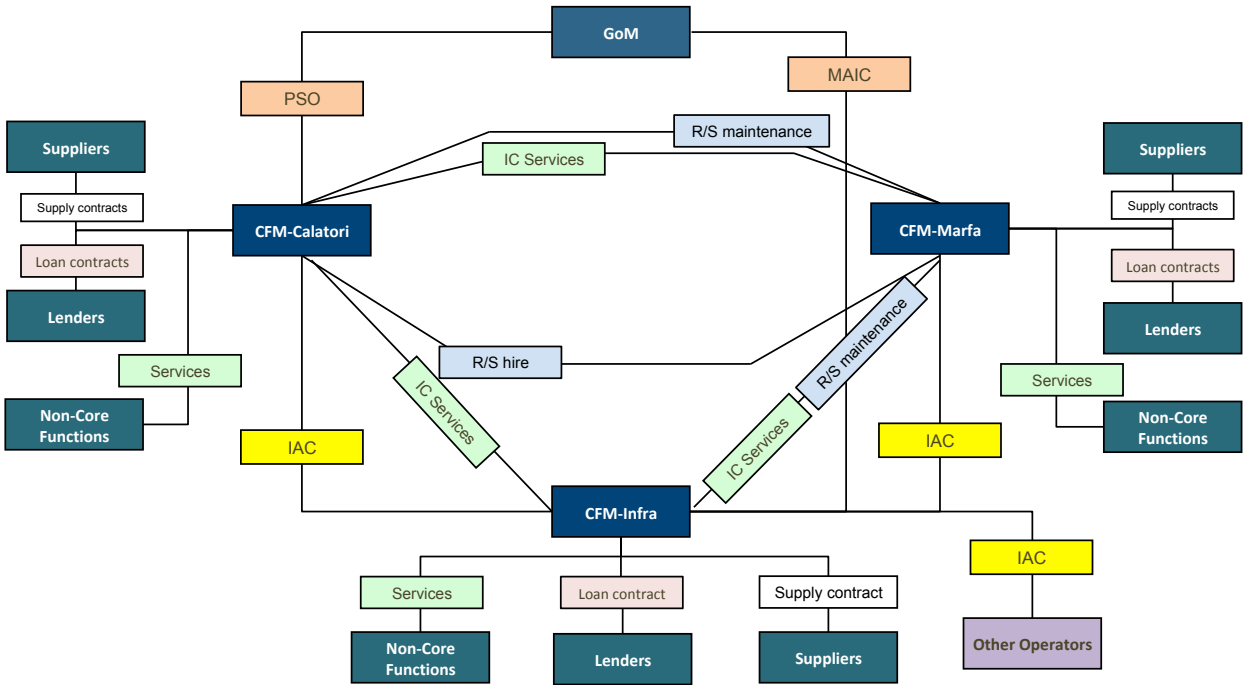

Figure 6 – Overview of the long-term contractual framework in the Moldovan railway sector

The key differences between the two frameworks are the following:

- elimination of the fourth company in the long run, as its role in helping the reform during the transition period will have been achieved by then;
- introduction of new, private, operators on the Moldovan railway network, in the long term[19].

It is worth noting that both figures include “lenders” as parties to the contractual framework. While it is appreciated that early on, lenders, be they private or IFIs, may wish to retain their contracts with the “old” CFM, the MIRD’s effort to have the new companies independently run their own businesses may facilitate an early transfer of loan contracts to the new companies, during the transition period. In the long term, it is likely that lenders’ contracts will need to be with the new companies.

7.2 CONTRACTUAL FRAMEWORK FOR THE INTERCOMPANY SERVICES

Apart from the railway-specific relationships that fall within the scope of MAIC, PSO and IAC contracts, the new companies may need to rely on each in short term, for the provision of various services, until they can achieve full autonomy over the resources required. The intercompany services could vary from the provision of supplies, originally purchased by CFM until new supply contracts can be concluded, to providing expert assistance concerning corporate matters such as sharing a common computer server[20], providing assistance with translations etc. until new arrangements can be concluded. Such intercompany services should only be provided for a very short period of time, as the new companies quickly need to become autonomous. Furthermore, railway legislation mandates independence of the infrastructure manager from the railway operators.

A possible solution for Moldova could be for the new companies to jointly enter an “umbrella” contract under which more “subordinate” contracts could be executed, to avoid lengthy contract development and negotiation procedures. This should strictly be an interim solution for a period of 6-12 months for several reasons[21].

[19] International experience suggests that if all reform activities proceed as planned (see high-level railway reform roadmap presented as part of the Inception Report, Figure 3), new operators are unlikely to enter the Molodvan railway sector earlier than 7-8 years from the actual start of the reform.

[20] In this case, suitable “firewalls” would need to be established to preserve data security.

[21] The best solution would be to avoid such an arrangement, and for the new companies to operate totally autonomously from the very beginning of their operation. However, since the spin-off of the new companies is likely to be executed before the companies can claim resource sufficiency the “umbrella”” contract may help bridge the resource gap.

Once concluded, the intercompany contracts between the public sector companies need to comply with the relevant aspects of the Moldovan procurement. For practical purposes, and on the assumption the new companies will become autonomous within the next 2-3 years, alignment of the contracts with the EU railway law and EU State Aid Law will need to be established as part of Moldova's accession path to the EU.

CHAPTER 8 CFM STAFF AND ASSETS – CURRENT SITUATION

8.1 CFM STAFF

CFM is organised as a monolithic railway company and its headcount totals 6,044 staff.

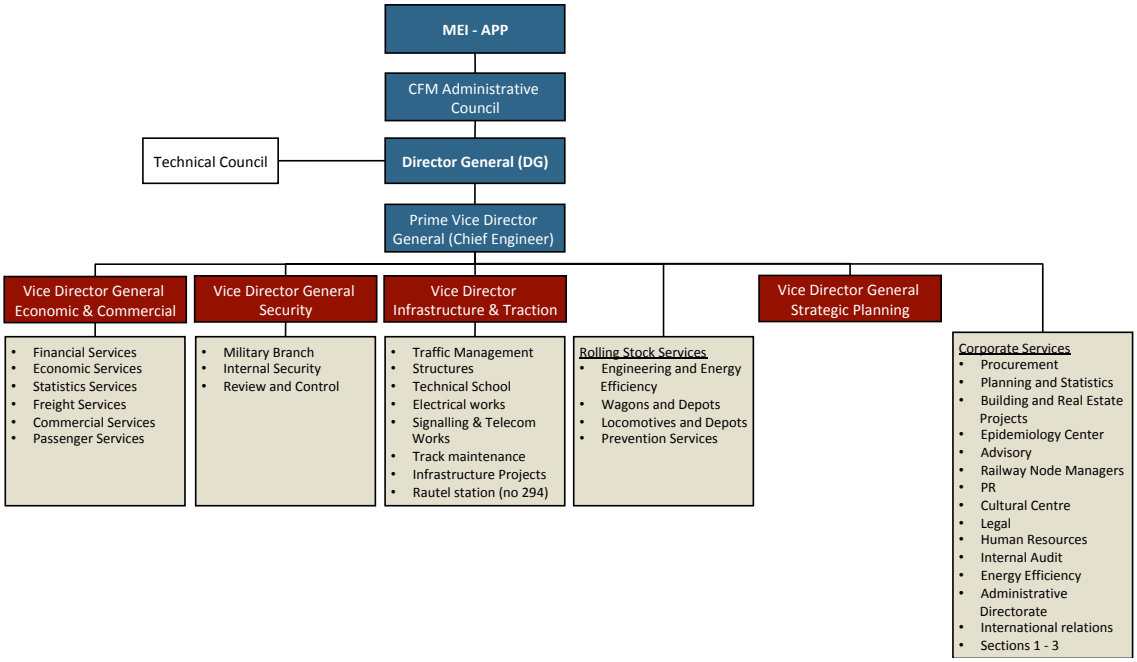

Figure 7 - CFM Organisation

CFM headcount is allocated to its 37 branches and 7 principal locations across the country (Ocnita, Balti, Ungheni, Chisinau, Bender, Barabeasca, and Giurgiulesti).

ID	CFM ORGANISATIONAL UNIT		TOTAL
1	Stations	Ocnita	179
2		Balti	191
3		Ungheni	136
4		Chisinau	172
5		Bender	63
6		Basarabeasca	180
7		Giurgiulesti	129
8	Locomotives	Balti	217
9		Chisinau	190
10		Bender	90
11		Basarabeasca	222
12	Wagons	RV Balti	284
13		VCDC-1 Chis	591
14		Basara VCDR-2	148
15		Basara VCD-4	161
16	Track mtce	Ocnita	222
17		Balti	287
18		Chisinau	215
19		Bender	145
20		Basarabeasca	436
21		PMC 294	47
22		MP-1	25
23	Signalling and Telecom	Balti	142
24		Chisinau	136
25		Basarabeasca	116
26	Electrical	Balti	46
27		Chisinau	51
28		Basarabeasca	65
29	Ateliers	GF LVOK	134
30		SPM	406
31		CIC	48
32		Admin	243
33		SATM	68
34		STF	18
35		SACL	24
36		SACI	125
37		PCF	37
38		CSE	24
			6,013

Table 1 – Current breakdown of CFM staff (dataset May 2022)

8.2 CFM ASSETS

CFM assets are currently classified based on which of the main household they belong. A "standard" top schematic differentiates the types of CFM assets belonging to "households" and their locations.

- Wagon depots at 4 locations;
- Locomotive depots at 5 locations;
- Stations covering 9 groups;
- Track sections covering 7 groups of track units;
- Signalling and telecom covering 3 sections;
- Electrical systems covering 3 sections;
- Other units covering 10 locations/units[22].

				IV - initial value	*based on current allocation of assets in CFM*					
Units	**Asset**	**Code**	**Location**	**Available IV**	**CFM Calatori**	**%**	**CFM Marfa**	**%**	**CFM Infrastructura**	**%**
4	Wagon depots	DVC-1	Chisinau	585,978,170.40	585,978,170.40	62.1%		30.4%		0.0%
		DV-2	Basarabeasca	302,253,095.13			302,253,095.13			
		RV-3	Balti	105,274,133.59			105,274,133.59			
		Dv-4	Basarabeasca	48,573,063.97			48,573,063.97			
5	Locomotive depots	TC-1	Chisinau	255,605,923.00	255,605,923.00	27.1%		36.3%		0.0%
		TC-1	Chisinau	92,140,545.30			92,140,545.30			
		DL-2	Bender	267,899,258.96			267,899,258.96			
		DL-3	Basarabeasca	54,715,005.80			54,715,005.80			
		DL-4	Balti	130,317,102.78			130,317,102.78			
9	Stations	DS	Chisinau	65,150,031.30		0.0%		0.0%	65,150,031.30	7.0%
		DS	Balti-Slobozia	20,538,893.29					20,538,893.29	
		DS	Bender	16,384,714.78					16,384,714.78	
		DS	Basarabeasca	26,916,727.48					26,916,727.48	
		DS	Giurgiulesti	14,186,582.26					14,186,582.26	
		DS	Ocnita	13,495,894.16					13,495,894.16	
			Ribnita	15,272,074.00					15,272,074.00	
			Tiraspol	6,202,778.00					6,202,778.00	
		DS	Ungheni	25,580,388.06					25,580,388.06	
7	Track sections	SIC-1/PC-1	Chisinau	262,241,327.25		0.0%		0.0%	262,241,327.25	66.7%
		SIC-2/PC-2	Bender	499,837,673.76					499,837,673.76	
		SIC-3/PC-3	Basarabeasca	495,424,359.91					495,424,359.91	
		SIC-5/PC-4	Balti	402,187,154.85					402,187,154.85	
		SIC-6/PC-5	Ocnita	178,981,346.59					178,981,346.59	
		TCP-1	Bender	32,690,281.00					32,690,281.00	
		SMC-294	Rautel	62,199,372.06					62,199,372.06	
3	Signalling & Telecom	SST-1	Chisinau	76,430,792.28		0.0%		0.0%	76,430,792.28	8.1%
		SST-2	Basarabeasca	76,976,062.54					76,976,062.54	
		SST-3	Balti	81,308,238.64					81,308,238.64	
3	Electrical	SAEE-1	Chisinau	72,536,507.00		0.0%		0.0%	72,536,507.00	6.0%
			Basarabeasca	61,274,527.82					61,274,527.82	
		SAEE-3	Balti	39,686,613.26					39,686,613.26	
10	Other units	STF	Basarabeasca	961,419.00		10.8%		33.2%	961,419.00	12.2%
		NH-ATM		86,894,074.27					86,894,074.27	
		SACL	Chisinau	117,291,552.00					117,291,552.00	
		SPM		4,046,221.00					4,046,221.00	
		Spitalul Bender		4,413,712.00					4,413,712.00	
		SACI		83,448,843.87					83,448,843.87	
		CIC		33,489,699.84					33,489,699.84	
		CIC		3,145,218.00			3,145,218.00			
		CIC		495,454,207.25			495,454,207.25			
		PCF		23,461,272.71					23,461,272.71	
		LVOC (GF)	Chisinau	102,255,181.14	102,255,181.14					
		CSE		1,231,796.00					1,231,796.00	
	TOTAL			**5,344,351,836.30**	**943,839,274.54**	**100.0%**	**1,499,771,630.78**	**100.0%**	**2,900,740,930.98**	**100.0%**

Table 2 – Current CFM asset register using the initial values for totals and checks (data source: CFM)

[22] A hospital unit in Bender is also included in the asset registers. The Consultant will further engage with CFM to understand the asset and its use and day-to-day operations.

CHAPTER 9 ALLOCATION PRINCIPLES AND APPLICATION TO CFM STAFF

9.1 OVERVIEW

The process of allocating current CFM staff to the new companies is schematically presented below and described in sections 9.2 to 9.4.

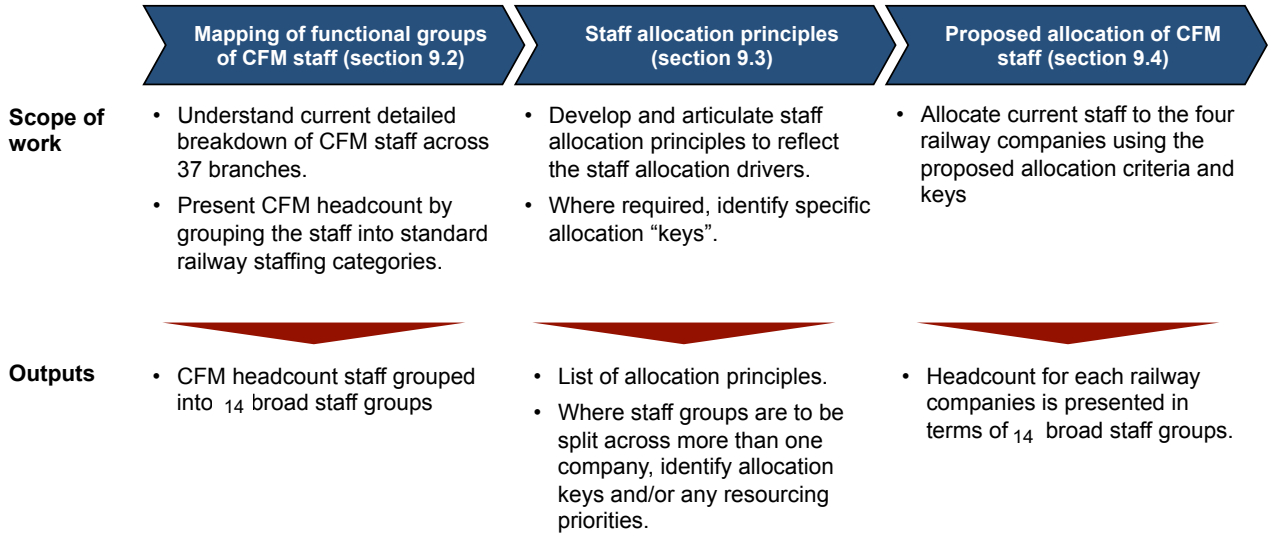

Figure 8 – allocation of CFM staff to the new companies in the railway sector in Moldova

9.2 MAPPING OF FUNCTIONAL GROUPS OF CFM STAFF

The Consultant analysed detailed CFM staff lists and grouped staff in 14 broad areas – drivers, train crew, passenger services and ticketing, locomotive maintenance, wagon maintenance, infrastructure maintenance, traffic management, railway operations, commercial, security, shared services, corporate management, administration, and other. This type of categorization of staff enables an easier mapping against the resource needs of the new railway companies.

The resulting mapping of CFM staff and classification into 14 broad categories is detailed in Appendix C and shown below.

Total	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Total
Stations	0	0	8	0	0	0	449	196	254	21	39	0	5	78	**1,050**
Locomotives	264	0	0	311	0	0	0	0	0	2	35	0	5	102	**719**
Wagons	0	355	0	0	695	0	0	1	1	37	33	0	3	59	**1,184**
Track mtce	12	0	0	0	0	1,254	0	1	0	23	38	0	3	46	**1,377**
Signal & Tel	0	0	0	0	0	345	0	0	0	8	12	0	0	29	**394**
Electrical	0	0	0	0	0	110	0	0	0	2	14	0	3	33	**162**
Ateliers	0	3	53	5	5	191	31	7	31	406	245	14	17	119	**1,127**
	276	**358**	**61**	**316**	**700**	**1,900**	**480**	**205**	**286**	**499**	**416**	**14**	**36**	**466**	**6,013**

Table 3 – Summary classification of CFM staff into 14 staff groups[23]

Total	1A	1B	1C	2	3	4A	4B	5A	5B	6A	6B	6C	6D	6E	7	8	9	10	11	12	13	14	Total
Stations	0	0	0	0	8	0	0	0	0	0	0	0	0	0	449	196	254	21	39	0	5	78	**1,050**
Locomotives	31	216	17	0	0	236	75	0	0	0	0	0	0	0	0	0	0	2	35	0	5	102	**719**
Wagons	0	0	0	355	0	0	0	524	171	0	0	0	0	0	0	1	1	37	33	0	3	59	**1,184**
Track mtce	0	0	12	0	0	0	0	0	0	1,254	0	0	0	0	0	1	0	23	38	0	3	46	**1,377**
Signal & Tel	0	0	0	0	0	0	0	0	0	0	345	0	0	0	0	0	0	8	12	0	0	29	**394**
Electrical	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	2	14	0	3	33	**162**
Ateliers	0	0	0	3	53	5	0	5	0	134	7	2	24	24	31	7	31	406	245	14	17	119	**1,127**
	31	**216**	**29**	**358**	**61**	**241**	**75**	**529**	**171**	**1,388**	**352**	**112**	**24**	**24**	**480**	**205**	**286**	**499**	**416**	**14**	**36**	**466**	**6,013**

Table 4 – Classification of CFM staff into staff subgroups

[23] For transparency and ease of review, detailed tables showing classification of CFM staff to 14 broad categories have been shared with CFM in electronic form on an ongoing basis.

Group name	Group no	DS	Loco	Wag	Track	S&T	Elec	Atelier	Sum	%
Loco drivers	G1	0	264	0	12	0	0	0	**276**	***4.6***
Train crew	G2	0	0	355	0	0	0	3	**358**	***6.0***
Ticketing	G3	8	0	0	0	0	0	53	**61**	***1.0***
Loco mtce	G4	0	311	0	0	0	0	5	**316**	***5.3***
Wagon mtce	G5	0	0	695	0	0	0	5	**700**	***11.6***
Infra mtce	G6	0	0	0	1,254	345	110	191	**1,900**	***31.6***
Traffic mgt	G7	449	0	0	0	0	0	31	**480**	***8.0***
Traffic ops	G8	196	0	1	1	0	0	7	**205**	***3.4***
Commercial	G9	254	0	1	0	0	0	31	**286**	***4.8***
Security	G10	21	2	37	23	8	2	406	**499**	***8.3***
Shared	G11	39	35	33	38	12	14	245	**416**	***6.9***
Corp mgt	G12	0	0	0	0	0	0	14	**14**	***0.2***
Admin	G13	5	5	3	3	0	3	17	**36**	***0.6***
Other	G14	78	102	59	46	29	33	119	**466**	***7.7***
		1,050	**719**	**1,184**	**1,377**	**394**	**162**	**1,127**	**6,013**	***100.0***
	%	***17.5***	***12.0***	***19.7***	***22.9***	***6.6***	***2.7***	***18.7***	***100.0***	

Table 5 –Classification of current CFM staff

			14 staff groups																							
ID	CFM Branch		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrast maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
1	Stations (1050)	Ocnita					1										92	29	44	1	3		1	8	**179**
2		Balti					3										80	45	43		9		2	9	**191**
3		Ungheni					3										54	29	25	6	5			14	**136**
4		Chisinau															89	12	38	8	3		2	20	**172**
5		Bender															17	10	20	3	8			5	**63**
6		Basarabeasca					1										84	45	28	3	6			13	**180**
7		Giurgiulesti															33	26	56		5			9	**129**
8	Locomotives (719)	Balti	10	66	9			92												2	6		3	29	**217**
9		Chisinau	21	35	3			33	75												6			17	**190**
10		Bender		26				39													4		2	19	**90**
11		Basarabeasca		89	5			72													19			37	**222**
12	Wagons (1184)	RV Balti								263								1	1	8	7		1	3	**284**
13		VCDC-1 Chis				355					170									7	10			49	**591**
14		Basara VCDR-2								118	1									12	9		1	7	**148**
15		Basara VCD-4								143										10	7		1		**161**
16	Track mtce (1377)	Ocnita			4							209									3		1	5	**222**
17		Balti										264									10		2	11	**287**
18		Chisinau			2							198									4			11	**215**
19		Bender			2							132						1			5			5	**145**
20		Basarabeasca			4							387								23	12			10	**436**
21		PMC 294										44									1			2	**47**
22		MP-1										20									3			2	**25**
23	Signalling and Telecom (394)	Balti											123							4	6			9	**142**
24		Chisinau											123							4	2			7	**136**
25		Basarabeasca											99								4			13	**116**
26	Electrical (162)	Balti												28							5			13	**46**
27		Chisinau												34						2	3		3	9	**51**
28		Basarabeasca												48							6			11	**65**
29	Ateliers (1127)	GF LVOK				3	47											7			8		8	61	**134**
30		SPM																		406					**406**
31		CIC																			48				**48**
32		Admin					6	5		5		9	7	2			31		31		121	14	9	3	**243**
33		SATM																			68				**68**
34		STF																						18	**18**
35		SACL														24									**24**
36		SACI										125													**125**
37		PCF																						37	**37**
38		CSE													24										**24**
	TOTAL		31	216	29	358	61	241	75	529	171	1,388	352	112	24	24	480	205	286	499	416	14	36	466	6,013

Table 6 – Detailed classification of CFM staff into staff subgroups

9.3 STAFF ALLOCATION PRINCIPLES

9.3.1 Alignment with the new Railway Code

The new Railway Code follows he EU Directices. Alignment with teh code's provisions required an in-depth analysis of the labour force working at each of CFM's 37 branches in order to allocate the labour force between the future railway operators and the infrastructure manager. This required the identification of the responsibilities and scope of all new companies presented in Chapters 3 to 6.

Allocation of staff also needs to account for the following factors:

- separation of responsibility for the staff' work in passenger and/or freight stations[24];
- organisation of marshalling yards;
- organisation of combined traffic yards etc.

In further compliance with the new Railway Code and the EU regulation 91/440, railway companies are obliged to identify two major responsibilities within their traditional responsibilities:

- infrastructure manager's responsibilities for the maintenance and development of the infrastructure and for traffic regulation
- railway operators' responsibility for commercial activities

This legal distinction has led the EU railways to adopt a separation of accounts and of the labour force. In consequence, the labour force is allocated to one of the three entities according to their predominating tasks. The chosen entity will then be solely responsible for all the various aspects of HR management (payroll, social care, pension etc).

9.3.2 Alignment with the resourcing needs of the companies

The majority of labour force in stations work every day for both Operator and Infrastructure Manager, particularly in smaller stations. A more detailed engagement with CFM and analysis of their scope of work will be undertaken in order to allocate members of staff to the Infrastructure Manager or the Operator.

There are three categories of railway staff that will need to be taken into account:

- staff working exclusively for the Infrastructure Manager as a maintenance specialist or as a specialist in traffic regulation. They will be identified as Infrastructure Manager-exclusive staff.
- staff working exclusively for the Operator as a specialist for rolling stock maintenance or, for example, as ticket sellers in a big station. These staff will be identified clearly as Operator-exclusive.
- Staff whose allocation of responsibility towards Infrastructure Manager or Operator is not directly possible because they work for both the Operator and the Infrastructure Manager.
    - This is often the case with the majority of agents working in small or medium stations (constituting a sizeable element of the labour force). These agents are used to sell tickets for instance but when a train is approaching the station they are also used to manoeuvre signals and switches and carry out security operations.
    - In consequence, their time is split into several operations. For this group of staff, it will be necessary to carry out an in depth analysis of their working hours as recorded in staff timesheets.
    - The responsibility for managing this staff will be transferred to Operator or Infrastructure Manager and the payroll of the related staff will be exclusively managed by one company.
    - To compensate for the extra services that the agent fulfilled for the other body, a billing system for these costs will need to be set up, giving rise to a new end-of-the month financial transaction.

Introduction of separate railway companies naturally faces the challenge of scarce resources. This will create situations where the specific works and services undertaken by the personnel of one business will be completed for the benefit of another business. Examples of this include the traditional business support functions in the early stages of the reformed sector, when the new companies may not have immediate access to their own expert staff. Examples are also particularly relevant in core railway services where there is a possibility that the operating business' needs may be met with the same locomotives and locomotive drivers.

9.3.3 Practicality of implementing railway reform

The necessary focus on the core railway activities of the new companies requires that CFM, as the fourth company, provides support to the execution of reform by managing the "enabling" activities in support of the reform, This requires that CFM, for the duration of its lifespan maintain to be lightly staffed with multidisciplinary experts from the traditional "shared services" pool of resource that is currently available within CFM.

[24] The classification and allocation of staff is based on the Consultant's best understanding of detailed staff lists and organigrams and CFM's review. Tabular mapping guidance used in support is included in Appendix C.

For cost minimisation purposes CFM (fourth company) may hire experts from one of the three companies and//or procure external support. This is relevant in respect of each of its four roles described in Chapter 6.

9.3.4 Deployed allocation principles and specific allocation "keys"

The allocation principles deployed involved allocation of staff from the current CFM households as follows:

- ***Track maintenance***: All staff working for the "track maintenance" household, in Ocnita, Balti, Chisinau, Bender, Basarabeasca, and units PMC-294 and MP-1, are "allocated" to CFM-Infrastructure.
- ***Signalling and telecom***: All staff working in "signalling and telecom" household, in Balti, Chisinau, and Basarabeasca, are "allocated to CFM-Infrastructure.
- ***Electrical***: All staff working in "electrical" household are allocated to CFM-Infrastructure.
- ***Stations***: In the current setup, CFM staff in 84 stations perform various services for all three companies. In consequence, the "allocation" of station staff will be across all three new companies, and in line with the tasks they currently do for the three railway businesses. The "allocation" of staff in stations between the two operating companies, providing passenger and freight services is aligned with the function of CFM station and the various clarifications obtained from the CFM Working Group.
- ***Locomotives***: CFM decided to allocate locomotives to the freight business[25] to maximize revenue generation. Loco drivers are also transferred to the freight business. The passenger business will hire the locomotives and drivers as needed for the timetable. In line with this decision, all locomotive drivers are allocated to CFM-Marfa. DMUs are allocated to the passenger business along with the DMU drivers. The equipment for track maintenance (dresine) and its drivers are allocated to the infrastructure business.
- ***Wagons***: The general staff "allocation" rule is that staff deployed in activities related to passenger coaches are transferred to CFM-Calatori while staff deployed in activities related to freight wagons are transferred to CFM-Marfa. Where efficiency of use or scarcity of specific maintenance plant and equipment dictates, the plant, equipment, and the supporting facilities in question are transferred to one of the operating companies while the other companies have an unimpeded access to the related services. As a result, all staff working in such facilities are transferred to the same company who assumed ownership of the facilities.

CFM staff currently belonging to the various "ateliers" and specialized services are "allocated" as follows:

- ***SACL***: All staff are "allocated" to CFM-Infrastructure.
- ***SACI***: All staff are "allocated" to CFM-Infrastructure.
- ***SPM***: All staff, providing security services, are "allocated" to CFM-Infrastructure.
- ***STF***: All staff working in the technical school in Basarabeasca remain with CFM (fourth company).
- ***SATM***: Although the centralized nature of procurement may be similar with IT, the situation is somewhat easier, as each new company should have its own procurement teams. On the assumption that the individual businesses determine the procurement needs and specifications and the procurement staff execute procurement procedures, a practical allocation "key" would be to allocate staff to the new businesses in line with the percentage breakdown of procurement efforts convened for infrastructure, passenger services, and freight services, and not the respective values of the procurement[26]. The allocation of staff is assumed to follow the number of transactions or initiatives carried annually by the procurement department. CFM estimated the split of tasks between Infrastructure, Freight, and Passenger services is 80/10/10. The allocation of CIC staff is "numerically" made in line with this "key".
- ***CIC***: Given the centralized nature of the IT in a monolith company, and the difficulty in splitting the centralized equipment, a practical approach to staff allocation would be based on the principle that each business needs to have its own IT system and staff in the future. Until such time, CFM-Infrastructure could retain the majority of CIC staff with CFM-Marfa and CFM-Calatori being "allocated" a small core IT team that would start developing their own, new, IT architecture and requirements. The allocation of staff is assumed to follow the number of transactions by the procurement department (SATM). CFM estimated the split of tasks between Infrastructure, Freight, and Passenger services is 80/10/10. The allocation of CIC staff is made in line with this "key".

[25] Source: Terms of Reference for the assignment

[26] For example, out of 100 procurement related transactions/initiatives, there could be 30 general ones (for all businesses), 40 for infrastructure (say various plant and/or construction/specialized maintenance services), 20 for passenger services (say related to IT equipment) and 10 for freight services (say around equipment on a loading station). The allocation of staff would then be infrastructure at 40/(100-30), passenger at 20/(100-30) and freight at 10/(100-30).

- ***Spitalul Bender***: The hospital is in the Transnistrian region and is classified as a "group 50" asset. As such, the asset is allocated to the Fourth Company. CFM has no records of its staff working in the hospital so no staff allocation is possible.
- ***PCF***: All staff working in Railway Palace remain with CFM (fourth company).
- ***CSE***: All staff working for the Epidemiological Center could either remain with CFM (fourth company) or transfer to CFM-Infrastructure[27]. The latter option is more practical and meetings with CFM confirmed that this should be the case.
- ***Administration***: All administrative staff are "allocated" across the three businesses and the fourth company based on their existing roles. For the unallocated administration staff, where they provide services to all three businesses, some specific allocation "keys" will need to be defined [28].
- ***Shared services***: Each of the three companies needs access to shared services. In consequence, the following "allocation" of these resources (staff) is proposed in the long-term:
  - ***Financial services:*** "allocated" across all three companies.
  - ***Economic services:*** "allocated" across all three companies.
  - ***Statistical services:*** "allocated" across all three companies.
  - ***Freight transport commercial services:*** "allocated" to CFM-Marfa.
  - ***Railway operations group in stations:*** "allocated" to CFM-Marfa.
  - ***Passenger transport commercial services:*** "allocated" to CFM-Calatori.
  - ***Public Relations services:*** "allocated" between all three companies.
  - ***Legal services:*** "allocated" between all three companies
  - ***Human resources services***: "allocated" between all three companies
  - ***Internal security services:*** "allocated" to all three companies.
  - ***Revision and control services:*** "allocated" to all three companies.
  - ***Internal audit services:*** "allocated" between all three companies
  - ***Energy efficiency services***: "allocated" between all three companies.
  - ***Strategy and Investment services:*** "allocated" between all three companies.
  - ***International relations and protocol services:*** "allocated" between all three companies.

In the current CFM setup, shared services appear "lightly" staffed which would make splitting of the resources across the three companies difficult, with the resulting allocation most likely insufficient for the needs of individual companies. However, the long-term separation goal requires the companies to have their own resources but also to have access to their data limited to their own staff. In the current circumstances, it is unlikely that the two goals could be met simultaneously.

As a result, the "information confidentiality" needs to be seen as a long-term goal. In support, it is suggested that the three companies agree on the split of shared services' resources with the understanding that on the day of incorporation, they will have their own resources required to deliver their business goals. This is also a practical approach as it will take a minimum, 24 months stipulated in the new Railway Code plus the time required for adoption and passing of the new Railway Code and enabling legislation, before the three companies are to be established[29].

[27] Under the former option, towards the end of the lifespan of CFM as a fourth company, a decision of the final location of CSE would need to be made. The latter option is a simpler alternative, where all staff of CSE transfer to CFM-Infrastructure and provide in-house services to infrastructure staff and external services to CFM-Marfa and CFM-Calatori.

[28] Where needed the assumed allocation "keys" are stated in the MS Excel database.

[29] Given the current resource challenges and uncertainty of future funding, securing additional resources at competitive salaries may be a genuine problem. This may also necessitate an additional transition period, needs to be identified of say 1-2 years, during which some of the shared services would still be provided between the companies as inter-company services.

CFM Unit/Atelier	Infrastructure	Calatori	Marfa	CFM (4th co)
Stations	■	■	■	
Locomotives			■	
DMUs		■		
Wagons			■	
Coaches		■		
Track maintenance	■			
Signalling & Telecom	■			
Electrical	■			
GF LVOK	■			
SPM	■			
CIC	■			
Administration	■	■	■	■
SATM	■	■	■	
STF				■
Spitalul Bender				
SACL	■			
SACI	■			
PCF				■
CSE	■			

Table 7 – Staff allocation principles

9.4 RESULTING ALLOCATION OF CFM STAFF

The proposed allocation of CFM's across the four companies is arrived at by following the application principles and the various allocation "keys" described above. As a result, the Consultant mapped the migration of various functions and staff groups across the four companies[30].

	14 staff groups																					
	1A Loco drivers passenger trains	1B Loco drivers freight trains	1C Dresine drivers infra mtce	2 Passenger traincrew	3 Passenger service and ticketing	4 ALoco mtce	4B DMU mtce	5A Wagon maintenance	5B Passenger coach maintenance	6A Track mtce and SACI	6B Signalling	6C Electro	6D CSE	6E SACL	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
CFM INFRASTRUCTURE	0	0	29	0	0	0	0	0	0	1,388	352	112	24	24	480	1	0	460	257	8	19	193	3,348
CFM CALATORI	0	0	0	358	61	0	75	0	171	0	0	0	0	0	0	0	0	4	53	3	6	67	798
CFM MARFA	31	216	0	0	0	241	0	529	0	0	0	0	0	0	0	204	286	36	105	3	11	150	1,812
CFM FOURTH COMPANY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
TOTAL STAFF IN 4 FUTURE COMPANIES	31	216	29	358	61	241	75	529	171	1,388	352	112	24	24	480	205	286	499	416	14	36	466	6,013
CFM HR DATABASE	31	216	29	358	61	241	75	529	171	1,388	352	112	24	24	480	205	286	499	416	14	36	466	6,013
TOTAL STAFF IN 4 COMPANIES - HR DATABASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 8 – Resulting allocation of CFM staff across the four companies[31]

The analytical exercise in support of staff allocation did not involve an analysis of the future staffing needs of the three railway companies and of CFM as a fourth company. Tailoring the staffing needs to support business objectives set upon the three companies will be addressed as part of the work under the Initial Business Plan for each of the three companies.

30 The supporting "conversion" path, showing how current CFM units map and are allocated across the four companies is provided to CFM in electronic form in Appendix C. Each branch' staff list is converted into an MS Excel based database that can be searched in terms of one or more of the 14 staff groups.

31 On 28/06/2022 CFM confirmed that there are no CFM staff registered at Spitalul Bender (Transnistrian region).

CHAPTER 10 ALLOCATION PRINCIPLES AND APPLICATION TO CFM ASSETS

10.1 OVERVIEW

The process of allocating current CFM assets to the new companies is schematically presented below and described in sections 10.2 to 10.4.

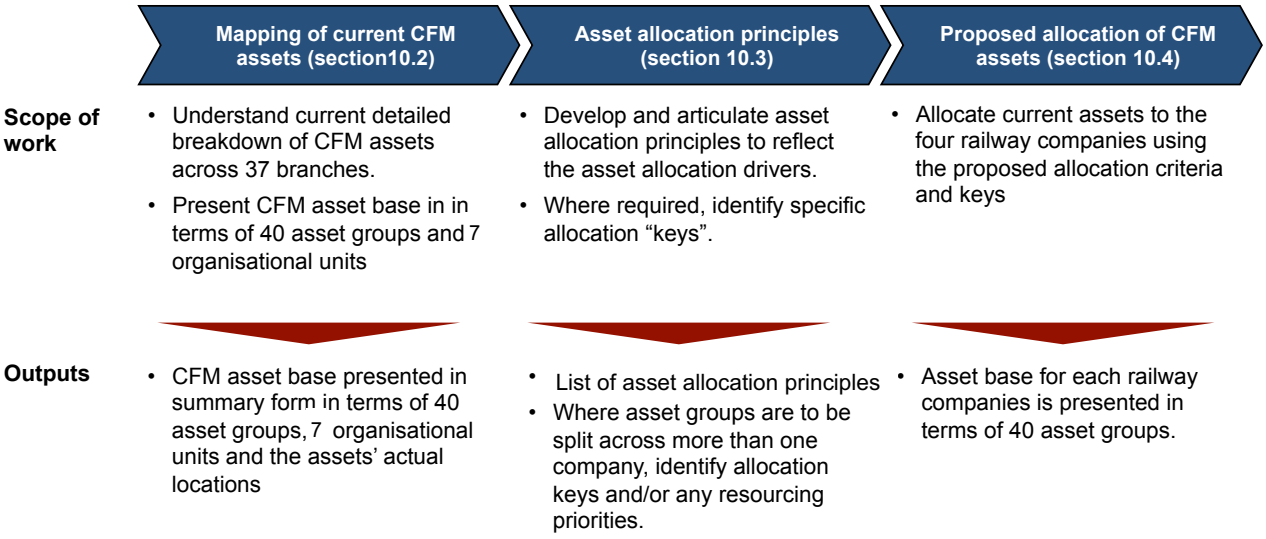

Figure 9 – allocation of CFM assets to the new companies in the railway sector in Moldova

10.2 MAPPING OF CFM ASSET GROUPS

The Consultant analysed detailed CFM asset registers grouped assets in 40 broad areas. This type of categorization of staff enables an easier mapping against the resource needs of the new railway companies.

		WAGONS			LOCOS			STATIONS			TRACK			S & T			ELECTR.			OTHER		
LAND																						
1	Land																					
FIXED ASSETS																						
2	Water utilities																					
3	Power network transmission and distribution																					
4	Road structures																					
5	Engineering structures																					
6	Track, crossings, platforms, switches																					
7	Overhead power supply & other HV supply																					
8	Signalling																					
9	Communications																					
10	Station buildings																					
11	Admin buildings																					
12	Warehouses																					
13	Depots, workshops etc																					
14	Garages																					
15	Security cabins and related																					
16	Other buildings																					
17	Hotels, restaurants, commercial property																					
18	Property (residential)																					
19	Railway ambulance and medical facilities																					
20	Leisure and cultural facilities																					
21	Industrial, mining and other track																					
22	Other railway related fixed assets																					
23	Non-core assets																					
ROLLING STOCK																						
24	Locomotives																					
25	Locomotives for track maintenance																					
26	EMUs and DMUs																					
27	Non operational tractive vehicles																					
28	Passenger coaches																					
29	Wagons																					
30	Other rolling stock related assets																					
PLANT AND EQUIPMENT																						
31	Track maintenance plant and equipment																					
32	Rolling stock maintenance equipment																					
33	Signalling - power supply and other equipment																					
34	Telecom plant and equipment																					
35	Transf. stations, other power plant, equipment																					
36	IT																					
37	Tools - universal and specific																					
38	Road vehicles																					
39	Other plant and equipment																					
40	Other assets																					

Table 9 – Framework for classification of CFM assets[32] into 40 categories[33]

[32] CFM does not have any land on its asset registers.

[33] For transparency and ease of review, detailed tables showing allocation of CFM assets 40 broad categories are shared with CFM in electronic form. Tabular guidance for classification and allocation of assets is included in Appendix D.

The resulting mapping of CFM assets into 40 broad categories is shown below.

Group	DS	Track	Electro	SST	TCP1	Loco	Wagons	CSE	GFLVOK	SACI	SACL	SMC294	ATM	PCF	STF	SB	60 IS CFM	Subtotal	%
1	0	222	26,742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,963	0.44
2	0	14,621	3,548	13,112	0	0	3,198	0	0	0	0	0	145	0	0	51	15,030	49,703	0.81
3	353	78,147	46,795	8,914	5,771	2,792	12,806	0	0	305	2,231	276	6,300	0	0	307	17,293	182,289	2.98
4	0	10,652	4,164	1,722	1,499	0	1,841	0	0	0	1,167	0	476	0	0	0	2,511	24,032	0.39
5	0	64,304	7,469	17,814	37	0	229,554	0	0	19	0	0	21,540	0	0	0	62,150	402,886	6.59
6	0	432,706	327,666	96,451	163,888	837	19,707	0	0	22	11	0	229	0	0	0	63,278	1,104,794	18.08
7	0	0	0	21	0	0	1,010	0	0	0	0	0	0	0	0	0	0	1,031	0.02
8	0	7,283	1,157	690	112	9,311	1,497	0	0	1,753	5,342	0	0	999	0	0	1,285	29,430	0.48
9	0	59,277	547	300	102	30	24,855	0	0	375	48	88	23	0	0	0	15,078	100,723	1.65
10	0	29,715	2,010	4,699	986	0	1,669	0	0	0	0	0	0	0	0	0	681	39,760	0.65
11	0	76,860	381	5,641	0	0	1,087	0	0	0	0	0	0	0	0	0	85	84,054	1.38
12	0	35,284	1,702	1,465	1	0	910	0	0	248	0	156	15	0	0	0	1,992	41,773	0.68
13	0	62,737	5,415	13,542	0	26	1,633	0	0	38	0	0	80	0	0	0	20,597	104,066	1.70
14	0	16,015	758	0	877	0	2,666	0	0	0	0	0	0	0	0	0	0	20,317	0.33
15	0	3,038	1,386	4,256	0	51	2,172	0	0	273	0	0	121	0	0	0	1,068	12,365	0.20
16	0	50,353	1,216	10,860	5	0	4,943	0	0	0	0	0	2	0	0	16	4,701	72,097	1.18
17	0	902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	908	0.01
18	0	19,987	69	0	0	0	78,623	0	0	0	0	0	0	0	0	0	7	98,686	1.62
19	0	230	0	422	0	0	288	0	0	0	17	0	0	0	0	13	44	1,014	0.02
20	0	9,945	0	194	0	0	21	0	0	0	18	0	0	0	0	0	0	10,177	0.17
21	0	1,185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,185	0.02
22	0	434	0	37	0	0	642	0	0	91	0	0	0	0	0	0	194	1,399	0.02
23	0	10,517	906	389	39	0	2,504	0	0	0	0	0	0	0	0	0	1,696	16,051	0.26
24	0	2,981	143,730	0	0	0	940,939	0	0	0	0	0	0	0	0	0	0	1,087,650	17.80
25	0	12,921	0	106	590	0	5,695	0	0	0	0	0	0	0	0	0	29,451	48,764	0.80
26	0	255,606	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,405	257,011	4.21
27	0	0	12,327	0	0	0	11,395	0	0	0	0	0	0	0	0	0	0	23,722	0.39
28	0	62,667	19,870	72	0	0	2,125	0	0	0	2,113	0	0	0	0	0	353,552	440,398	7.21
29	0	67,905	35,571	3,883	0	0	136,727	5,130	0	45,650	0	0	2,690	0	0	0	355,731	653,288	10.69
30	14,757	9,338	8,896	3,018	2,560	22,415	162,076	0	0	5,614	32	3,499	146	0	34	278	10,013	242,677	3.97
31	925	11,476	756	526	3,440	1,669	17,120	0	1,881	2,662	524	0	0	772	43	0	11,966	53,759	0.88
32	0	39,961	16,347	9,115	1,299	1,764	30,203	0	0	142	529	372	130	91	0	7	31,062	131,023	2.14
33	0	1,272	9	0	0	0	792	0	0	17	20	0	0	0	0	0	1,213	3,324	0.05
34	210	25,171	4,248	4,611	228	0	6,036	0	0	4,790	274	181	841	0	0	0	7,380	53,970	0.88
35	0	9,769	12	497	131	1,118	1,424	0	0	31	59	14	261	20	21	0	7,131	20,490	0.34
36	100	3,735	743	2,220	0	23	651	0	0	378	84	1,297	0	0	0	7	5,475	14,713	0.24
37	9	1,566	395	100	1,388	20	5,291	0	1,020	997	121	7	0	0	0	0	1,765	12,679	0.21
38	0	15,289	12,078	18,260	0	210	6,522	0	0	0	2,105	0	1,234	0	46	0	4,342	60,086	0.98
39	133	8,338	1,242	1,824	158	1,336	6,504	62	0	1,446	0	1,330	97	6	0	950	8,566	31,992	0.52
40	60	93	770	711	192	52	13,227	0	0	1,201	86	39	24	0	0	15,321	4,567	36,344	0.59
50	1,501	155,210	101,202	18,738	27,365	11,586	89,175	82	0	11,052	3,627	1,210	41,712	84	974	139	48,001	511,656	8.38
Subtotal	**18,046**	**1,667,710**	**790,124**	**244,210**	**210,669**	**53,242**	**1,827,526**	**5,274**	**2,901**	**77,105**	**18,405**	**8,470**	**76,067**	**1,972**	**1,119**	**17,089**	**1,089,316**	**6,109,247**	**100.00**
%	**0.30**	**27.30**	**12.93**	**4.00**	**3.45**	**0.87**	**29.91**	**0.09**	**0.05**	**1.26**	**0.30**	**0.14**	**1.25**	**0.03**	**0.02**	**0.28**	**17.83**	**100.00**	

Table 10 – Current situation - Classification of CFM assets into 40 categories (all values in MDL '000s)

In addition, the 40 asset groups are mapped against the 9 asset categories identified in the National Asset register[34]. Both categorizations will be needed in the future:

- *For the operational separation*: 40 categories help define the company-required assets more precisely and allow for better control of whether each company received the assets it needs.
- *For the ongoing accounting of assets*: 9 national categories will be required on an ongoing basis.
- *For the future asset management system in each railway company*: 40 proposed categories offer a detailed structure for the future companies' asset management registers.

10.3 ASSET ALLOCATION PRINCIPLES

Paragraphs below provide details on the adopted allocation principles as they apply to fixed assets, rolling stock, and other items within a monolithic railway company, using the key terms of Infrastructure Manager and Railway Undertaking.

10.3.1.1 Fixed assets

Railway infrastructure

Fixed assets on the railway generally cover more than 90% of the total assets. There are specific legal criteria, which should be applied to allocate the fixed assets between the Railway Undertaking (RU) and the Infrastructure Manager (IM). These provisions can be found in the EU Directive 2012/34/EU, which includes a full definition of "railway infrastructure". By elimination, the remaining assets are allocated to the RUs. Experience suggests that where legal definition is not sufficient or seems unclear, ad-hoc specific rules may be required in support.

Stations

Treatment of railway stations needs to be considered in the light of fair competition. That is why structural changes have been implemented many countries to allocate stations to a neutral body. It is for these reasons, that the allocation of stations has become a policy under scrutiny of the Transport Ministers

[34] This corelation is available in Appendix D

across the EU. The principle of neutrality therefore could be considered as a fundamental issue in the liberalised railway passenger market. As a result, subsequent institutional developments EU-wide saw the IM assume the responsibility for management of railway stations.

Buildings

According to the above directive, only "*buildings used by the infrastructure department, including a proportion in respect of installations for the collection of transport charges*" are regarded as IM's buildings. This definition requires further clarification. The infrastructure buildings should include technical buildings used by the Infrastructure Manager, including the following:

- local and regional maintenance units;
- local and regional traffic regulation services;
- warehouses where equipment is stored;
- repair centres for IM's equipment;
- plants for signaling and telecommunications;
- buildings related to signaling and telecommunications;
- plant for transforming and distribution of HV current and substations ;
- any national and/or regional buildings where training of IM staff takes place;
- platforms.

The practical guidelines for "other" buildings are as follows:

- All buildings and premises that have a commercial purpose and provide a link between the customers and the RU (e.g. commercial areas in stations) should not be part of railway infrastructure;
- The following buildings should also be considered as the RU's assets:
    - RU's production units;
    - Workshops and depots;
    - "Social" buildings for the accommodation of RU's staff;
    - Other social and administrative buildings related to the RU's activities.

Track assets

Although the railway track is the IM's asset, the above directive has indicated the following as RU's assets – track located within railway workshops, depots, locomotive sheds and private branch lines or sidings. These assets should be clearly identified from a physical and accounting standpoint.

Marshalling yards and combined traffic terminals

Within the marshalling yards and combined traffic terminals, the following guidelines for separation apply:

- track, signalling and plant and equipment are classified as Infrastructure Manager's assets;
- personnel working in marshalling yards are considered as IM's staff, in line with the classification of fixed assets of marshalling yards and in compliance with an aspiration to liberalise the freight sector.

Land (without buildings) and various premises

Land is not listed as a CFM owned item in its asset registers. While ownership of land remains with the GoM, all land plots will need to be transferred for use to one of the four companies[35]. The right to use the land is associated with the fixed assets that are located on the plots of land in question.

Traditionally, there are, at minimum, two categories of land included in the railway assets – (a) plots of land with a commercial potential (e.g., possibility of ancillary revenue such as rental) and (b) plots of land without a commercial potential in the short term or long term. The two categories should be treated in a different way:

- The ''ground area'' and any category of land along, or near the track, will be considered as part of IM's or by definition, or by extension, because these plots of land have no commercial potential
- Plots of land in urban areas with a commercial potential in the short term or medium term should be considered as RU's assets. This would apply to land near the railway stations (passenger or freight) with the exception of access ways, which are part of the IM's asset base. Plots of

[35] Identification of such land plots is part of the ongoing work of CFM Working Group (source: CFM meeting 07/06/22)

agricultural land should be considered as opportunities for disposal, to help generate funds for the railway.

Although the above selection criterion is relatively simple, its application may prove complicated in cases where the existing cost accounting or cadastre data cannot make the difference between the two categories of land.

10.3.1.2 Rolling stock

For the purpose of accounting separation, rolling stock owned by the monolithic railway needs to be allocated between the new rail businesses. There are three rolling stock categories – locomotives, coaches, and wagons. Each category is subject to a specific treatment.

Locomotives

For its own needs, the IM needs to have its fleet in order to transport materials and equipment necessary to maintain the infrastructure. As a result, specific locomotives are part of the fleet and used to haul the trains to and from maintenance sites and to manoeuvre trains in marshalling yards

The majority of locomotives will need to be allocated between the Passenger and Freight businesses. The key issues to be addressed as part of the separation process are the locomotives used by the businesses and the shunting locomotives.

All DMUs are allocated to Passenger Services.

All non-operational locomotives are allocated to the fourth company.

Wagons

All wagons owned by the monolithic railway and used for transport of materials and equipment (excluding any leased wagons) require a two-step approach (1) separation between the between the IM and RUs, and (2) between the RU businesses.

The IM owns a fleet of rolling stocks in order to transport materials and equipment necessary to maintain the infrastructure. This implies that specific wagons need to be allocated to the IM. The allocation needs to be based on the IM needs. The remaining fleet of wagons is then attributed across the two RU businesses, with the vast majority of all wagons being allocated to the Freight business.

All non-operational wagons are allocated to the fourth company.

Coaches

All coaches (excluding the leased ones) are attributed to the Passenger services business.

10.3.1.3 Other items

The EU regulation does not provide specific guidance. Therefore, the general recommendations that often apply are as follows:

- All items directly related to the specific business are allocated to that particular business. For example: trade receivables are generally freight current assets, and receivable on travel agencies are passenger currents assets.
- All items which are not directly related to the specific business should be allocated on the basis of a proportion stated in the profit and loss account. As an example, if the service rendered is 40% freight and 60% passenger, the trade payable will be split according to this ratio. Alternatively, other relevant allocation keys may need to be identified.

10.3.2 Alignment with the resourcing needs of the companies

Over and above the asset separation issues described above, scarcity of resources is the key element to be addressed. Introduction of separate railway companies naturally faces the challenge of scarce resources. This will create situations where the specific works and services undertaken by the personnel of one business will be completed for the benefit of another business.

In the case of assets, examples include the operating business' needs for locomotives that could be shared by two operators, fixed assets used for maintenance of roilling stock, and plant and equipment used for maintenance of buildings, depots, and similar.

10.3.3 Practicality of implementing railway reform

The specific contextual element – railway assets located in the Transnistrian region - needs to be considered. Seeing that management of CFM has no information on these assets nor is able to exercise any form of control over them, CFM[36] decided to allocate these assets to the Fourth Company.

10.3.4 Deployed allocation principles and specific allocation "keys"

10.3.4.1 Core railway assets

The principles of asset separation, as applied to core assets follow the EU law and the new Railway Code:

- **Railway infrastructure**: "allocated" to CFM-Infrastructure;
- **Stations**: "allocated" to CFM-Infrastructure.
- **Buildings**: "allocated" across the three companies;
- **Real estate**: "allocated" to its functional belonging as it relates to support to core rail services. Otherwise, "allocated" to the CFM (Fourth company);
- **Track assets**: "allocated" to CFM-Infrastructure, but there is a need to further segregate track assets inside the depots and workshops, so that they can be allocated to the RUs, to whom the facility has been allocated. This would require that detailed work is undertaken to identify the track and other infrastructure assets between the last switch on the mainline and the depot or workshop.
- **Marshalling yards**: CFM-Infrastructure
- **Rolling stock depots**: These assets should be allocated based on the business line they serve. The only exception is the depot TC-1 in Chisinau, whose layout is a result of incremental development. As such, this depot allows for a practical separation of the asset between its two users[37]: (1) CFM Callatori, who uses the depot for maintenance of Diesel Motor Units (DMU) and (2) CFM Marfa, who uses the depot for maintenance of it shunting trains. As a result, rolling stock depots are allocated as follows:
  - Wagon depots:
    - Besarabeasca (VCDR-2, VCD-4) and Balti (VCD-3) are allocated to CFM-Marfa.
    - Chisinau (VCD-1) is allocated to CFM-Calatori.
  - Locomotive depots:
    - Depot in Chisinau (TC-1) is split between CFM-Marfa and CFM-Calatori.
    - Depots in Bender (TC-2), Beasarabeasca (TC-3), and Balti (TC-4) are allocated to CFM-Marfa.
- **Rolling stock**: "allocated" across the three rail companies as follows:
  - Locomotives and wagons to CFM-Marfa;
  - DMUs and passenger coaches to CFM-Calatori;
  - Rolling stock required for infrastructure maintenance to CFM-Infrastructure;
  - Non-operational rolling-stock considered for scrap is "allocated" to CFM (Fourth company).
  - It is also assumed that each business will complete full identification of its allocated assets so that, if not disposed before establishing the three companies, these assets could be transferred, from the operating businesses to CFM, immediately thereafter.
- **Land**: CFM does not have "railway" land in its asset base.

Core railway assets	Infrastructure	Calatori	Marfa	CFM (4th co)
Infrastructure				
Stations				
Buildings				
Real estate				*for disposal*
Track assets				
Marshalling yards				
Rolling stock				*for disposal*
Land*				*for disposal*

Table 11 – Allocation principles for core railway assets

[36] There are 24 such assets/groups of assets in the Transnistrian region.

[37] Source: Progress meetings with CFM 17-19 January 2022

10.3.4.2 Other assets

The following is proposed for the allocation of other assets:

- **Non-core railway assets**: Technical School, Railway Palace, and Bender Hospital are "allocated" to CFM (Fourth company).
- **The specific that relate to procurement**[38]: These assets will be allocated to the three companies (Infrastructure, Marfa, Calatori) in line with the key suggested by CFM (80/10/10). This is how asset allocation is recorded in the tabular form in Appendix D to show separation across the companies and support the argument that each company will run a sustainable operation and have its own procurement. During the 24-month transition period, as part of developing the asset separation balance sheets, CFM will identify the specific assets and, if necessary, amend the 80/10/10 allocation key, and the tabular form accordingly.
- **IT assets**: remain with CFM-Infrastructure, based on an assumption that all three businesses will, as a mandatory step, work to develop its own IT setup and asset base. Until such time, CFM-Infrastructure will provide the specific services to CFM-Calatori, CFM-Marfa and the Fourth Company.

In undertaking the asset allocation, the following "destinations" and "keys" have been deployed:

- Over and above the four railway companies, there are 4 temporary destinations:
    - ATM: The specific allocation of the procurement assets needs to be completed in detail by the CFM WGR as this requires precise identification of assets and decisions made on an asset-by-asset basis.
    - IS Calea Ferata din Moldova: This new organisational location covers a spectrum of different assets. The CFM WGR needs to clearly identify assets that are to be transferred to the four companies.
    - Unallocated assets: This group involves various assets that based on the register could not be singularly allocated to one or more of the new companies. The assets in question include assets from groups 23 (non-core fixed assets), 30 (other rolling stock related assets) and 32 (rolling stock maintenance equipment).
    - Group 50 assets: These are assets that are listed in the CFM asset registers but CFM exercises no control over them, as is the case with the assets in the Transnistrian region.
- Three other allocation "keys" have been deployed:
    - All non-operational rolling stock assets from group 27, all leisure and cultural facilities from group 20, and non-core assets from group 23 are allocated to the fourth company.
    - Review of the current asset register identified that wagons are currently "located" in various organisational units. For the purpose of allocation, all wagons are allocated to the freight business. As the "next step", CFM WGR may need to identify the specific wagon needs of the infrastructure business as well as the stabling and maintenance arrangements for the wagons.
    - The process of allocation of the assets to the new companies also considered the current "locations" of the assets so that the assets are transferred to the new company, together with their current organisational unit. This allocation principles applied to assets in groups 38 (road vehicles), 39 (other plant and equipment), and 40 (other assets).

The allocation of other, non-physical, assets is proposed as follows:

- **Shares in subsidiaries**: Shares in MOLDROMUKR are "allocated" to CFM-Marfa based on the nature of the venture;
- **Shares in Eurofima**: "allocated" to CFM-Marfa and CFM-Calatori;
- **Long term investments**: "allocated" across the three companies, in line with the nature of "investment";
- ***Stock, advance payments***: "allocated" across the three companies, in line with the underlying nature of each item;
- **Short term receivables**: "allocated" across the three companies, in line with the underlying nature of each item;
- ***Cash and cash equivalents***: "allocated" across the three companies, in line with the future agreement between the three companies.

[38] These assets include warehouses, administrative buildings or similar, road vehicles, and other assets.

Other assets	Infrastructure	Calatori	Marfa	CFM (4th co)
Non-core assets				
Shares in subsidiaries				
Shares in Eurofima				
Long-term investment				
Stock				
Advance payments				
Short-term receivables				
Cash and equivalents				

Table 12 – Allocation principles for other assets

10.4 RESULTING ALLOCATION OF CFM ASSETS

The resulting allocation of CFM assets across the four companies is arrived at by following the application principles and the various allocation "keys" described above. The Consultant documented the mapping and migration of various functions and assets groups across the four companies[39].

Group	CFM-Infrastructure	CFM-Calatori	CFM-Marfa	CFM 4th Company	ATM	IS CFM	Unallocated	Group 50	Subtotal	
1	26,963	0	0	0	0	0	0	0	26,963	*0.44*
2	31,280	724	2,473	51	145	15,030	0	0	49,703	*0.81*
3	142,791	3,508	12,090	307	6,300	17,293	0	0	182,289	*2.98*
4	19,204	353	1,487	0	476	2,511	0	0	24,032	*0.39*
5	85,697	14,098	215,456	0	25,485	62,150	0	0	402,886	*6.59*
6	1,020,744	9,153	11,391	0	229	63,278	0	0	1,104,794	*18.07*
7	21	1,010	0	0	0	0	0	0	1,031	*0.02*
8	16,337	1,270	9,538	999	0	1,285	0	0	29,430	*0.48*
9	60,737	654	24,230	0	23	15,078	0	0	100,723	*1.65*
10	39,760	0	0	0	0	0	0	0	39,760	*0.65*
11	82,882	0	1,087	0	0	85	0	0	84,054	*1.37*
12	38,856	721	190	0	15	1,992	0	0	41,773	*0.68*
13	81,731	0	393	0	80	21,862	0	0	104,066	*1.70*
14	17,651	2,542	123	0	0	0	0	0	20,317	*0.33*
15	9,004	1,954	217	0	121	1,068	0	0	12,365	*0.20*
16	62,434	2,082	2,861	16	2	4,701	0	0	72,097	*1.18*
17	0	0	0	902	0	5	0	0	908	*0.01*
18	20,056	0	78,623	0	0	7	0	0	98,686	*1.61*
19	669	254	34	13	0	44	0	0	1,014	*0.02*
20	0	0	0	10,177	0	0	0	0	10,177	*0.17*
21	1,185	0	0	0	0	0	0	0	1,185	*0.02*
22	562	402	240	0	0	194	0	0	1,399	*0.02*
23	0	0	0	16,051	0	0	0	0	16,051	*0.26*
24	0	0	1,087,650	0	0	0	0	0	1,087,650	*17.79*
25	48,764	0	0	0	0	0	0	0	48,764	*0.80*
26	0	255,606	0	0	0	1,405	0	0	257,011	*4.20*
27	0	0	0	23,722	0	0	0	0	23,722	*0.39*
28	0	440,398	0	0	0	0	0	0	440,398	*7.20*
29	0	0	653,288	0	0	0	0	0	653,288	*10.69*
30	0	0	0	0	0	0	242,677	0	242,677	*3.97*
31	53,759	0	0	0	0	0	0	0	53,759	*0.88*
32	0	0	0	0	0	0	131,023	0	131,023	*2.14*
33	3,324	0	0	0	0	0	0	0	3,324	*0.05*
34	53,970	0	0	0	0	0	0	0	53,970	*0.88*
35	20,490	0	0	0	0	0	0	0	20,490	*0.34*
36	0	0	0	0	0	0	14,713	0	14,713	*0.24*
37	0	0	0	0	0	0	12,679	0	12,679	*0.21*
38	47,732	5,399	1,333	46	1,234	4,342	0	0	60,086	*0.98*
39	14,533	4,707	3,133	956	97	8,566	0	0	31,992	*0.52*
40	7,127	8,614	4,666	15,321	24	4,567	0	0	40,320	*0.66*
50	0	0	0	0	0	0	0	511,656	511,656	*8.37*
Subtotal	**2,008,263**	**753,450**	**2,110,504**	**68,563**	**34,232**	**225,463**	**401,091**	**511,656**	**6,113,223**	*100.00*
%	*32.85*	*12.32*	*34.52*	*1.12*	*0.56*	*3.69*	*6.56*	*8.37*	*100.00*	

Table 13 – Allocation of CFM staff across the four companies

The analytical exercise in support of asset allocation did not involve an analysis of the future asset needs of the three railway companies and of CFM as a fourth company. Tailoring the asset needs to support business objectives set upon the three companies will be considered as part of the work under the Initial Business Plan for each of the three companies.

The asset classification and allocation exercise above involved classification and allocation of all items in the CFM asset register. Given the enormous exercise undertaken over a short period of time, as part of a

[39] The supporting "conversion" path, showing how current CFM assets map and are allocated across the four companies is provided to CFM in electronic form. Each asset register is converted into a MS Excel based database that can be searched in terms of one or more of the 40 asset groups.

normal preparation for a major organisational step towards full separation of railway businesses and establishment of three new rail companies, “lessons learned” from transactions of similar kind and general prudence required the following:

- Where the situation on-the-ground requires so, a more precise segregation of core railway assets may need to be performed during the initial 6 months of approving the report and leading up to separation into three companies. In cases, where operational needs for re-allocation are confirmed, re-allocation should be performed during the initial period of 12 months;
- Confirm the decision for the non-core railway assets[40] to remain with CFM as the fourth company. These assets could be disposed to release funds for investment in the railway. This is crucial at the time when the capability of CFM and the GoM to allocate funds to the sector is constrained.
- The asset separation exercise, once approved by CFM will need to be formally verified and audited so that the intended asset allocation and separation balance sheets are confirmed at the operational level of detail.
- New asset valuation may be required in the near future. If so, this will be undertaken by the CFM externally to this assignment.

[40] These include the culture, educational, and medical facilities.

11. IMPLEMENTATION ASPECTS

As a follow-up to the passing the New Railway Code, the MIRD, as the reform Sponsor, needs to continue driving the railway reform. A concerted set of actions by the MIRD and CFM, is now required in relation to the operational separation and these are identified as follows:

- ***Establishment of MIRD-led Steering Committee for the Reform***.
- ***Establishment of CFM-internal Working Group in charge of Reform (WGR)***. The WGR, established in April 2022, has closely engaged with the Consultant to contribute and review all asset and staff separation proposals. The WGR will need to continue managing a series of parallel workstreams delivering the necessary groundwork required for the incorporation of the new companies.
- ***Development of company statutes***: Each of the three new companies will need to have its own Statute. The WGR will need to set up a dedicated workstream in support of the task.
- ***Development of separation balance sheets***: This item will require that work on separation balance sheets commences immediately upon confirmation of the asset and staff separation proposals. It is assumed that the WGR would drive this task and include representatives of the three businesses that will agree and deliver the final separation of assets.
- ***Development of separation staff registers***: Similar to assets, this is assumed to be the WGR task.
- ***Umbrella contracts***: The resource constraints require various intercompany contracts are drafted in preparation for the separation, so that the scope of work post-separation, left for the Fourth company is minimised.

Finally, starting from their day of incorporation, the railway sector will cease to operate as a monolith railway company and will continue its existence as a cluster of independent companies.

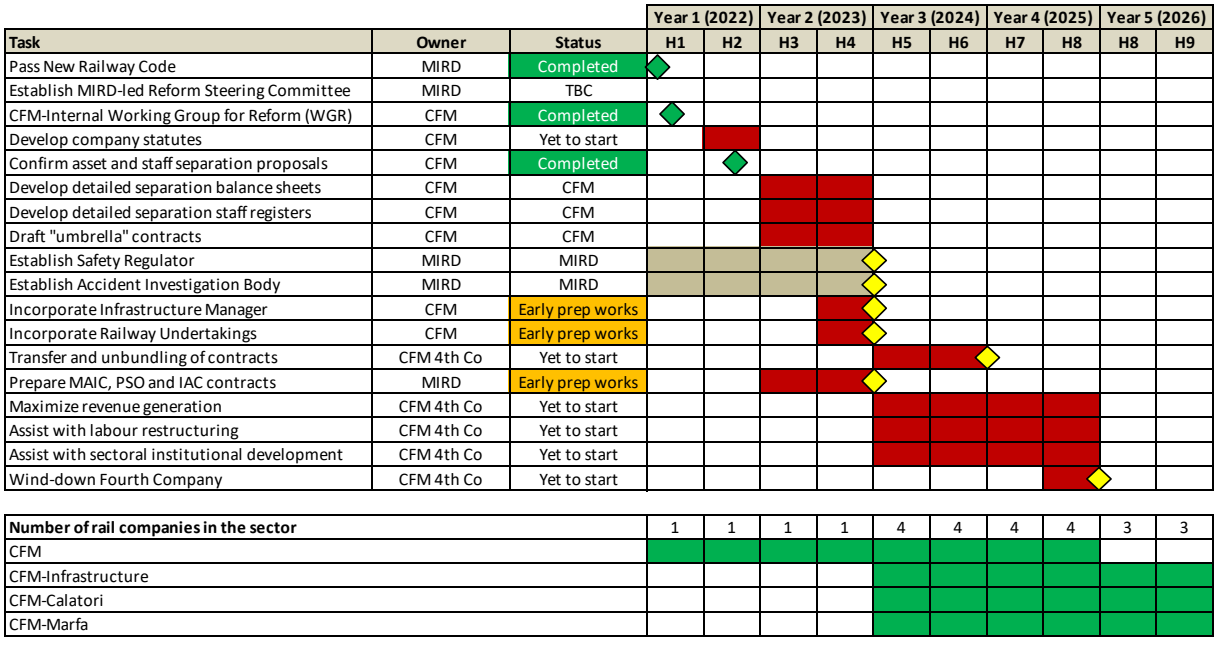

Figure 10 – Separation related tasks and timing of implementation (from the passing of the Railway Code)

APPENDIX A: EXAMPLES OF CFM-INFRASTRUCTURE SERVICES TO THE OPERATORS

A.1 MAINTENANCE OF FIXED ASSETS

Both railway operators CF-Marfa and CFM-Calatori may require temporary or permanent assistance with the maintenance of their fixed assets (e.g. stations, marshalling yards) and/or fixed equipment. For such needs the operators will need to determine the most economically advantageous solution for the provision of these service. The operators' options include "external" service providers and the CFM-Infra.

A.2 INFRASTRUCTURE ACCESS SERVICES

The services performed by CFM-Infra for the operators primarily concern access charges for the allocation of capacity and traffic . The traditional infrastructure manager's services to the operators, as defined by the IAC regime, will be detailed in CFM-Infra's Network Statement.

In the future, when the Moldovan network starts to include electrified sections, charging for the supply of HV current to other businesses in Moldova would need to be clarified by the MIRD. The accounting implications of the possible decision are discussed below.

A.2.1 CFM-Infra is responsible for the purchase and resale of HV current to operators

In case CFM-Infra is responsible for the purchase and resale of HV current to the operators, this arrangement would need to be fully acknowledged by the GoM in an official document and written in the Network Statement[41].

In such a context the price charged by CFM-Infra would be an "industrial price" consisting of various items. The resale of HV current to the operators requires the following to be considered:

- the price level of the current purchased;
- the cost of maintenance of electricity delivery points, railway transformation centres and catenaries (i.e., the full cost of transport of the high voltage current from the delivery point by the supplier to the catenaries)
- sale margin levied by CFM-Infra that will need to be disclosed in the official document.

The transactions between CFM-Infra and the operators would be considered as external. The transaction would include a profit margin and would be subject to VAT principles

It is also noted that a portion of the HV current purchased by CFM-Infra would not be resold to the operators as CFM-Infra would use it for its own needs. This would need to be appropriately considered in the profit and loss account of CFM-Infra.

A.2.2 Operators are free to purchase their own HV current

If railway operators, as "eligible bodies" as per the EU regulations relating to liberalisation of the European electrical market, are free to purchase their own HV current, there would be no resale of current from CFM-Infra, but the company would still need to purchase HV current for its own needs, as described above.

Should the MIRD allow operators to purchase HV current for their own use and assuming multiple contracts (each one at a different price) with suppliers, the accounting implications would be as follows:

On the debit side, CFM-Infra would need to record the following:

- Purchase of HV current at a specific price according to the contract with the supplier for CFR-Infra needs only;
- Operating costs related to internal transmission of the HV current.

On the credit side, CFM-Infra would record a specific charge to be levied to the operator, that relates to the cost of internal transmission of HV current to the operator using CFM-Infra's infrastructure.

On the debit side, the operator would record the following:

41 This is also part of the alignment with the EU Directives and is prescribed in the EU Directive 2012/34/EU.

- Purchase of HV current at a specific price as per contract with supplier X for the required traction services;
- Specific charge to be levied by CFM-Infra related to the cost of internal transmission of HV current to the operator.

In the above scenario, the internal costs of transmission of HV current incurred by CFM-Infra would need to be (a) specified and disclosed and (2) expressed in Lei per electric train km and charged through a specific charge to the operator.

A.3 ADDITIONAL AND ANCILLARY SERVICES PERFORMED BY THE CFM-INFRA FOR ANY RAILWAY OPERATOR

The services performed by CFM-Infra for any Operator would need to comply with the new Railway Code and directive 2012/34/EU and include the following:

- ***Minimum package of services which shall include:***
    1. Handling of applications for infrastructure capacity;
    2. Right to utilise capacity which is allocated;
    3. Use of running tracks, turnouts and junctions,
    4. Train control including signalling, regulations, dispatching and the communication and provision of information on train movement;
    5. Provision of any other information required to implement or operate the service for which the infrastructure capacity has been allocated.

- ***Track access to service facilities and supply of service (if supplied by CFR-Infra) which shall include access to:***
    1. Refuelling facilities;
    2. Passenger stations, station buildings and other facilities;
    3. Freight terminals;
    4. Marshalling yards;
    5. Train formation facilities;
    6. Storage sidings;
    7. Other technical facilities for maintenance.

- ***Use of service facilities and supply of service (if supplied by CFM-Infra) which shall include:***
    1. Use of refuelling facilities;
    2. Use of passenger stations, station buildings and other facilities;
    3. Use of freight terminals;
    4. Use of marshalling yards;
    5. Use of train formation facilities;
    6. Use of storage sidings;
    7. Maintenance and other technical facilities for maintenance.

In addition, CFM-Infra may be able to provide additional and ancillary services as follows:

- ***Additional services:***
    1. Supply of fuel, shunting and any other services provided at the access service facilities;
    2. tailor-made contracts for control of dangerous goods transport and assistance in operation of trains with special consignments.
- ***Ancillary services:***
    1. Access to the telecommunications network;
    2. Provision of supplementary information;
    3. Technical inspection of rolling stock.

Information on the charging system and third party service providers above has to be included in CFM-Infra's Network Statement.

A.4 SERVICES NOT INCLUDED IN THE BASIC ACCESS CHARGE BUT WHICH TAKE INTO ACCOUNT THE DEGREE OF COMPETITION IN THE RAIL MARKET

Additional and ancillary services can be market priced, reflecting the structure of the market and the financial ''ability to pay'' of the users rather than simply reflect the costs incurred in delivering the service.

APPENDIX B: ANNEX I – RAILWAY INFRASTRUCTURE ITEMS (EU DIRECTIVE 2012/34/EU)

Railway infrastructure consists of the following items, provided they form part of the permanent way, including sidings, but excluding lines situated within railway repair workshops, depots or locomotive sheds, and private branch lines or sidings:

- Ground area,
- Track and track bed, in particular embankments, cuttings, drainage channels and trenches, masonry trenches, culverts, lining walls, planting for protecting side slopes, etc.; passenger and goods platforms, including in passenger stations and freight terminals; four-foot way and walkways; enclosure walls, hedges, fencing; fire protection strips; apparatus for heating points; crossings etc.; snow protection screens,
- Engineering structures: bridges, culverts and other overpasses, tunnels, covered cuttings and other underpasses; retaining walls, structures for protection against avalanches, falling stones, etc.,
- Level crossings, including appliances to ensure the safety of road traffic,
- Superstructure, in particular: rails, grooved rails and check rails; sleepers and longitudinal ties, small fittings for the permanent way, ballast including stone chippings and sand; points, crossings, etc.; turntables and traverses (except those reserved exclusively for locomotives),
- Access way for passengers and goods, including access by road and access for passengers arriving or departing on foot,
- Safety, signalling and telecommunications installations on the open track, in stations and in marshalling yards, including plant for generating, transforming and distributing electric current for signalling and telecommunications; buildings for such installations or plant; track brakes,
- Lighting installations for traffic and safety purposes,
- Plant for transforming and carrying electric power for train haulage: substations, supply cables between substations and contact wires, catenaries and supports; third rail with supports,
- Buildings used by the infrastructure department, including a proportion of installations for the collection of transport charges.

APPENDIX C: CLASSIFICATION AND ALLOCATION OF CFM STAFF

C.1 GUIDANCE TABLE

The text below provides an overview of roles that each of 14 classification groups includes. The text is developed for use in conjunction with the file CFM Staff Groups_130722.xls and builds upon the proposals discussed in the meeting with the CFM Working Group on 13/07/2022.

Group	Staff Groups
1A	Locomotive drivers for passenger trains
1B	Locomotive drivers for freight trains
1C	Dresine drivers for Infrastructure maintenance
2	Passenger traincrew
3	Passenger services and ticketing
4A	Locomotive maintenance
4B	DMU maintenance
5A	Freight Wagon maintenance
5B	Passenger Wagon maintenance
6A	Track maintenance including maintenance of structures (SACI)
6B	Signalling
6C	Electro
6D	CSE
6E	Building maintenance (SACL)
7	Traffic management
8	Railway operations
9	Commercial & marketing
10	Security
11	Shared (support) services
12	Corporate management
13	Administration
14	Other

C.1 SUMMARY DESCRIPTION FOR EACH STAFF GROUP

Group 1*	Based on the discussion and CFM proposal to divide into sub-groups, classification of the locomotive drivers is undertaken as follows: • 1A - locomotive drivers for passenger trains (including DMU drivers), • 1B - locomotive drivers for freight trains • 1C - drivers of dresine for maintenance of the infrastructure (civil, electro dresines). This item also shall include all driver assistants and instructors per train category or dresine. At present, these staff are located mostly in the LOCO household, with the remaining staff from this category in WAGON, TRACK and GF LVOC households.
Group 2*	This group covers the train crew in support of passenger services and include conductors and their supervisors in passenger trains and sleeping cars. At present, these staff are located in WAGON household and in the workshop for passenger cars/trains.
Group 3*	This groups includes ticketing cashiers in stations and other staff which deliver various passenger services. At present, these staff are located in DS and GF LVOC households.
Group 4*	This group covers the maintenance of tractive vehicles. In line with the meeting, we propose to split the group into two: • 4A Locomotive maintenance staff • 4B DMU maintenance staff This group covers all technical/maintenance staff in locomotive depots, including intervention

	trains and crane drivers in the depots. Currently, these staff are located in the LOCO household.
Group 5*	In line with the CFM's practical proposal, there are two subgroups: • 5A - Freight wagon maintenance staff • 5B - Passenger wagon maintenance staff. The split will follow the usage of the workshop (i.e. whether it maintains passenger or freight wagons). At present, these staff are located within the WAGON household.
Group 6*	In line with the CFM's practical proposal and subsequent refinement, there are different subgroups: • 6A - track maintenance including maintenance of structures (SACI) • 6B - signalling and telecommunication • 6C - electro/energy • 6D – epidemiology center (CSE) • 6E – building maintenance (SACL). At present, the staff are located in the TRACK, S&T, and ELECTRO households and SACI, SACL, and CSE units.
Group 7*	Traffic management staff cover the functions around train movement such as train dispatching, signalling, turning switches, and similar. At present, these staff are located in the DS household.
Group 8*	Railway operations staff relates to all operations from the passenger and freight side. All staff in this group will be divided between future passenger and freight companies. The group includes railway functions such as manoeuvring, and other operations that are executed on the field. At present, these staff are located in the DS household.
Group 9*	Commercial and marketing staff includes merchandise agents, freight cashiers, document processing operators, and all other tasks that are completed in an office.
Group 10*	The security function deals with protection of infrastructure and railway property.
Group 11*	This group of staff covers the traditionally office-based expertise that support core railway services. The expertise covers legal, HR, economists, accountants, planners, occupational safety and health specialists and others. The nature of this work is such that in the future these staff will be present in each company and support management of its operations. The strong likelihood is that it will be difficult multiply existing staff by 3 to help each company meet its specific resource needs. As a result, the new companies may decide to hire experts' time (while the experts are being full-time employees of one company) on a contract-basis, using an intercompany agreement for services. As such, these staff will be "shared". As a separate note, SACI staff are allocated to CFM Infrastructure and the other railway companies will procure their services whereby the related compensation will cover the experts' time, materials and other expenditure incurred in delivering the required building maintenance services.
Group 12*	Corporate management involves mostly the headquarter based corporate management like CEO, assistant to CEO, and the top directors. Given the maximum importance of safety to any railway company, we propose to have safety as a corporate management function along with the internal audit and control safety.
Group 13*	This group of staff includes the traditional "administrative" tasks such as secretarial support, typing, office managers, interpretation/translation and similar.
Group 14*	This group is introduced to encompass the various jobs in a railway organisation that are not directly involved with the railway business, such as road vehicle drivers, doorkeepers, porters, and similar.

* Electronic version of all classification and allocation worksheets, structured to clearly show the allocation of staff across the different companies within each of the 14 broad groups have been shared with and reviewed by the CFM Working Group.

C.2 CLASSIFICATION OF CFM STAFF

			14 staff groups																							
ID	CFM Branch		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrast maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
1	Stations (1050)	Ocnita					1										92	29	44	1	3		1	8	179
2		Balti					3										80	45	43		9		2	9	191
3		Ungheni					3										54	29	25	6	5			14	136
4		Chisinau															89	12	38	8	3		2	20	172
5		Bender															17	10	20	3	8			5	63
6		Basarabeasca					1										84	45	28	3	6			13	180
7		Giurgiulesti															33	26	56		5			9	129
8	Locomotives (719)	Balti	10	66	9			92												2	6		3	29	217
9		Chisinau	21	35	3			33	75												6			17	190
10		Bender		26				39													4		2	19	90
11		Basarabeasca		89	5			72													19			37	222
12	Wagons (1184)	RV Balti								263								1	1	8	7		1	3	284
13		VCDC-1 Chis				355					170									7	10			49	591
14		Basara VCDR-2								118	1									12	9		1	7	148
15		Basara VCD-4								143										10	7		1		161
16	Track mtce (1377)	Ocnita			4							209									3		1	5	222
17		Balti										264									10		2	11	287
18		Chisinau			2							198									4			11	215
19		Bender			2							132						1			5			5	145
20		Basarabeasca			4							387								23	12			10	436
21		PMC 294										44									1			2	47
22		MP-1										20									3			2	25
23	Signalling and Telecom (394)	Balti											123							4	6			9	142
24		Chisinau											123							4	2			7	136
25		Basarabeasca											99								4			13	116
26	Electrical (162)	Balti												28							5			13	46
27		Chisinau												34						2	3		3	9	51
28		Basarabeasca												48							6			11	65
29	Ateliers (1127)	GF LVOK				3	47											7			8		8	61	134
30		SPM																		406					406
31		CIC																			48				48
32		Admin					6	5		5		9	7	2			31		31		121	14	9	3	243
33		SATM																			68				68
34		STF																						18	18
35		SACL														24									24
36		SACI										125													125
37		PCF																						37	37
38		CSE													24										24
TOTAL			31	216	29	358	61	241	75	529	171	1,388	352	112	24	24	480	205	286	499	416	14	36	466	6,013

C.3 ALLOCATION OF CFM STAFF

Staff-C = Staff classification in 14 g | Staff-A: Staff allocation to one of the four future companies

ID	CFM BRANCH		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																						
1	Stations	Ocnita	0	0	0	0	1	0	0	0	0	0	0	0	0	0	92	29	44	1	3	0	1	8	179
2		Balti	0	0	0	0	3	0	0	0	0	0	0	0	0	0	80	45	43	0	9	0	2	9	191
3		Ungheni	0	0	0	0	3	0	0	0	0	0	0	0	0	0	54	29	25	6	5	0	0	14	136
4		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	12	38	8	3	0	2	20	172
5		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	10	20	3	8	0	0	5	63
6		Basarabeasca	0	0	0	0	1	0	0	0	0	0	0	0	0	0	84	45	28	3	6	0	0	13	180
7		Giurgiulesti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	26	56	0	5	0	0	9	129
	TOTAL		0	0	0	0	8	0	0	0	0	0	0	0	0	0	449	196	254	21	39	0	5	78	1,050
	CFM Infrastructure		0	0	0	0	0	0	0	0	0	0	0	0	0	0	449	0	0	21	23	0	3	47	543
	CFM Callatori		0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	16	32
	CFM Marfa		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	254	0	8	0	1	16	474
	CFM 4th Company		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total for four companies		0	0	0	0	8	0	0	0	0	0	0	0	0	0	449	196	254	21	39	0	5	78	1,050

ID	CFM INFRASTRUCTURE		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																						
1	Stations	Ocnita															92			1	1.8		0.6	4.8	100
2		Balti															80			0	5.4		1.2	5.4	92
3		Ungheni															54			6	3		0	8.4	71.4
4		Chisinau															89			8	1.8		1.2	12	112
5		Bender															17			3	4.8		0	3	27.8
6		Basarabeasca															84			3	3.6		0	7.8	98.4
7		Giurgiulesti															33			0	3		0	5.4	41.4
	TOTAL		0			0	0	0		0		0					449	0	0	21	23	0	3	47	543

ID	CFM CALATORI		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																						
1	Stations	Ocnita					1														0.6		0.2	1.6	3
2		Balti					3														1.8		0.4	1.8	7
3		Ungheni					3														1		0	2.8	6.8
4		Chisinau					0														0.6		0.4	4	5
5		Bender					0														1.6		0	1	2.6
6		Basarabeasca					1														1.2		0	2.6	4.8
7		Giurgiulesti					0														1		0	1.8	2.8
	TOTAL		0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	16	32

ID	CFM MARFA		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																						
1	Stations	Ocnita																29	44		0.6		0.2	1.6	75
2		Balti																45	43		1.8		0.4	1.8	92
3		Ungheni																29	25		1		0	2.8	57.8
4		Chisinau																12	38		0.6		0.4	4	55
5		Bender																10	20		1.6		0	1	32.6
6		Basarabeasca																45	28		1.2		0	2.6	76.8
7		Giurgiulesti																26	56		1		0	1.8	84.8
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	254	0	8	0	1	16	474

ID	CFM FOURTH COMPANY		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																						
1	Stations	Ocnita																							0
2		Balti																							0
3		Ungheni																							0
4		Chisinau																							0
5		Bender																							0
6		Basarabeasca																							0
7		Giurgiulesti																							0
	TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Staff-C = Staff classification in 14 g | Staff-A: Staff allocation to one of the four future companies

			14 staff groups																						
ID	CFM BRANCH		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
8	Locomotives	Balti	10	66	9	0	0	92	0	0	0	0	0	0	0	0	0	0	0	2	6	0	3	29	217
9		Chisinau	21	35	3	0	0	33	75	0	0	0	0	0	0	0	0	0	0	0	6	0	0	17	190
10		Bender	0	26	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	19	90
11		Basarabeasca	0	89	5	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	37	222
	TOTAL		**31**	**216**	**17**	**0**	**0**	**236**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35**	**0**	**5**	**102**	**719**
	CFM Infrastructure		0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**17**
	CFM Callatori		0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	3	0	2	15	**94**
	CFM Marfa		31	216	0	0	0	236	0	0	0	0	0	0	0	0	0	0	0	2	32	0	4	88	**608**
	CFM 4th Company		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Total for four companies		**31**	**216**	**17**	**0**	**0**	**236**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35**	**0**	**5**	**102**	**719**

			14 staff groups																						
ID	CFM INFRASTRUCTURE		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
8	Locomotives	Balti			9																				9
9		Chisinau			3																				3
10		Bender			0																				0
11		Basarabeasca			5																				5
	TOTAL		**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**

			14 staff groups																						
ID	CFM CALATORI		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
8	Locomotives	Balti							0												3		1.5	14.5	19
9		Chisinau							75																75
10		Bender							0																0
11		Basarabeasca							0																0
	TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**15**	**94**

			14 staff groups																						
ID	CFM MARFA		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
8	Locomotives	Balti	10	66				92											0	2	3	0	1.5	14.5	189
9		Chisinau	21	35				33											0	0	6	0	0	17	112
10		Bender	0	26				39											0	0	4	0	2	19	90
11		Basarabeasca	0	89				72											0	0	19	0	0	37	217
	TOTAL		**31**	**216**	**0**	**0**	**0**	**236**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**32**	**0**	**4**	**88**	**608**

			14 staff groups																						
ID	CFM FOURTH COMPANY		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
8	Locomotives	Balti																							0
9		Chisinau																							0
10		Bender																							0
11		Basarabeasca																							0
	TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Staff-C = Staff classification in 14 groups

Staff-A: Staff allocation to one of the four future companies

				14 staff groups																							
ID	CFM BRANCH		May-22	1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
11	Wagons	RV Balti	284	0	0	0	0	0	0	0	263	0	0	0	0	0	0	0	1	1	8	7	0	1	3	284
12		VCDC-1 Chis	591	0	0	0	355	0	0	0	0	170	0	0	0	0	0	0	0	0	7	10	0	0	49	591
13		Basara VCDR-2	148	0	0	0	0	0	0	0	118	1	0	0	0	0	0	0	0	0	12	9	0	1	7	148
14		Basara VCD-4	161	0	0	0	0	0	0	0	143	0	0	0	0	0	0	0	0	0	10	7	0	1	0	161
	TOTAL		1,184	0	0	0	355	0	0	0	524	171	0	0	0	0	0	0	1	1	37	33	0	3	59	1,184
	CFM Infrastructure			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	CFM Callatori			0	0	0	355	0	0	0	0	171	0	0	0	0	0	0	0	0	4	5	0	0	25	**559**
	CFM Marfa			0	0	0	0	0	0	0	524	0	0	0	0	0	0	0	1	1	34	28	0	3	35	**625**
	CFM 4th Company			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	Total for four companies		**1,184**	**0**	**0**	**0**	**355**	**0**	**0**	**0**	**524**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**37**	**33**	**0**	**3**	**59**	**1,184**

				14 staff groups																							
ID	CFM INFRASTRUCTURE			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
11	Wagons	RV Balti																								0
12		VCDC-1 Chis																								0
13		Basara VCDR-2																								0
14		Basara VCD-4																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

				14 staff groups																							
ID	CFM CALATORI			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
11	Wagons	RV Balti					0					0														0
12		VCDC-1 Chis					355					170									3.5	5			24.5	558
13		Basara VCDR-2					0					1														1
14		Basara VCD-4					0					0														0
	TOTAL			0	0	0	355	0	0	0	0	171	0	0	0	0	0	0	0	0	4	5	0	0	25	**559**

				14 staff groups																							
ID	CFM MARFA			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
11	Wagons	RV Balti									263								1	1	8	7		1	3	284
12		VCDC-1 Chis									0								0	0	3.5	5			24.5	33
13		Basara VCDR-2									118								0	0	12	9		1	7	147
14		Basara VCD-4									143								0	0	10	7		1	0	161
	TOTAL			0	0	0	0	0	0	0	524	0	0	0	0	0	0	0	1	1	34	28	0	3	35	**625**

				14 staff groups																							
ID	CFM FOURTH COMPANY		May-22	1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
11	Wagons	RV Balti																								0
12		VCDC-1 Chis																								0
13		Basara VCDR-2																								0
14		Basara VCD-4																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Staff-C = Staff classification in 14 groups | Staff-A: Staff allocation to one of the four future companies

ID	CFM BRANCH		May-22	1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
16	Track	Ocnita	222	0	0	4	0	0	0	0	0	0	209	0	0	0	0	0	0	0	0	3	0	1	5	222
17		Balti	287	0	0	0	0	0	0	0	0	0	264	0	0	0	0	0	0	0	0	10	0	2	11	287
18		Chisinau	215	0	0	2	0	0	0	0	0	0	198	0	0	0	0	0	0	0	0	4	0	0	11	215
19		Bender	145	0	0	2	0	0	0	0	0	0	132	0	0	0	0	0	1	0	0	5	0	0	5	145
20		Basarabeasca	436	0	0	4	0	0	0	0	0	0	387	0	0	0	0	0	0	0	23	12	0	0	10	436
21		PMC 294	47	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	1	0	0	2	47
23		MP-1	25	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	3	0	0	2	25
	TOTAL		1,377	0	0	12	0	0	0	0	0	0	1,254	0	0	0	0	0	1	0	23	38	0	3	46	1,377
	CFM Infrastructure			0	0	12	0	0	0	0	0	0	1,254	0	0	0	0	0	1	0	23	38	0	3	46	1,377
	CFM Callatori			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CFM Marfa			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CFM 4th Company			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total for four companies		1,377	0	0	12	0	0	0	0	0	0	1,254	0	0	0	0	0	1	0	23	38	0	3	46	1,377

ID	CFM INFRASTRUCTURE			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
16	Track	Ocnita				4							209						0	0	0	3	0	1	5	222
17		Balti				0							264						0	0	0	10	0	2	11	287
18		Chisinau				2							198						0	0	0	4	0	0	11	215
19		Bender				2							132						1	0	0	5	0	0	5	145
20		Basarabeasca				4							387						0	0	23	12	0	0	10	436
21		PMC 294				0							44						0	0	0	1	0	0	2	47
23		MP-1				0							20						0	0	0	3	0	0	2	25
	TOTAL			0	0	12	0	0	0	0	0	0	1,254	0	0	0	0	0	1	0	23	38	0	3	46	1,377

ID	CFM CALATORI			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
16	Track	Ocnita																								0
17		Balti																								0
18		Chisinau																								0
19		Bender																								0
20		Basarabeasca																								0
21		PMC 294																								0
23		MP-1																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	CFM MARFA			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
16	Track	Ocnita																								0
17		Balti																								0
18		Chisinau																								0
19		Bender																								0
20		Basarabeasca																								0
21		PMC 294																								0
23		MP-1																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	CFM FOURTH COMPANY			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
16	Track	Ocnita																								0
17		Balti																								0
18		Chisinau																								0
19		Bender																								0
20		Basarabeasca																								0
21		PMC 294																								0
23		MP-1																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Staff-C = Staff classification in 14 groups

Staff-A: Staff allocation to one of the four future companies

ID	CFM BRANCH		May-22	14 staff groups																						
				1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
23	S & T	Basarabeasca	142	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	0	0	4	6	0	0	9	142
24		PMC 294	136	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	0	0	4	2	0	0	7	136
25		MP-1	116	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	0	0	0	4	0	0	13	116
	TOTAL		394	0	0	0	0	0	0	0	0	0	0	345	0	0	0	0	0	0	8	12	0	0	29	394
	CFM Infrastructure			0	0	0	0	0	0	0	0	0	0	345	0	0	0	0	0	0	8	12	0	0	29	394
	CFM Callatori			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CFM Marfa			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CFM 4th Company			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total for four companies		394	0	0	0	0	0	0	0	0	0	0	345	0	0	0	0	0	0	8	12	0	0	29	394

ID	CFM INFRASTRUCTURE			14 staff groups																						
				1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
23	S & T	Balti												123							4	6			9	142
24		Chisinau												123							4	2			7	136
25		Besarabeasca												99							0	4			13	116
	TOTAL			0	0	0	0	0	0	0	0	0	0	345	0	0	0	0	0	0	8	12	0	0	29	394

ID	CFM CALATORI			14 staff groups																						
				1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
23	S & T	Balti																								0
24		Chisinau																								0
25		Besarabeasca																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	CFM MARFA			14 staff groups																						
				1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
23	S & T	Balti																								0
24		Chisinau																								0
25		Besarabeasca																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	CFM FOURTH COMPANY			14 staff groups																						
				1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
23	S & T	Balti																								0
24		Chisinau																								0
25		Besarabeasca																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Staff-C = Staff classification in 14 groups | Staff-A: Staff allocation to one of the four future companies

ID	CFM BRANCH		May-22	1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
26	Electrical	Basarabeasca	46	0			0	0	0		0				28			0	0	0	0	5	0	0	13	46
27		PMC 294	51	0			0	0	0		0				34			0	0	0	2	3	0	3	9	51
28		MP-1	65	0			0	0	0		0				48			0	0	0	0	6	0	0	11	65
	TOTAL		162	0			0	0	0		0		0					0	0	0	2	14	0	3	33	162
	CFM Infrastructure			0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	2	14	0	3	33	162
	CFM Callatori			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CFM Marfa			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CFM 4th Company			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total for four companies		162	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	2	14	0	3	33	162

ID	CFM INFRASTRUCTURE			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
26	Electrical	Balti													28						0	5		0	13	46
27		Chisinau													34						2	3		3	9	51
28		Besarabeasca													48						0	6		0	11	65
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	2	14	0	3	33	162

ID	CFM CALATORI			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
26	Electrical	Balti																								0
27		Chisinau																								0
28		Besarabeasca																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	CFM MARFA			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
26	Electrical	Balti																								0
27		Chisinau																								0
28		Besarabeasca																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID	CFM FOURTH COMPANY			1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for Infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
				14 staff groups																						
26	Electrical	Balti																								0
27		Chisinau																								0
28		Besarabeasca																								0
	TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Staff-C = Staff classification in 14 g | Staff-A: Staff allocation to one of the four future companies

ID	CFM BRANCH		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																					
29	Ateliers	GF LVOK	0	0	0	3	47	0	0	0	0	0	0	0	0	0	0	7	0	0	8	0	8	61	134
30		SPM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406	0	0	0	0	406
31		CIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	48
32		Admin	0	0	0	0	6	5	0	5	0	9	7	2	0	0	31	0	31	0	121	14	9	3	243
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	68
34		STF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
35		SACL	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	24
36		SACI	0	0	0	0	0	0	0	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	125
37		PCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37
38		CSE	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	24
	TOTAL		**0**	**0**	**0**	**3**	**53**	**5**	**0**	**5**	**0**	**134**	**7**	**2**	**24**	**24**	**31**	**7**	**31**	**406**	**245**	**14**	**17**	**119**	**1,127**
	CFM Infrastructure		0	0	0	0	0	0	0	0	0	134	7	2	24	24	31	0	0	406	170	8	10	38	855
	CFM Callatori		0	0	0	3	53	0	0	0	0	0	0	0	0	0	0	0	0	0	38	3	3	13	113
	CFM Marfa		0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	7	31	0	38	3	3	13	105
	CFM 4th Company		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
	Total for four companies		**0**	**0**	**0**	**3**	**53**	**5**	**0**	**5**	**0**	**134**	**7**	**2**	**24**	**24**	**31**	**7**	**31**	**406**	**245**	**14**	**17**	**119**	**1,127**

ID	CFM INFRASTRUCTURE		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																					
29	Ateliers	GF LVOK																			5		5	37	46
30		SPM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406	0	0	0	0	406
31		CIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	38
32		Admin										9	7	2	0	0	31				72.6	8.4	5.4	1.8	137
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.4	0	0	0	54
34		STF																							0
35		SACL	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	24
36		SACI	0	0	0	0	0	0	0	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	125
37		PCF																							0
38		CSE	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	24
	TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**134**	**7**	**2**	**24**	**24**	**31**	**0**	**0**	**406**	**170**	**8**	**10**	**38**	**855**

ID	CFM CALATORI		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																					
29	Ateliers	GF LVOK				3	47														1.6		1.6	12.2	65
30		SPM																							0
31		CIC																			5				5
32		Admin					6														24.2	2.8	1.8	0.6	35
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	0	0	0	7
34		STF																							0
35		SACL																							0
36		SACI																							0
37		PCF																							0
38		CSE																							0
	TOTAL		**0**	**0**	**0**	**3**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**3**	**3**	**13**	**113**

ID	CFM MARFA		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																					
29	Ateliers	GF LVOK																7			1.6		1.6	12.2	22
30		SPM																							0
31		CIC																			5				5
32		Admin						5		5									31		24.2	2.8	1.8	0.6	70
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	0	0	0	7
34		STF																							0
35		SACL																							0
36		SACI																							0
37		PCF																							0
38		CSE																							0
	TOTAL		**0**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**31**	**0**	**38**	**3**	**3**	**13**	**105**

ID	CFM FOURTH COMPANY		1A. Locomotive drivers for passenger trains	1B. Locomotive drivers for freight trains	1C. Dresine drivers for infrastructure maintenance	2. Passenger traincrew	3. Passenger services and ticketing	4A. Locomotive mtce	4B. DMU mtce	5A. Freight wagon maintenance	5B. Passenger Wagon maintenance	6A. Track maintenance	6B. Signalling	6C. Electro	6D. Epidemiology (CSE)	6E. Buildings Maintenance	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
			14 staff groups																					
29	Ateliers	GF LVOK																							0
30		SPM																							0
31		CIC																						0	0
32		Admin																							0
33		SATM																							0
34		STF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
35		SACL																							0
36		SACI																							0
37		PCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37
38		CSE																							0
	TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**55**

ID	CFM INFRASTRUCTURE		14 staff groups																					
			1A Loco drivers passenger trains	1B Loco drivers freight trains	1C Dresine drivers infra ntce	2 Passenger traincrew	3 Passenger service and ticketing	4 ALoco mtce	4B DMU mtce	5A Wagon maintenance	5B Passenger coach maintenance	6A Track mtce and SACI	6B Signalling	6C Electro	6D CSE	6E SACL	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
1	Stations	Ocnita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	0	0	1	1.8	0	0.6	4.8	**100**
2		Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	5.4	0	1.2	5.4	**92**
3		Ungheni	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	6	3	0	0	8.4	**71**
4		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	0	0	8	1.8	0	1.2	12	**112**
5		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	3	4.8	0	0	3	**28**
6		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	0	0	3	3.6	0	0	7.8	**98**
7		Giurgiulesti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	3	0	0	5.4	**41**
8	Locomotives	Balti	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**
9		Chisinau	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
10		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11		Basarabeasca	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**
12	Wagons	RV Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
13		VCDC-1 Chis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
14		Basara VCDR-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
15		Basara VCD-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16	Track mtce	Ocnita	0	0	4	0	0	0	0	0	0	209	0	0	0	0	0	0	0	0	3	0	1	5	**222**
17		Balti	0	0	0	0	0	0	0	0	0	264	0	0	0	0	0	0	0	0	10	0	2	11	**287**
18		Chisinau	0	0	2	0	0	0	0	0	0	198	0	0	0	0	0	0	0	0	4	0	0	11	**215**
19		Bender	0	0	2	0	0	0	0	0	0	132	0	0	0	0	0	1	0	0	5	0	0	5	**145**
20		Basarabeasca	0	0	4	0	0	0	0	0	0	387	0	0	0	0	0	0	0	23	12	0	0	10	**436**
21		PMC 294	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0	1	0	0	2	**47**
22		MP-1	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	3	0	0	2	**25**
23	Signalling and	Balti	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	0	0	4	6	0	0	9	**142**
24	Telecom	Chisinau	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	0	0	4	2	0	0	7	**136**
25		Basarabeasca	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	0	0	0	4	0	0	13	**116**
26	Electrical	Balti	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	5	0	0	13	**46**
27		Chisinau	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	2	3	0	3	9	**51**
28		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	6	0	0	11	**65**
29	Ateliers	GF LVOK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.8	0	4.8	36.6	**46**
30		SPM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406	0	0	0	0	**406**
31		CIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	**38**
32		Admin	0	0	0	0	0	0	0	0	0	9	7	2	0	0	31	0	0	0	72.6	8.4	5.4	1.8	**137**
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.4	0	0	0	**54**
34		STF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
35		SACL	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	**24**
36		SACI	0	0	0	0	0	0	0	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	**125**
37		PCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
38		CSE	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	**24**
	TOTAL		**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**1,388**	**352**	**112**	**24**	**24**	**480**	**1**	**0**	**460**	**257**	**8**	**19**	**193**	**3,348**

ID	CFM CALATORI		14 staff groups																					
			1A Loco drivers passenger trains	1B Loco drivers freight trains	1C Dresine drivers infra ntce	2 Passenger traincrew	3 Passenger service and ticketing	4 ALoco mtce	4B DMU mtce	5A Wagon maintenance	5B Passenger coach maintenance	6A Track mtce and SACI	6B Signalling	6C Electro	6D CSE	6E SACL	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
1	Stations	Ocnita	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.2	1.6	**3**
2		Balti	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	0	0.4	1.8	**7**
3		Ungheni	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2.8	**7**
4		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.4	4	**5**
5		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1	**3**
6		Basarabeasca	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	2.6	**5**
7		Giurgiulesti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1.8	**3**
8	Locomotives	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1.5	14.5	**19**
9		Chisinau	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**75**
10		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12	Wagons	RV Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
13		VCDC-1 Chis	0	0	0	355	0	0	0	0	170	0	0	0	0	0	0	0	0	3.5	5	0	0	24.5	**558**
14		Basara VCDR-2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
15		Basara VCD-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16	Track mtce	Ocnita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17		Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21		PMC 294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22		MP-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23	Signalling and	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
24	Telecom	Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
25		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
26	Electrical	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
27		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
28		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
29	Ateliers	GF LVOK	0	0	0	3	47	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	0	1.6	12.2	**65**
30		SPM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
31		CIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	**5**
32		Admin	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	2.8	1.8	0.6	**35**
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	0	0	0	**7**
34		STF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
35		SACL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
36		SACI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
37		PCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
38		CSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	TOTAL		**0**	**0**	**0**	**358**	**61**	**0**	**75**	**0**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**53**	**3**	**6**	**67**	**798**

ID	CFM MARFA		14 staff groups																					
			1A Loco drivers passenger trains	1B Loco drivers freight trains	1C Dresine drivers infra ntce	2 Passenger traincrew	3 Passenger service and ticketing	4 ALoco mtce	4B DMU mtce	5A Wagon maintenance	5B Passenger coach maintenance	6A Track mtce and SACI	6B Signalling	6C Electro	6D CSE	6E SACL	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
1	Stations	Ocnita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	44	0	0.6	0	0.2	1.6	**75**
2		Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	43	0	1.8	0	0.4	1.8	**92**
3		Ungheni	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	25	0	1	0	0	2.8	**58**
4		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	38	0	0.6	0	0.4	4	**55**
5		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	20	0	1.6	0	0	1	**33**
6		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	28	0	1.2	0	0	2.6	**77**
7		Giurgiulesti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	56	0	1	0	0	1.8	**85**
8	Locomotives	Balti	10	66	0	0	0	92	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1.5	14.5	**189**
9		Chisinau	21	35	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	17	**112**
10		Bender	0	26	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	19	**90**
11		Basarabeasca	0	89	0	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	37	**217**
12	Wagons	RV Balti	0	0	0	0	0	0	0	263	0	0	0	0	0	0	0	1	1	8	7	0	1	3	**284**
13		VCDC-1 Chis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.5	5	0	0	24.5	**33**
14		Basara VCDR-2	0	0	0	0	0	0	0	118	0	0	0	0	0	0	0	0	0	12	9	0	1	7	**147**
15		Basara VCD-4	0	0	0	0	0	0	0	143	0	0	0	0	0	0	0	0	0	10	7	0	1	0	**161**
16	Track mtce	Ocnita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17		Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21		PMC 294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22		MP-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23	Signalling and	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
24	Telecom	Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
25		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
26	Electrical	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
27		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
28		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
29	Ateliers	GF LVOK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1.6	0	1.6	12.2	**22**
30		SPM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
31		CIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	**5**
32		Admin	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	31	0	24.2	2.8	1.8	0.6	**70**
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	0	0	0	**7**
34		STF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
35		SACL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
36		SACI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
37		PCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
38		CSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	TOTAL		**31**	**216**	**0**	**0**	**0**	**241**	**0**	**529**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**204**	**286**	**36**	**105**	**3**	**11**	**150**	**1,812**

ID	CFM FOURTH COMPANY		14 staff groups																					
			1A Loco drivers passenger trains	1B Loco drivers freight trains	1C Dresine drivers infra ntce	2 Passenger traincrew	3 Passenger service and ticketing	4 ALoco mtce	4B DMU mtce	5A Wagon maintenance	5B Passenger coach maintenance	6A Track mtce and SACI	6B Signalling	6C Electro	6D CSE	6E SACL	7. Traffic management	8. Traffic operations	9. Commercial & marketing	10. Security	11. Shared (support) services	12. Corporate management	13. Administration	14. Other	Total
1	Stations	Ocnita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2		Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3		Ungheni	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7		Giurgiulesti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8	Locomotives	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12	Wagons	RV Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
13		VCDC-1 Chis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
14		Basara VCDR-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
15		Basara VCD-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
16	Track mtce	Ocnita	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
17		Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
18		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
19		Bender	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
20		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
21		PMC 294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22		MP-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23	Signalling and	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
24	Telecom	Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
25		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
26	Electrical	Balti	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
27		Chisinau	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
28		Basarabeasca	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
29	Ateliers	GF LVOK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
30		SPM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
31		CIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
32		Admin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
33		SATM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
34		STF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	**18**
35		SACL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
36		SACI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
37		PCF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	**37**
38		CSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
	TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**55**

ID	CFM ORGANISATIONL UNIT		INFRA	CALATORI	MARFA	4th CO	TOTAL	AS IS	DELTA
1	Stations	Ocnita	100	3	75	0	179	179	0
2		Balti	92	7	92	0	191	191	0
3		Ungheni	71	7	58	0	136	136	0
4		Chisinau	112	5	55	0	172	172	0
5		Bender	28	3	33	0	63	63	0
6		Basarabeasca	98	5	77	0	180	180	0
7		Giurgiulesti	41	3	85	0	129	129	0
8	Locomotives	Balti	9	19	189	0	217	217	0
9		Chisinau	3	75	112	0	190	190	0
10		Bender	0	0	90	0	90	90	0
11		Basarabeasca	5	0	217	0	222	222	0
12	Wagons	RV Balti	0	0	284	0	284	284	0
13		VCDC-1 Chis	0	558	33	0	591	591	0
14		Basara VCDR-2	0	1	147	0	148	148	0
15		Basara VCD-4	0	0	161	0	161	161	0
16	Track mtce	Ocnita	222	0	0	0	222	222	0
17		Balti	287	0	0	0	287	287	0
18		Chisinau	215	0	0	0	215	215	0
19		Bender	145	0	0	0	145	145	0
20		Basarabeasca	436	0	0	0	436	436	0
21		PMC 294	47	0	0	0	47	47	0
22		MP-1	25	0	0	0	25	25	0
23	Signalling and	Balti	142	0	0	0	142	142	0
24	Telecom	Chisinau	136	0	0	0	136	136	0
25		Basarabeasca	116	0	0	0	116	116	0
26	Electrical	Balti	46	0	0	0	46	46	0
27		Chisinau	51	0	0	0	51	51	0
28		Basarabeasca	65	0	0	0	65	65	0
29	Ateliers	GF LVOK	46	65	22	0	134	134	0
30		SPM	406	0	0	0	406	406	0
31		CIC	38	5	5	0	48	48	0
32		Admin	137	35	70	0	243	243	0
33		SATM	54	7	7	0	68	68	0
34		STF	0	0	0	18	18	18	0
35		SACL	24	0	0	0	24	24	0
36		SACI	125	0	0	0	125	125	0
37		PCF	0	0	0	37	37	37	0
38		CSE	24	0	0	0	24	24	0
			3,348	**798**	**1,812**	**55**	**6,013**	**6,013**	**0**

APPENDIX D: CLASSIFICATION AND ALLOCATION OF CFM ASSETS

D.1 GUIDANCE TABLE

LAND		**TEREN**
1	Land	Teren
FIXED ASSETS		**MIJLOACE FIXE**
2	Water utilities/ Gas utilities	Utilitati de apa / Utilitati de gaz
3	Power network transmission & distribution	Rețeaua de transport și distribuție a energiei electrice
4	Road structures	Structuri rutiere
5	Engineering structures	Structuri de inginerie
6	Track, crossings, platforms, switches	Pânã, treceri, platforme, comutatoare
7	Overhead power supply & other HV supply	Sursă de alimentare de deasupra capului și alte surse HV
8	Signalling	Semnalizarea
9	Communications	Comunicatii
10	Station buildings	Clădiri de gară
11	Admin buildings	Clădiri admin
12	Warehouses	Depozite
13	Depots, workshops etc	Depouri, ateliere etc
14	Garages	Garaje
15	Security cabins and related	Cabine de securitate și conexe
16	Other buildings	Alte clădiri
17	Hotels, restaurants, commercial property	Hoteluri, restaurante, proprietate comercială
18	Property (residential)	Proprietate (rezidențială)
19	Railway ambulance and medical facilities	Ambulanță feroviară și unități medicale
20	Leisure and cultural facilities	Facilități de agrement și culturale
21	Industrial, mining and other track	Căi industriale, miniere și altele
22	Other railway related fixed assets	Alte active fixe legate de calea ferată
23	Non-core assets	Active non-core
ROLLING STOCK		**MATERIAL RULANT**
24	Locomotives	Locomotive
25	Locomotives for track maintenance	Locomotive pentru intretinerea liniei
26	EMUs and DMUs	EMU-uri și DMU-uri
27	Non operational tractive vehicles	Vehicule de tracțiune nefuncționale
28	Passenger coaches	Autocare de pasageri
29	Wagons	Vagoane
30	Other rolling stock related assets	Alte active legate de materialul rulant
PLANT AND EQUIPMENT		**INSTALĂRI ȘI ECHIPAMENTE**
31	Track maintenance plant and equipment	Instalații și echipamente de întreținere a pistei
32	Rolling stock maintenance equipment	Echipamente de intretinere a materialului rulant
33	Signalling - power supply and other equipment	Semnalizare - alimentare și alte echipamente
34	Telecom plant and equipment	Instalatii si echipamente de telecomunicatii
35	Transf. stations, other power plant, equipment	Transf. statii, alte centrale electrice, echipamente
36	IT	ACEASTA
37	Tools - universal and specific	Instrumente - universale și specifice
38	Road vehicles	Vehicule rutiere
39	Other plant and equipment	Alte instalații și echipamente
40	Other assets	Alte bunuri

D.2 CORRELATION WITH THE NATIONAL ASSET CLASSIFICATION

1	Land	**Examples**	Teren	
	LAND - SUBTOTAL		**TEREN - SUBTOTAL**	
FIXED ASSETS			**MIJLOACE FIXE**	**Catalogului mijloacelor fixe categorii**
2	Utilities (water)	Seweragege, wastewater structures, pumping stations	Utilitati de apa / Utilitati de gaz	3
3	Power network transmission and distribution	Gas utilities, heating, thermal power plant, air conditioning	Rețeaua de transport și distribuție a energiei electrice	3, 4
4	Road and structures	Pedestrian paths	Structuri rutiere	2
5	Engineering structures	Retaining walls	Structuri de inginerie	2
6	Track, crossings, platforms, switches	Ramps, fencing, iron gate	Pânã, treceri, platforme, comutatoare	2, 6
7	Overhead power supply & other HV supply	-	Sursă de alimentare de deasupra capului și alte surse HV	3
8	Signalling	-	Semnalizarea	4
9	Communications	Telecommunication	Comunicatii	3
10	Station buildings	Passenger buildings	Clădiri de gară	1
11	Admin buildings	Social buildings, canteen	Clădiri admin	1
12	Warehouses	Sand storage, all kind of storage	Depozite	1
13	Depots, workshops etc	Sheds, technical service, hangars, overhaul and experimental sections, impregnation room, compressor buildings,	Depouri, ateliere etc	1
14	Garages	All type of garages	Garaje	1
15	Security cabins and related	Guirdian cabins, civil defense, fire tanks, fire train	Cabine de securitate și conexe	5, 4
16	Other buildings	Technical office, luggage, post and manoeuvring sheds	Alte clădiri	1
17	Hotels, restaurants, commercial property		Hoteluri, restaurante, proprietate comercială	1
18	Property (residential)		Proprietate (rezidențială)	1
19	Railway ambulance and medical facilities		Ambulanță feroviară și unități medicale	5, 6
20	Leisure and cultural facilities		Facilități de agrement și culturale	1, 2
21	Industrial, mining and other track		Căi industriale, miniere și altele	2
22	Other railway related fixed assets	Passenger benches, schedule board, info tables,	Alte active fixe legate de calea ferată	4,6
23	Non-core assets	Landfield, monuments, drainage, fields	Active non-core	2, 4, 7, 8, 9, 16

ROLLING STOCK			MATERIAL RULANT	
24	Locomotives		Locomotive	5
25	Locomotives for track maintenance		Locomotive pentru intretinerea liniei	5
26	EMUs and DMUs		EMU-uri și DMU-uri	5
27	Non operational tractive vehicles	Maneuvr machines	Vehicule de tracțiune nefuncționale	5
28	Passenger coaches		Autocare de pasageri	5
29	Wagons		Vagoane	5
30	Other rolling stock related assets	Wheels, batteries, engines, boogies, pumps	Alte active legate de materialul rulant	4, 5

PLANT AND EQUIPMENT			INSTALĂRI ȘI ECHIPAMENTE	
31	Track maintenance plant and equipment	Scales	Instalații și echipamente de întreținere a pistei	4
32	Rolling stock maintenance equipment	Welding maschines, cranes, wheel lathes	Echipamente de intretinere a materialului rulant	4, 5
33	Signalling - power supply and other equipment		Semnalizare - alimentare și alte echipamente	3, 4
34	Telecom plant and equipment		Instalatii si echipamente de telecomunicatii	4
35	Transf. stations, other power plant, equipment	Diesel agregat	Transf. statii, alte centrale electrice, echipamente	4
36	IT and office furnishing	Computer, phone, cash registers, video systems, printers, office desks	ACEASTA	4, 6
37	Tools - universal and specific		Instrumente - universale și specifice	6
38	Road vehicles	Tractors	Vehicule rutiere	4, 5
39	Other plant and equipment		Alte instalații și echipamente	6,
40	Other assets	Mud fields, furniture, refrigerators, washing machines	Alte bunuri	4, 6, 7, 8, 9

D.3 CLASSIFICATION OF CFM ASSETS

Group	DS	Track	Electro	SST	TCP1	Loco	Wagons	CSE	GFLVOK	SACI	SACL	SMC294	ATM	PCF	STF	SB	60 IS CFM	Subtotal	%
1	0	222	26,742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,963	*0.44*
2	0	14,621	3,548	13,112	0	0	3,198	0	0	0	0	0	145	0	0	51	15,030	49,703	*0.81*
3	353	78,147	46,795	8,914	5,771	2,792	12,806	0	0	305	2,231	276	6,300	0	0	307	17,293	182,289	*2.98*
4	0	10,652	4,164	1,722	1,499	0	1,841	0	0	0	1,167	0	476	0	0	0	2,511	24,032	*0.39*
5	0	64,304	7,469	17,814	37	0	229,554	0	0	19	0	0	21,540	0	0	0	62,150	402,886	*6.59*
6	0	432,706	327,666	96,451	163,888	837	19,707	0	0	22	11	0	229	0	0	0	63,278	1,104,794	*18.08*
7	0	0	0	21	0	0	1,010	0	0	0	0	0	0	0	0	0	0	1,031	*0.02*
8	0	7,283	1,157	690	112	9,311	1,497	0	0	1,753	5,342	0	0	999	0	0	1,285	29,430	*0.48*
9	0	59,277	547	300	102	30	24,855	0	0	375	48	88	23	0	0	0	15,078	100,723	*1.65*
10	0	29,715	2,010	4,699	986	0	1,669	0	0	0	0	0	0	0	0	0	681	39,760	*0.65*
11	0	76,860	381	5,641	0	0	1,087	0	0	0	0	0	0	0	0	0	85	84,054	*1.38*
12	0	35,284	1,702	1,465	1	0	910	0	0	248	0	156	15	0	0	0	1,992	41,773	*0.68*
13	0	62,737	5,415	13,542	0	26	1,633	0	0	38	0	0	80	0	0	0	20,597	104,066	*1.70*
14	0	16,015	758	0	877	0	2,666	0	0	0	0	0	0	0	0	0	0	20,317	*0.33*
15	0	3,038	1,386	4,256	0	51	2,172	0	0	273	0	0	121	0	0	0	1,068	12,365	*0.20*
16	0	50,353	1,216	10,860	5	0	4,943	0	0	0	0	0	2	0	0	16	4,701	72,097	*1.18*
17	0	902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	908	*0.01*
18	0	19,987	69	0	0	0	78,623	0	0	0	0	0	0	0	0	0	7	98,686	*1.62*
19	0	230	0	422	0	0	288	0	0	0	17	0	0	0	0	13	44	1,014	*0.02*
20	0	9,945	0	194	0	0	21	0	0	0	18	0	0	0	0	0	0	10,177	*0.17*
21	0	1,185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,185	*0.02*
22	0	434	0	37	0	0	642	0	0	91	0	0	0	0	0	0	194	1,399	*0.02*
23	0	10,517	906	389	39	0	2,504	0	0	0	0	0	0	0	0	0	1,696	16,051	*0.26*
24	0	2,981	143,730	0	0	0	940,939	0	0	0	0	0	0	0	0	0	0	1,087,650	*17.80*
25	0	12,921	0	106	590	0	5,695	0	0	0	0	0	0	0	0	0	29,451	48,764	*0.80*
26	0	255,606	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,405	257,011	*4.21*
27	0	0	12,327	0	0	0	11,395	0	0	0	0	0	0	0	0	0	0	23,722	*0.39*
28	0	62,667	19,870	72	0	0	2,125	0	0	0	2,113	0	0	0	0	0	353,552	440,398	*7.21*
29	0	67,905	35,571	3,883	0	0	136,727	5,130	0	45,650	0	0	2,690	0	0	0	355,731	653,288	*10.69*
30	14,757	9,338	8,896	3,018	2,560	22,415	162,076	0	0	5,614	32	3,499	146	0	34	278	10,013	242,677	*3.97*
31	925	11,476	756	526	3,440	1,669	17,120	0	1,881	2,662	524	0	0	772	43	0	11,966	53,759	*0.88*
32	0	39,961	16,347	9,115	1,299	1,764	30,203	0	0	142	529	372	130	91	0	7	31,062	131,023	*2.14*
33	0	1,272	9	0	0	0	792	0	0	17	20	0	0	0	0	0	1,213	3,324	*0.05*
34	210	25,171	4,248	4,611	228	0	6,036	0	0	4,790	274	181	841	0	0	0	7,380	53,970	*0.88*
35	0	9,769	12	497	131	1,118	1,424	0	0	31	59	14	261	20	21	0	7,131	20,490	*0.34*
36	100	3,735	743	2,220	0	23	651	0	0	378	84	1,297	0	0	0	7	5,475	14,713	*0.24*
37	9	1,566	395	100	1,388	20	5,291	0	1,020	997	121	7	0	0	0	0	1,765	12,679	*0.21*
38	0	15,289	12,078	18,260	0	210	6,522	0	0	0	2,105	0	1,234	0	46	0	4,342	60,086	*0.98*
39	133	8,338	1,242	1,824	158	1,336	6,504	62	0	1,446	0	1,330	97	6	0	950	8,566	31,992	*0.52*
40	60	93	770	711	192	52	13,227	0	0	1,201	86	39	24	0	0	15,321	4,567	36,344	*0.59*
50	1,501	155,210	101,202	18,738	27,365	11,586	89,175	82	0	11,052	3,627	1,210	41,712	84	974	139	48,001	511,656	*8.38*
Subtotal	**18,046**	**1,667,710**	**790,124**	**244,210**	**210,669**	**53,242**	**1,827,526**	**5,274**	**2,901**	**77,105**	**18,405**	**8,470**	**76,067**	**1,972**	**1,119**	**17,089**	**1,089,316**	**6,109,247**	*100.00*
%	*0.30*	*27.30*	*12.93*	*4.00*	*3.45*	*0.87*	*29.91*	*0.09*	*0.05*	*1.26*	*0.30*	*0.14*	*1.25*	*0.03*	*0.02*	*0.28*	*17.83*	*100.00*	

shown in MDL ‘00s

D.4 ALLOCATION OF CFM ASSETS

Group	CFM-Infrastructure	CFM-Calatori	CFM-Marfa	CFM 4th Company	ATM	IS CFM	Unallocated	Group 50	Subtotal	
1	26,963	0	0	0	0	0	0	0	26,963	*0.44*
2	31,280	724	2,473	51	145	15,030	0	0	49,703	*0.81*
3	142,791	3,508	12,090	307	6,300	17,293	0	0	182,289	*2.98*
4	19,204	353	1,487	0	476	2,511	0	0	24,032	*0.39*
5	85,697	14,098	215,456	0	25,485	62,150	0	0	402,886	*6.59*
6	1,020,744	9,153	11,391	0	229	63,278	0	0	1,104,794	*18.07*
7	21	1,010	0	0	0	0	0	0	1,031	*0.02*
8	16,337	1,270	9,538	999	0	1,285	0	0	29,430	*0.48*
9	60,737	654	24,230	0	23	15,078	0	0	100,723	*1.65*
10	39,760	0	0	0	0	0	0	0	39,760	*0.65*
11	82,882	0	1,087	0	0	85	0	0	84,054	*1.37*
12	38,856	721	190	0	15	1,992	0	0	41,773	*0.68*
13	81,731	0	393	0	80	21,862	0	0	104,066	*1.70*
14	17,651	2,542	123	0	0	0	0	0	20,317	*0.33*
15	9,004	1,954	217	0	121	1,068	0	0	12,365	*0.20*
16	62,434	2,082	2,861	16	2	4,701	0	0	72,097	*1.18*
17	0	0	0	902	0	5	0	0	908	*0.01*
18	20,056	0	78,623	0	0	7	0	0	98,686	*1.61*
19	669	254	34	13	0	44	0	0	1,014	*0.02*
20	0	0	0	10,177	0	0	0	0	10,177	*0.17*
21	1,185	0	0	0	0	0	0	0	1,185	*0.02*
22	562	402	240	0	0	194	0	0	1,399	*0.02*
23	0	0	0	16,051	0	0	0	0	16,051	*0.26*
24	0	0	1,087,650	0	0	0	0	0	1,087,650	*17.79*
25	48,764	0	0	0	0	0	0	0	48,764	*0.80*
26	0	255,606	0	0	0	1,405	0	0	257,011	*4.20*
27	0	0	0	23,722	0	0	0	0	23,722	*0.39*
28	0	440,398	0	0	0	0	0	0	440,398	*7.20*
29	0	0	653,288	0	0	0	0	0	653,288	*10.69*
30	0	0	0	0	0	0	242,677	0	242,677	*3.97*
31	53,759	0	0	0	0	0	0	0	53,759	*0.88*
32	0	0	0	0	0	0	131,023	0	131,023	*2.14*
33	3,324	0	0	0	0	0	0	0	3,324	*0.05*
34	53,970	0	0	0	0	0	0	0	53,970	*0.88*
35	20,490	0	0	0	0	0	0	0	20,490	*0.34*
36	0	0	0	0	0	0	14,713	0	14,713	*0.24*
37	0	0	0	0	0	0	12,679	0	12,679	*0.21*
38	47,732	5,399	1,333	46	1,234	4,342	0	0	60,086	*0.98*
39	14,533	4,707	3,133	956	97	8,566	0	0	31,992	*0.52*
40	7,127	8,614	4,666	15,321	24	4,567	0	0	40,320	*0.66*
50	0	0	0	0	0	0	0	511,656	511,656	*8.37*
Subtotal	**2,008,263**	**753,450**	**2,110,504**	**68,563**	**34,232**	**225,463**	**401,091**	**511,656**	**6,113,223**	*100.00*
	32.85	*12.32*	*34.52*	*1.12*	*0.56*	*3.69*	*6.56*	*8.37*	*100.00*	

shown in MDL '00s

Cont Nr.	Nr. de inventar	Sucursala CFM	Tip gospodarie CFM	Future allocation 1-8
123.2	024253	02 Statia de cale ferata Basarabeasca	DS4	8
123.5	060017	02 Statia de cale ferata Basarabeasca	DS4	8
123.2	022098	02 Statia de cale ferata Basarabeasca	DS4	8
123.3	044695	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.2	024141	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.9	080180	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	045007	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044691	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044502	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044128	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.9	70340	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	42501	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	47172	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	47173	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510202	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510147	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510148	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510112	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510113	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510102	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510133	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510134	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510138	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510106	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510150	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510107	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510105	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510118	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510206	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510209	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510139	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510144	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510108	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510109	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510110	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510149	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510120	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510226	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044228	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	055298	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	058315	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	047019	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	58090	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	042174	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.1	510101	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	042160	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	042126	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8

123.3	042169	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	042166	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	042172	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044383	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044310	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044693	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044816	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.2	022010	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	058470	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57336005	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57314001	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	56339011	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339012	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339013	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339016	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339017	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57333001	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339006	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339007	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339008	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339009	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57339010	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57346002	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57334007	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57355016	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.4	57611001	15 Remiza de vagoane fil. A IS Calea Ferata	VCD3	8
123.3	044436	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.9	044122	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.9	044131	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	046336	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044349	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	046334	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	046337	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058316	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	050006	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	050028	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	050032	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	050005	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	044112	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	058200	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	050035	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058302	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	058104	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	058101	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058335	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058332	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058323	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058325	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024006	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.9	044221	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8

123.2	024239	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024211	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024237	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010007	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	070030	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	041127	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	058088	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024251	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024252	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010036	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010083	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024201	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	093042	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010608	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010607	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010465	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010466	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024212	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024208	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	040060	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	040075	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	040077	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010256	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010006	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.1	010262	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.4	058049	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	040048	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	040411	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042096	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042109	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042081	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042026	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042139	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042129	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042071	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042028	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042119	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042107	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	041024	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042026	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	041049	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042100	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044391	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042077	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044684	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044685	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044615	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044357	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044102	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8

123.3	044353	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044351	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044963	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044122	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044660	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044007	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044136	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044135	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.3	044958	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044440	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044964	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044101	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044092	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030215	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024206	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044696	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044697	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010861	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024044	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024321	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044360	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	043026	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022017	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022027	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022019	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	020034	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	024212	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	020028	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	046011	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	047002	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	047001	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044240	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044514	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044451	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022011	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022104	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022012	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.2	022016	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042025	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044200	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010308	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010333	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010047	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010013	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	10041	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	510330	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	045002	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010050	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044594	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8

123.3	030028	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030019	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058469	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058581	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044146	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044259	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044201	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044429	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044268	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	058526	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044269	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030233	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030006	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030038	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	070027	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	060018	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	060019	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	060030	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.3	044227	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030218	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	PMR	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	030025	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042053	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044124	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042011	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044666	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	044296	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.3	042138	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.1	010289	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.1	010332	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010309	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
123.1	010316	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.1	510293	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.1	010049	16 Sectia de Intretinere a Caii Ferate Basarab	SIC5	8
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123.1	010333	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.3	044117	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
123.3	044128	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
123.3	044365	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
123.3	043385	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
123.3	044081	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.3	044363	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.3	040226	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
123.3	040229	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
123.3	040228	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.3	044708	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.3	044114	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.2	024012	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8
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123.3	030083	17 Sectia de intretinere a caii Bender fil.IS C	SIC3	8

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123.3	048005	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	048006	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044345	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044135	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	058369	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044445	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.2	024099	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.2	024101	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.2	024100	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.2	24394	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	070208	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.9	060142	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044520	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	044021	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	044019	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	044035	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	044047	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044126	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	044095	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	044096	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044371	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044195	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044226	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044233	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044227	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044224	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044223	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044193	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044202	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044229	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044216	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044207	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044229	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044191	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044032	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044214	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044212	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044213	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044035	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044031	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044231	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.3	044192	18 Sectia de intretinere a caii Chisinau	SIC1	8

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123.9	082132	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.9	082131	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.5	093053	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56630091	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56638109	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56629174	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628150	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626024	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632021	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626026	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56633001	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632061	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626035	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56638011	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56636004	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632113	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56631038	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56638027	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628001	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56634024	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56627012	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56631075	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626050	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626053	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56628063	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628068	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628070	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56630058	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56631087	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56629026	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56625071	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56627091	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56631117	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56633111	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56636078	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632127	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56636083	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56635177	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632135	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56635012	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56630119	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56637037	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56631177	18 Sectia de intretinere a caii Chisinau	SIC1	8

123.4	56631179	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56627108	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56636141	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56635109	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56637074	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56637085	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56636142	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56637117	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632222	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56633044	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628043	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626041	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56633189	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56629095	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632214	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56629152	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632217	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56633089	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56629190	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56635081	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56633170	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632175	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56628138	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628118	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56627053	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56628123	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56628120	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56626094	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56630206	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632211	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56631195	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56631208	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56632174	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56630193	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56642006	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56642044	18 Sectia de intretinere a caii Chisinau	SIC1	8

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123.4	56630191	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56643072	18 Sectia de intretinere a caii Chisinau	SIC1	8
123.4	56644012	18 Sectia de intretinere a caii Chisinau	SIC1	8
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123.4	56646025	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.4	56646038	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.4	56647041	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	030062	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030076	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030030	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030066	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030051	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030035	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030078	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030081	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030073	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030085	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030070	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030003	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030074	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030020	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030016	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030038	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030116	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030041	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.9	982099	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010004	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044863	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044168	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	040071	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044497	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044305	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044308	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	043288	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044351	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044289	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044294	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044353	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044293	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	030114	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030115	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030133	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030130	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030116	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8

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123.3	030615	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030623	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030612	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030624	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030047	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	030035	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	030359	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030051	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030056	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	058582	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010012	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010001	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010027	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	10043	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010015	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	080017	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	042020	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	042026	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042017	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042021	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042016	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	042018	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042019	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.4	058097	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	044415	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	044414	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044336	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	044405	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.4	044128	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	048079	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	048088	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044655	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	060029	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	060034	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010044	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8

123.3	091001	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.2	24208	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.2	24197	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24206	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	23248	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24200	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24201	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24203	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24196	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24202	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24205	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24204	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24094	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023008	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023009	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023011	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023012	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023014	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023015	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023110	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023010	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023101	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023016	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023112	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023111	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023090	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24056	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023091	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023006	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023005	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24095	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24198	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24091	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24102	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24093	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24092	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24101	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	23246	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023092	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	023093	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044184	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044375	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044634	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044008	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.4	58034	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.4	058060	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044448	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044481	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8

123.3	47153-5	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	47153-1	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	47153-6	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	47153-3	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	47153-2	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	47153-4	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044425	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044009	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.5	024151	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030094	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044253	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	030202	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042206	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042222	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042212	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042214	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042213	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042224	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042217	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042218	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042211	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045090	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	510220	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	510001	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.5	030045	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.5	ПМР	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024135	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024070	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24550	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	24552	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.2	24549	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	091003	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	091004	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	091002	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044316	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042064	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042076	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044018	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044417	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010293	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010237	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010240	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010241	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010239	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.1	010242	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045014	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	090002	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044105	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	043090	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8

123.3	043101	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044444	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044450	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045009	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045008	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045007	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045006	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
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123.3	045004	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045003	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	045002	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	043089	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	043048	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044106	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044107	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044118	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044108	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	070026	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	070025	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	070029	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	070037	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	020197	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024241	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	020192	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024127	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	058535	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	058556	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024036	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024035	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024034	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024033	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024039	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024038	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024037	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024053	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024110	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024096	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024113	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024054	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024043	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024109	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024048	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024047	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024052	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024051	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024050	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024049	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024016	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	060093	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	70265	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8

123.9	060144	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	060143	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.9	060122	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	044147	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	042024	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.3	070032	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024233	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024238	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024232	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024236	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	020266	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024243	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	020022	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024242	19 Sectia de intretinere a caii Balti fil.IS CF	SIC2	8
123.2	024231	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	024228	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	024229	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	024235	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	024234	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	024230	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	024208	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	040068	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	040071	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	040067	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	040069	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	040078	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	040065	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.2	020021	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010297	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010328	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	042119	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.3	042131	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010290	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010291	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010300	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010600	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010294	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010296	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010287	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010288	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010437	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010603	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010438	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010604	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010601	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010286	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010292	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010785	20 Sectia de semnalizare si telecomunicati B	SST2	8
123.1	010301	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	058549	21Sec. de semnalizare si telecomunicatii Ch	SST1	8

123.3	042139	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	070035	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	10001	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024211	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024868	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024176	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024177	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024175	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024178	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024190	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024181	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024179	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	044669	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	044895	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	044641	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	044486	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	043182	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	043986	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	044231	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.9	70336	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.9	70337	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.9	70338	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.9	70339	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.9	70341	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.9	060091	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	093044	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	093043	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	020273	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	020235	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	020268	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	020199	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	020191	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.4	058051	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030044	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030049	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030042	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030036	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030039	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030121	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030040	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030058	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030343	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030320	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030319	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030053	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030052	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030046	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030057	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	030071	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024186	21Sec. de semnalizare si telecomunicatii Ch	SST1	8

123.2	024200	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024313	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	024314	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010006	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010077	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010013	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010008	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010085	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	070024	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010434	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010458	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010314	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010249	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010055	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010436	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010329	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010306	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010238	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010334	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010299	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010009	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010079	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010093	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.1	010599	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.2	022006	21Sec. de semnalizare si telecomunicatii Ch	SST1	8
123.3	060028	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	049004	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044458	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044585	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.5	093012	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	093046	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	47156-1	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	47156-3	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	47156-2	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.2	20010	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.9	082100	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.9	080195	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.9	080076	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.9	082201	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044105	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044103	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044624	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044668	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044817	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	058569	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044500	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	050043	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	058525	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	030036	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044258	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8

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123.4	052231	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52726	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52733	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52755	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52761	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52159	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52164	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52169	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	52170	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.5	030003	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	030018	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	030014	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
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123.1	010311	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
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123.3	044124	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044512	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044511	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044499	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044134	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044133	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044129	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044127	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044119	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.2	024608	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	058626	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	058337	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044033	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044026	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042101	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042051	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044679	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042099	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042102	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042018	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042020	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042019	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044468	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042034	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8

123.3	042208	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042216	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042209	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	044177	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	042036	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042124	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.4	042035	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042168	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.3	042165	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.2	024013	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.2	024005	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.2	024007	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
123.2	024011	29 Sec.de Alimentare cu energie electrica Ch	SAEE1	8
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123.2	024059	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.1	510330	30 Serviciul de ATM Fil IS CFM	ATM	8
123.1	510147	30 Serviciul de ATM Fil IS CFM	ATM	8
123.1	510325	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.1	510121	30 Serviciul de ATM Fil IS CFM	ATM	8
123.1	510115	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.1	0510118	30 Serviciul de ATM Fil IS CFM	ATM	8

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123.1	510164	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.1	510155	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.1	510341	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.3	044950	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.3	030013	30 Serviciul de ATM Fil IS CFM	ATM	8
123.3	044167	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.3	058468	30 Serviciul de ATM Fil IS CFM	ATM	8
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123.3	48338	30 Serviciul de ATM Fil IS CFM	ATM	8
123.3	48333	30 Serviciul de ATM Fil IS CFM	ATM	8

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123.3	042118	30 Serviciul de ATM Fil IS CFM	ATM	8
123.3	042233	30 Serviciul de ATM Fil IS CFM	ATM	8
123.3	042116	30 Serviciul de ATM Fil IS CFM	ATM	8
123.4	10030	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.2	010013	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.1	010015	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.1	010114	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.3	030017	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.9	082135	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.9	082141	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.9	082139	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.9	082126	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.5	093022	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.5	093019	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.5	093004	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.5	093029	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.5	093009	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.5	093046	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	57245007	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	57252023	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	57255024	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	57248005	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	57259028	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	57245033	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.2	024137	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	51065	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	50068	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.3	045250	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058053	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.3	040045	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058105	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058040	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058039	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058092	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058052	31 Sec.de alimentare cu energie electrica Bas	SAEE2	8
123.4	058086	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044073	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	024011	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	049065	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058129	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	058028	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058051	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058012	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058011	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058014	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058005	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	058700	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	058701	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8

123.4	51032	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058117	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058002	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058108	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058101	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044065	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	44018	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	44054	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058110	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058084	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	024005	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044259	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044258	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042136	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042015	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042018	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042020	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042013	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042019	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042149	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042178	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.1	010001	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.1	010187	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	041027	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	049071	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	049006	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044762	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044773	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044775	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044777	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044776	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044774	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044778	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	049026	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044779	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044740	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	049009	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	049007	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044721	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044129	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044121	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044960	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044625	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044869	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044130	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	070004	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	024002	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	024009	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042008	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042206	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8

123.3	042078	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
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123.1	010031	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	024041	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044105	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044489	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044484	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	024134	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42304	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42705	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42055	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42504	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42057	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42061	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	42503	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042225	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	042207	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
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123.3	024003	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044150	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	020019	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	090001	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	047005	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	024147	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
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123.9	080015	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.4	058061	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	060099	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	044204	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	060156	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
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123.2	022136	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	022108	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.2	022138	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	043319	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	043320	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	060071	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.9	070015	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044068	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044087	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044125	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044124	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044759	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	044005	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
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123.9	093001	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	048106	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	47149-1	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	47149-2	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8

123.3	048104	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	048004	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
123.3	048001	32 Sec.de semnalizare si telecomunicatii Bal	SST3	8
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123.3	048007	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	058619	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	024001	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	047022	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049807	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.3	042106	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	048828	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044046	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.1	010001	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044006	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	047044	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049017	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049028	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049018	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049039	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049042	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	049056	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.3	044335	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044010	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044234	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044072	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.3	044071	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	040017	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	040015	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	040103	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	056031	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	024206	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.4	057106	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.4	57347006	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	058001	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	057418	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	057060	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	042104	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	057047	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	057048	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.4	057053	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8

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123.3	044023	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.2	022082	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022081	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022083	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022088	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022089	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022087	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022084	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022085	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	022086	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.3	044122	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044123	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044026	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044120	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044121	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044767	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044766	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044765	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.9	082145	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
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123.3	044049	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	042186	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	080003	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.2	020004	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	044052	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8
123.3	030216	35 Sec. de alimentare cu energia electrica Ba	SAEE3	8

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123.2	022030	40 Trenul de constructie a podurilir N 1	TCP1	8
123.2	022018	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	042050	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	042143	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044150	40 Trenul de constructie a podurilir N 1	TCP1	8
123.2	024017	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	046120	40 Trenul de constructie a podurilir N 1	TCP1	8
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123.3	060054	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	060073	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044460	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044466	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	030200	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	049001	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044733	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044745	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	042201	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044914	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	046305	40 Trenul de constructie a podurilir N 1	TCP1	8
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123.2	024011	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	030005	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	043001	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	043002	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	030044	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	030055	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	030007	40 Trenul de constructie a podurilir N 1	TCP1	8
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123.9	060062	40 Trenul de constructie a podurilir N 1	TCP1	8
123.9	060061	40 Trenul de constructie a podurilir N 1	TCP1	8
123.9	060060	40 Trenul de constructie a podurilir N 1	TCP1	8
123.9	060070	40 Trenul de constructie a podurilir N 1	TCP1	8
123.9	060068	40 Trenul de constructie a podurilir N 1	TCP1	8
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123.1	010152	40 Trenul de constructie a podurilir N 1	TCP1	8
123.1	010117	40 Trenul de constructie a podurilir N 1	TCP1	8
123.1	010004	40 Trenul de constructie a podurilir N 1	TCP1	8
123.9	010009	40 Trenul de constructie a podurilir N 1	TCP1	8
123.9	010008	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	049164	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	049032	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	049033	40 Trenul de constructie a podurilir N 1	TCP1	8

123.3	042009	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	042010	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	042202	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	040001	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	044126	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	058576	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	058528	40 Trenul de constructie a podurilir N 1	TCP1	8
123.3	058466	40 Trenul de constructie a podurilir N 1	TCP1	8
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123.3	044089	51 Sectia de intertinere a caii ferate Ocnita	SIC6	8
123.9	070153	51 Sectia de intertinere a caii ferate Ocnita	SIC6	8
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123.9	070078	71 pitalul Feroviar st. Bender	SB	8
123.9	082168	71 pitalul Feroviar st. Bender	SB	8
123.5	080047	71 pitalul Feroviar st. Bender	SB	8
123.9	082160	71 pitalul Feroviar st. Bender	SB	8
123.4	57289016	75 CENTRUL SANITAR EPIDEMIOLOGI(	CSE	8
123.9	044469	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.3	044746	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.3	049050	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.3	049015	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.4	56738016	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.4	56733027	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.4	56735008	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.4	56728050	78 Sectia Administrare Constructii Infrastruc	SACI	8

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123.4	57558001	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.2	024145	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.2	024014	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.5	093003	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	070109	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.9	070043	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	070048	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	070047	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080003	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080005	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080125	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080101	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080103	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080212	78 Sectia Administrare Constructii Infrastruc	SACI	8
123.9	080021	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.9	070012	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.9	080252	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.3	042023	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.9	080106	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.9	060064	78 Sectia Administrare Constructii Infrastruc	SACI	8
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123.3	060055	79 Sectia administrare constructii locative	SACL	8
123.3	060082	79 Sectia administrare constructii locative	SACL	8
123.3	060081	79 Sectia administrare constructii locative	SACL	8
123.3	060080	79 Sectia administrare constructii locative	SACL	8
123.5	070216	79 Sectia administrare constructii locative	SACL	8
123.3	044669	79 Sectia administrare constructii locative	SACL	8
123.3	042070	79 Sectia administrare constructii locative	SACL	8
123.3	042056	79 Sectia administrare constructii locative	SACL	8
123.3	042043	79 Sectia administrare constructii locative	SACL	8
123.9	080254	79 Sectia administrare constructii locative	SACL	8
123.3	042043	79 Sectia administrare constructii locative	SACL	8
123.9	080255	79 Sectia administrare constructii locative	SACL	8
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123.1	010070	79 Sectia administrare constructii locative	SACL	8
123.2	024055	79 Sectia administrare constructii locative	SACL	8

123.3	049046	79 Sectia administrare constructii locative	SACL	8
123.3	048111	79 Sectia administrare constructii locative	SACL	8
123.3	044018	79 Sectia administrare constructii locative	SACL	8
123.3	042116	79 Sectia administrare constructii locative	SACL	8
123.3	042001	79 Sectia administrare constructii locative	SACL	8
123.3	030210	79 Sectia administrare constructii locative	SACL	8
123.3	030208	79 Sectia administrare constructii locative	SACL	8
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123.3	030209	79 Sectia administrare constructii locative	SACL	8
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123.3	044688	79 Sectia administrare constructii locative	SACL	8
123.3	044673	79 Sectia administrare constructii locative	SACL	8
123.3	044738	79 Sectia administrare constructii locative	SACL	8
123.3	042307	79 Sectia administrare constructii locative	SACL	8
123.3	042140	79 Sectia administrare constructii locative	SACL	8
123.3	030232	79 Sectia administrare constructii locative	SACL	8
123.3	044621	79 Sectia administrare constructii locative	SACL	8
123.3	058314	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	050003	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	050004	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060148	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060149	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060150	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060153	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060154	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060155	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	060151	80 Palatul de Cultura a Feroviarilor	PCF	8

123.9	060152	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	044622	80 Palatul de Cultura a Feroviarilor	PCF	8
123.9	082127	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	046325	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	042010	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	041242	80 Palatul de Cultura a Feroviarilor	PCF	8
123.3	030217	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	046326	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	044169	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	044992	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	044993	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	044994	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042200	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	049005	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	041002	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	041031	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	041018	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	041025	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	041003	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	041026	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042012	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042209	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042014	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	060001	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	058308	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	058306	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	049044	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
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123.3	044114	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	044114	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
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123.3	044115	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	044200	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.1	010006	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042015	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042017	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.3	042016	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.9	060106	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.9	060009	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.9	060003	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.9	060019	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.9	060020	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8
123.9	060011	90 DEPOUL DE LOCOMOTIVE DIN BAS	TC3	8

123.9	060023	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060024	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
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123.9	060025	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060006	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060007	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060008	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060010	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060101	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060102	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060103	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060104	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060105	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060107	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060110	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060111	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
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123.9	060001	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060002	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060004	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060005	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060012	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060013	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060014	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060108	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	042003	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	042004	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.9	060018	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.2	024009	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	040044	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	040043	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	040049	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	040042	90 DEPOUL DE LOCOMOTIVE DIN BAS.	TC3	8
123.3	058546	91 Scoala tehnica feroviara	STF	8
123.3	058646	91 Scoala tehnica feroviara	STF	8
Total				

Denumirea activelor/mijl. Fixe	Nr. Grupei speciale pentru descriere	Valoarea uzurabila initiala
"PLAUEN"ingradirea parcarii a trenului de incendii si acoperirea drumurilor	50	91,885.00
БОЛГАРКА	50	1,684.00
.ЕРХНЕЕ СТРОЕНИЕ ПУТИ СТ-БЕНДЕРЫ -I	50	1,211,445.00
0СКАТОПОДЬЕМНИК РЕЕЧНЫЙ А-1874	50	306,515.00
0ЕМКОСТЬ ДЛЯ К-ТЫ	50	5,541.00
0НАБОР КУХОН. МЕБЕЛИ	50	3,925.00
0КОММУТАТОР УД-20	50	2,600.00
0КОМПРЕССОР ДЛЯ А/М КАМАЗ	50	4,626.00
0РАДИОСТАНЦИИ МАНЕВРОВЫЕ 71 РТС-А2-4М - 2 шт.	50	7,220.00
0РАДИОСТАНЦИЯ КР-8 НА ПУТЕВОЙ МАШИНЕ	50	6,500.00
0РИХТОВЩИК	50	1,608.00
0БЕНЗОАГРЕГАТ АБ-2	50	4,340.00
0БКА "ЭКСПРЕСС-2А-Б" С ПЕЧАТЬЮ	50	4,877.00
0БКА "ЭКСПРЕСС-2А-Б" С ПЕЧАТЬЮ	50	4,877.00
0ДОМ БР ПУТИ 1461+554 КМ СТ НОВОСОВ	50	157,584.00
0ДОМ БР ПУТИ 1484+000 КМ ТИР-БЕНД	50	137,886.00
0ДОМ БР ПУТИ 1488+893 КМ ТИР-БЕНД	50	196,980.00
0ДОМ БР ПУТИ 1492+800 КМ СТ БЕНДЕРЫ	50	357,847.00
0ДОМ БР ПУТИ 1494+530 КМ СТ БЕНДЕРЫ	50	277,186.00
0ДОМ БР.ПУТИ 1476+574 НОВОС.-ТИРАСПОЛЬ	50	196,980.00
0ДОМ ДОМ БР ПУТИ 1451+993 КМ КУЧУРГАН НОВОС	50	144,452.00
0ДОМ ДОМ БР ПУТИ 1452+056 КМ КУЧУРГАН НОВОС	50	99,094.00
0ДОМ ДОМ БР ПУТИ 1460+506 КМ КУЧУРГАН НОВОС	50	183,848.00
0ДОМ ДОР МАСТ 1480+572 СТ ТИРАСПОЛЬ	50	528,345.00
0ДОМ ДОР МАСТ 4+740 КМ КУЧУРГАН КОРОТН	50	91,924.00
0ДОМ ДОР МАСТЕР 1480+656 КМ СТ ТИРАСПОЛЬ	50	177,282.00
0ДОМ ДОР МАСТЕРА 1480+581 КМ СТ ТИРАСПОЛЬ	50	259,357.00
0ДОМ ДОР МАСТЕРА 2+100 СТ БЕНДЕРЫ	50	380,828.00
0ДОМ ЖИЛ 2-Х ЭТАЖ 1490+300 КМ ПАРКАНЫ	50	353,960.00
0ДОМ ЖИЛ 2-Х ЭТАЖ 8-МИ КВ 1476+544 КМ ТИРАСПОЛЬ	50	347,998.00
0ДОМ ПУТ ОБХ 1460+527 КМ КУЧ-НОВОС	50	52,528.00
0ДОМ ПУТ ОБХ 1468+996 КМ НОВОСОВ-ТИРАСПОЛЬ	50	45,962.00
0ДОМ ПУТ ОБХ 1481 + 625 КМ СТ ТИРАСПОЛЬ	50	69,160.00
0ДОМ ПУТ ОБХ 1482 КМ 319 ТИРАСПОЛЬ-БЕНДЕРЫ	50	59,094.00
0ДОМ ПУТ ОБХ 1483+928 КМ ТИРАСПОЛЬ-БЕНДЕРЫ	50	98,490.00
0ДОМ ПУТ ОБХ 1489+442 КМ ТИР-БЕНД	50	32,830.00
0ДОМ ПУТ ОБХ 5+053 КМ БЕНД-ХАДЖИМУС	50	93,134.00
0ЖИЛ ДОМ 12-ТИ КВ 1477 КМ НОВОС-ТИР	50	936,588.00
0КРАН ПОРТАЛЬНЫЙ [ПОСЛЕ КАП РЕМ]	50	6,348.00
0ПАРОВОЗ ЭР 785-64	50	197,000.00
0ЭЛЕКТРОКАРА	50	27,000.00
17 XGA ЦИФР.VIEW	50	5,273.00
1АВТОМАШИНА ГАЗ 66 N 156 BLAN	50	74,000.00
1КОМПРЕССОР СО 279-6	50	3,650.00
1ОБЩЕЖИТИЕ 1494+380 КМ БЕНДЕРЫ ДЕПОВСКАЯ 9	50	229,810.00
1ТОКООТБОР.ТОЧКИ	50	285,360.00
1ТОКООТБОРНЫЕ ТОЧКИ	50	34,440.00

1ТРАКТОР ЮМЗ-6 CUB-146	50	66,975.00
1ТРАКТОР ЮМЗ-6 CUB-151	50	38,043.00
1ГЕНЕРАТОР АЦЕТИЛЕНОВЫЙ АСП-10	50	2,154.00
1УСТАНОВКА А-317	50	22,525.00
1УСТАНОВКА ОЧИСТКИ ДЕТАЛЕЙ	50	5,571.00
1УСТ-ВО ДЛЯ НАРУЖНОЙ ОЧИСТКИ И ОБМЫВКИ ТЕПЛОВОЗОВ	50	463,762.00
1ЭЛ.ГРУЗОПОДЬЕМНИК	50	2,852.00
28Й ПУТЬ БЕНДЕРЫ-1 БЕНДЕРЫ-2	50	1,292,126.00
2-Х МАШИННЫЙ АГРЕГАТ М-62	50	61,226.00
4-Х ОСН. hopper - ДОЗАТОР 30679567	50	80,000.00
4-Х ОСН. КРЫТЫЙ ДЛЯ ПЕРЕВОЗКИ СКОТА 96401765	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30073258	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30073266	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30073274	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30073506	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30073530	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30073639	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30122485	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30122501	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30122519	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30122527	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30122600	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30514905	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30518559	50	80,000.00
4-Х ОСН. ХОППЕР- ДОЗАТОР 30601652	50	80,000.00
4-Х ОСН.ПЛАТФОРМА ДЛЯ ПЕРЕВ. РУЛОННОЙ СТАЛИ 96607486	50	104,000.00
АВТОМАТ "ГАЗ-ВОДА" СТ. ПРОМЫШЛЕННАЯ	50	3,720.00
АВТОМАТ АВ-2 САТУРАТОР	50	3,100.00
АВТОМАТ ДЛЯ ГАЗ ВОДЫ	50	1,862.00
АВТОМАТИЧЕСКАЯ СВЕТОФОРНАЯ СИГНАЛИЗАЦИЯ С АВТОШЛА	50	15,300.00
АВТОМАТИЧЕСКАЯ ТЕЛЕФОННАЯ СТАНЦИЯ	50	221,960.00
АВТОМАТИЧЕСКАЯ ПЕРЕЕЗДНАЯ СИГНАЛИЗАЦИЯ 134КМ СТ. ВО	50	19,380.00
АВТОМАТИЧЕСКАЯ ПЕРЕЕЗДНАЯ СИГНАЛИЗАЦИЯ 2КМ СТ. РЫБН	50	23,616.00
АВТОМАШИНА АССЕНИЗАЦИОННАЯ 03-67	50	48,600.00
АВТОМАШИНА ВАЗ-21061	50	30,773.00
АВТОМАШИНА САМОСВАЛ МТЗ 45-02 А-885-АР	50	80,520.00
АВТОМАШИНА БЕНЗОВОЗ ГАЗ-53 А-164АМ	50	13,959.00
АВТОМАШИНА ГАЗ 53	50	41,847.00
АВТОМАШИНА ЛЕТУЧКА ГАЗ-52 А-887 АР	50	28,520.00
АВТОМАШИНА ЛУАЗ 469Б ССМ-481	50	11,596.00
АВТОМОБИЛЬ "ТАВРИЯ"А 677 АВ	50	13,200.00
АВТОМОБИЛЬ КАМАЗ 0215	50	107,755.00
АВТОМОБИЛЬ ГАЗ-33-07 А036АТ МВЛ	50	49,960.00
АВТОМОБИЛЬ ГАЗ-52 /БЕНЗОВОЗ/ 24-37 МДЩ А037АТ	50	40,400.00
АВТОМОБИЛЬ ГАЗ-52 02-99 МВО	50	33,400.00
АВТОМОБИЛЬ ГАЗ-САЗ-3507 22-72 МВО	50	38,200.00
АВТОТОПЛИВОЗАПРАВЩИК ГАЗ-53А	50	33,000.00
АВТОБУС КАВЗ МВЕ 76-52	50	45,000.00
АВТОДОР. НА ТЕР. ДЕПО ТЧ БЕНДЕРЫ	50	181,018.00
АВТОПРИЕМНИК	50	3,300.00

ACOPERIMINT CIMENT-BETON A PLATFORMEI DE DESCARCARE st.	50	382,541.00
Acoperire de asfalt punctului de montori	50	32,818.00
ACOPERIREA TERENULUL ASFALTAT SI AUTOACCES st.TIRASPOL	50	423,326.00
Adaos de constructie la casa de comunicatie or Benderi	50	244,718.00
AGREGAT DE VOPSIT	50	5,948.00
AGREGAT ELECTRIC DE PAMPARE st.COLBASNA	50	2,315.00
АМАШ.ЗИЛ-157 А029АТ МВФ {ЛЕТУЧКА МОСТОВАЯ }	50	40,000.00
AMENAJAREA ACOPERITA CU PETRIS LA CLADIREA PUNCT.CENTR	50	6,094.00
AMENAJAREA TERITOR.MAGAZIEI DE MARFA,TROTUOARE ASFAL	50	9,376.00
Anexa la substatie de transformare a energiei electrice-167 ТП 166	50	3,900.00
ANEXA LA TP-177 010083	50	17,908.00
Antena pentru televiziune 24020v (in complect)	50	1,225.00
ANTRENOR	50	3,304.00
ANTREPOZIT №1 statia RIBNITA	50	135,530.00
ANTREPOZIT №2 CASA DE MARFURI st.RIBNITA	50	116,684.00
ANTREPOZITUL №3 st.COLBASNA	50	74,258.00
ANTREPOZITUL №4 st.COLBASNA	50	64,507.00
Apa canal a punctului de montor	50	39,540.00
Apa canal a retelei raionale	50	16,408.00
APARAT ACETILIC	50	1,138.00
APARAT ACETILIC	50	2,250.00
APARAT ACETILIC	50	2,250.00
ATELIER PENTRU PRELUCRAREA FERULUI st.Bender	50	107,768.00
Atelier mecanice	50	87,666.00
ATELIER PENTRU PELUCRAREA LEMNULUI st.BENDER	50	87,197.00
ATELIER PENTRU RESTAURAREA ECHIPAMENTELOR SANITARE st.B	50	267,216.00
AUTOMOBIL GAZ -52 СВЭ-495	50	33,400.00
АБ Новосавицкая Бендеры 29.412км	50	33,823.00
Автоматическая телефонная станция Бендеры	50	200,200.00
АГРЕГАТ АБ-2	50	4,920.00
АГРЕГАТ АБ-2	50	4,920.00
АГРЕГАТ АБ2	50	4,920.00
АГРЕГАТ АБ-4	50	3,444.00
АГРЕГАТ АБ-4	50	4,920.00
АГРЕГАТ АБ-4	50	4,920.00
АГРЕГАТ АБ-4	50	5,100.00
АГРЕГАТ АБ-4Т-230	50	3,936.00
АГРЕГАТ АБ-4Г-230	50	4,920.00
АГРЕГАТ АБС 300	50	4,920.00
АГРЕГАТ НИЗКОВОЛЬТНЫЙ ЗЛ. ПРЕОБРАЗОВАТ.	50	1,984.00
АГРЕГАТ МНОГОАМПЕРНЫЙ	50	12,482.00
АГРЕГАТ МНОГОАМПЕРНЫЙ	50	13,373.00
АГРЕГАТ ДИЗЕЛЬ-ЭЛЕКТРИЧЕСКИЙ	50	7,140.00
АГРЕГАТ ЗАПРАВОЧНЫЙ	50	5,251.00
АГРЕГАТ-АБЧП	50	4,920.00
АППАРАТ "ЭЛИТРОН 52-Б"	50	2,258.00
АППАРАТ "ЭЛИТРОН-22"	50	1,120.00
АППАРАТ ДИСЦИЛИРОВАННОЙ ВОДЫ	50	3,391.00
АППАРАТУРА ТЕЛЕГРАФНАЯ	50	10,540.00
АППАРАТУРА УПЛОТНЕНИЯ - 2 шт.	50	69,864.00

АППАРАТУРА УПЛОТНЕНИЯ ВОЗДУШНЫХ ЛИНИЙ СВЯЗИ - 4 шт	50	51,350.00
АППАРАТУРА УПЛОТНЕНИЯ ВОЗДУШНЫХ ЦЕПЕЙ	50	9,300.00
Аппаратура П-327-3	50	12,400.00
Аппаратура В-33 ЛАЗ Бендеры	50	2,600.00
Аппаратура РСПР	50	9,300.00
Аппаратура ТТ-144	50	97,340.00
Аппаратура П-303 N37409,37586 Бендеры	50	2,250.00
Аппаратура П-303 ОБ	50	61,100.00
Аппаратура П-327-12 ЛАЗ Бендеры	50	99,820.00
Аппаратура П-327-2	50	21,700.00
Аппаратура П-327-2	50	21,700.00
Аппаратура П-327-3	50	12,400.00
Аппаратура телефонная оконечная Бендеры	50	7,150.00
Аппаратура уплотнения на 2 канала Тирасполь	50	6,500.00
В/ВОЛЬТНЫЕ ЛИНИИ 10 КВ УЧАСТКА ПАРКАНЫ -РАЗДЕЛЬНАЯ 26	50	1,701,815.00
Bacuri de rezerva	50	2,813.00
ВАННА ДЛЯ ЛУЖЕНИЯ ПОРШНЕЙ	50	1,195.00
ВАННА ДЛЯ ПРОМЫВКИ ПОРШНЕЙ	50	1,079.00
BAIE CU BUSURI st. RIBNITA	50	60,006.00
ВАКУУМ КАМЕРА ТНТС БЕНДЕРЫ	50	1,716.00
BAZIN PENTRU ACUMULAREA APEI st.VORONCAU	50	12,658.00
ВВОДНАЯ СТОЙКА	50	1,860.00
ВВОДНО-ИСПЫТАТЕЛЬНАЯ СТОЙКА СТ.РЫБНИЦА	50	6,500.00
ВСП СТ ТИРАСПОЛЬ	50	6,069,955.00
ВСП СТ ЛИВАДА	50	797,119.00
ВСП СТ.БЕНДЕРЫ-2	50	8,285,627.00
BECI PENTRU PETROL st.VARANCAU	50	2,766.00
BECI PENTRU PETROL st.PERVOMAISCOE	50	8,438.00
BECI st.COLBASNA	50	6,423.00
ВЕСЫ 150ТН.	50	2,336.00
ВЕСЫ АВТОМОБИЛЬНЫЕ	50	6,077.00
ВЕСЫ ВАГОННЫЕ 150ТН	50	3,903.00
ВЕНТИЛЯТОР ЭРВ-2	50	1,244.00
ВЕРТИКАЛЬНО-СВЕРЛИЛЬНЫЙ СТАНОК	50	6,622.00
ВЕРТИКАЛЬНОСВЕРЛИЛЬНЫЙ СТАНОК	50	9,685.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ 8 ПУТЬ ГРУЗОВОЙ ХОД	50	1,292,724.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ ТЧ БЕНДЕРЫ	50	961,814.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ ГЛАВ. ПУТЬ КУЧУРГАН-ГРЭС	50	12,538,879.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ СТ.НОВОСАВИЦКАЯ	50	1,027,349.00
BETONIERA C-739	50	3,720.00
ВЕТРИКАЛЬНО-СВЕРЛИЛЬНЫЙ СТАНОК	50	10,400.00
BIROUL PUNCTULUI DE GHEATA st.TIRASPOL	50	36,566.00
BIROUL UNGHERULUI ROSU st.TIRASPOL	50	144,390.00
BLOC ADMINISTRATIV 010047	50	688,939.00
Bloc administrativ	50	830,245.00
Bloc de producere	50	37,504.00
Bloc locativ cu 2 fpfrtamente 145+050	50	282,338.00
BLOC PUNCT DE AUTOREALIMENTARE CU 8m3 CP CURIER st.BEND.	50	21,134.00
BLOCUL DE INSTRUIRE A ECHIPELOR DE LOCOMOTIVE 010050	50	18,583.00
ВОДОПОДОГРЕВАТЕЛЬ СТД	50	1,953.00

ВОДОПРОВОД	50	133,834.00
ВОДОПРОВОД	50	12,719.00
ВОДЯНОЙ НАСОС М-62	50	36,077.00
ВОДЯНОЙ ЦЕНТРОБЕЖНЫЙ НАСОС	50	62,641.00
ВОЗД. АГРЕГАТ	50	4,018.00
ВОЗДУХОСБОРНИК	50	6,343.00
ВОЗДУХОСБОРНИК	50	4,297.00
ВОЗДУХОСБОРНИК	50	8,984.00
ВОЗДУХОСБОРНИКИ	50	17,974.00
ВОЗДУХООХЛАДИТЕЛИ 10Д100	50	76,578.00
ВОЗДУХОЗБОРНИК	50	13,336.00
ВОЗДУШН. ЛЭП БЕНДЕРЫ-РАЗДЕЛЬНАЯ 10КВ	50	3,413,854.00
ВОЗДУШНАЯ МАГИСТРАЛЬ СЖАТ. ВОЗДУХА ТЧ БЕНДЕРЫ	50	11,739.00
ВОЗДУШНАЯ ЛИНИЯ СВЯЗИ СТ.РЫБНИЦА	50	6,300.00
BULGARCA	50	1,684.00
BURGHIU	50	1,431.00
BURGHIU *CRAFT*	50	1,684.00
BURGHIU ELECTRIC	50	1,431.00
BURGHIU ELECTRIC	50	2,050.00
BURGHIU UNIVERSAL	50	2,290.00
Вводно-кабельная стойка для соединител.	50	4,550.00
ВПО-125	50	802,750.00
ВПРС-500	50	1,979,399.00
ВЫСОКОВОЛЬТ.КАБЕЛЬН.ЛЭП АВТОБЛОК.ПАРКАНЫ РАЗДЕЛЬНО	50	693,756.00
ВЫНОС ВОДОПРОВОДА	50	42,738.00
ВЫНОСКА КАБЕЛЕЙ СВЯЗИ	50	71,053.00
ВЫПР. АГРЕГАТ	50	10,386.00
ВЫПР. АППАРАТЫ	50	3,887.00
ВЫПРЯМИТЕЛИ	50	3,708.00
ВЫПРЯМИТЕЛЬ СВАРОЧНЫЙ	50	4,740.00
ВЫПРЯМИТЕЛЬ СВАРОЧНЫЙ	50	4,148.00
ВЫПРЯМИТЕЛЬ СТАБИЛИЗИРОВАННЫЙ КРЕМНИЕВЫЙ СТ.РЫБНІ	50	7,872.00
CABINA DE ACARI №2 st. VARNITA	50	7,501.00
CABINA ТЭК- 2 st.BENDER	50	4,219.00
CABINA DE ACARI №1 st.NOVOSAVITSCAIA	50	4,688.00
CABINA DE ACARI st.PERVOMAISCOE	50	12,189.00
CABINA DE TRECARE A MAGAZIEI DE MARFURI st.TIRASPOL	50	11,251.00
CALA PENTRU CAZANE DE FIERT APA st.VARNITA-2	50	14,064.00
Canalizarea	50	16,408.00
CANALIZAREA st.PROMISLENAIA RIBNITA	50	1,100.00
Canalizarea a punctului de montor	50	14,234.00
Canton pentru paza de bariera 123+050	50	14,064.00
САРАЙ ДЛЯ ХРАНЕН.ИНСТР.ВО ДВОР.МАСТЕРСКИХ БЕНДЕРЫ {К.	50	42,192.00
САРАЙ ДЛЯ ХРАНЕНИЯ ИНСТР. 5-120 БЕНДЕРЫ-ХАДЖИМУС	50	9,376.00
САРАЙ ДЛЯ ХРАНЕНИЯ ИНСТРУМ. 6КМ БЕНДЕРЫ-ХАДЖИМУС	50	20,987.00
Casa revizorului de linie	50	65,660.00
Casa sefuiui de echipa 123+080	50	229,910.00
Casa de locuit	50	58,131.00
Casa de telecomunicatie or Benderi	50	256,434.00
Casa revizorului 134KM+655M	50	39,390.00

casa revizorului de linie	50	45,962.00
Casa revizorului de linie	50	39,390.00
Casa revizorului de linie	50	59,094.00
CAsA REVIZORULUI DE LINIE	50	45,962.00
Casa revizorului de linie 125KM+250M	50	78,792.00
Casa revizorului de linie 134KM+607	50	85,358.00
Casa revizorului de linie 145+829	50	131,320.00
Casa revizorului de linii	50	36,098.00
Casa sefului de echiha	50	45,962.00
Casa sefului de echiipa127KM+975	50	85,358.00
Casa sefului de echipa 145+829	50	144,452.00
CASTEL DE APA st.NOVOSAVITSCAIA	50	26,581.00
CASTEL DE APA st.VARNITA	50	102,527.00
CASTELUL ROJNOVSCHII st.TIRASPOL	50	11,153.00
Catarge de proiectorii N 3,1,4,6,12,11,8 - 7 buc	50	70,789.00
Catarge de proiectorii N 12. 13.14.15 - 4 buc	50	69,851.00
Catarge de proiectorii N 1.2.3.4.5 - 5 buc	50	131,733.00
Catarge de proiectorii N2,5,7,9,15,Tiraspol	50	100,792.00
Catarge de proiectorii N 10, 14	50	35,160.00
Catarge de proiectorii №1 "Груз.двор" Varnita	50	10,046.00
Catarge de proiectorii №1 ДЗП Benderi-2	50	10,045.00
Catarge de proiectorii №2 "Груз.двор" Varnita	50	10,046.00
Catarge de proiectorii №2 ДЗП Benderi-2	50	10,045.00
Catarge de proiectorii №3 "Груз.двор" Varnita	50	10,046.00
Catarge de proiectorii №4 "Груз.двор" Varnita	50	10,046.00
Catarge de proiectorii №5 "Груз.двор" Varnita	50	10,046.00
Catarge de proiectorii st.Bender - Depoul de locomotive N 10.11	50	15,939.00
Catarge de proiectorii st.Bender - Coloana mecanizata-15	50	15,002.00
CAZAN 35kvt E №1	50	7,785.00
CAZAN 35kvt. E №2	50	7,785.00
CAZANGERIA IN OGRADA DE CONSTRUCTII st..BENDER	50	81,201.00
CAZARMA SERVICIULUI PAZEI MILITARIZATE st. RIBNITA 121KM V	50	138,343.00
CA3-3507 FARA REMORCA MBГ N 66-09	50	17,927.00
СВАР.АГРЕГАТ АДД404Б	50	3,625.00
СВАРОЧНЫЙ АГРЕГАТ	50	9,840.00
СВАРОЧНЫЙ АГРЕГАТ А-1197	50	8,909.00
СВАРОЧНЫЙ АГРЕГАТ ВДМ 1002	50	7,657.00
СВАРОЧНЫЙ ВЫПРЯМИТЕЛЬ	50	6,042.00
СВАРОЧНЫЙ ТРАНСФОРМАТОР	50	1,579.00
СВАРОЧНЫЙ ТРАНСФОРМАТОР СТН	50	5,580.00
СВАРОЧНЫЙ ПРЕОБРАЗОВАТЕЛЬ ПСО-500	50	5,580.00
Centrala termica exterioara	50	120,013.00
СЕТИ ТЕЛЕФОННЫЕ	50	3,325.00
СЕТИ ЭЛ. СНАБЖЕНИЯ	50	134,059.00
СЕТИ ЭЛ. СНАБЖЕНИЯ	50	5,743.00
СЕТИ ЭЛ. СНАБЖЕНИЯ	50	8,935.00
СЕТИ ЭЛ. СНАБЖЕНИЯ БЕНДЕРЫ	50	70,023.00
СНЕГООЧИСТИТЕЛЬ СДП N 518	50	240,000.00

СНЕГООЧИСТИТЕЛЬ СДП N1527	50	240,000.00
СНЕГОУБОРОЧНЫЕ МАШ СМ 2-Б N 1460-1440	50	665,768.00
CHLORATOR PE RIUL NISTRU st.TIRASPOL	50	2,532.00
CIOCAN DE ABATAJ	50	1,181.00
CISTERNA DE KEROSEN	50	1,270.00
СКЛАД МАТЕРИАЛЬНЫЙ БЕЗ РАМПЫ ВО ДВОРЕ МАСТЕРСКИХ БЕ	50	75,008.00
СКЛАД ГОРЮЧЕСМАЗОЧНЫХ МАТЕРИАЛОВ БЕНДЕРЫ	50	32,616.00
СКЛАД ДЛЯ ПЕСКА ТЧ БЕНДЕРЫ	50	50,473.00
CLADIRE A DETOCTORULUI CUTIILOR DE UNSOARE INCALZITE	50	9,376.00
CLADIRE ADMINISTRATIVA st.BENDER	50	746,531.00
Cladire ateliere de reparatie AT Benderi	50	126,576.00
CLADIRE DE DESERVIRE st.RIBNITA	50	1,267,784.00
CLADIRE DE PASAGERI st.COLBASNA	50	283,296.00
CLADIRE DE UZ SOCIALE A PUNCTULUI DE DESERVIRE TEHNICE	50	1,289,559.00
CLADIRE- DEPOZIT DE BAGAJE st.BENDER	50	54,381.00
CLADIRE -DEPOZIT st.BENDER	50	28,128.00
CLADIRE STATIEI DE POMPARE SI CANALIZARE st.Promislenaia Ribni	50	1,400.00
CLADIREA SDT A LOCOMOTIVELOR 010059	50	1,798,568.00
CLADIREA DE ECHIPARE SI REVIZIE TEHNICA 010010	50	921,680.00
CLADIREA DEPOZITULUI NR. 2	50	56,958.00
CLADIREA DEPOZITULUI 2	50	37,410.00
CLADIREA DEPOZITULUI NR. 1	50	83,400.00
CLADIREA - GENERATOR DE CALDURA №1 st.BENDER	50	169,657.00
Cladirea substatiei de transformare a energiei electrice-235	50	26,983.00
Cladirea substatiei de transformare a energiei electrice-259	50	46,317.00
Cladirea a bazei Bender	50	488,202.00
CLADIREA ADMINISTRATIVA	50	125,420.00
CLADIREA ATELIERELOR 010011	50	950,605.00
Cladirea atelierului de lemn	50	37,504.00
CLADIREA BIROULUI SECTIEI DE EXSPLUATARE (2 etaje) 0100003	50	353,363.00
CLADIREA BLOCULUI ADMINISTRATIV HABITUAL 010065	50	1,092,107.00
CLADIREA CASEI DE ODIHNA A ECHIPELOR DE TRENURI 010005	50	354,741.00
CLADIREA CENTRALEI TERMICE A GARII st.TIRASPOL	50	72,265.00
CLADIREA CENTRALEI TERMICE st.TIRASPOL	50	12,287.00
CLADIREA CENTRULUI DE COMUNICATII st.RIBNITA	50	277,436.00
CLADIREA DE ALIMENTARE CU GAZE A INSTSLSTIILOR CU JET 010	50	75,076.00
CLADIREA DE CALATORI st.NOVOSAVITSCAIA	50	137,358.00
CLADIREA DE DESERVIRE TEHNICA 010060	50	347,859.00
CLADIREA DE PASAGERI st.VARANCAU	50	280,577.00
CLADIREA DE REPARATII st.BENDER	50	39,098.00
CLADIREA DE TRATARE A APEI PENTRU REVIZIA 010035	50	110,459.00
CLADIREA DEPOZITULUI DE UTILAJ MILITAR	50	5,016.00
Cladirea dispicerat	50	71,258.00
CLADIREA GALERIEI PENTRU PIETONI 010066	50	13,681.00
CLADIREA GARAJULUI 10 BENDERI	50	21,377.00
CLADIREA GARAJULUI PENTRU AUTOMOBILE 010004	50	34,808.00
Cladirea garii	50	271,904.00
CLADIREA HANDARULUI	50	141,316.00
CLADIREA INSTALATILOR DE POMPARE 010032	50	16,563.00
CLADIREA INSTSLSSTILOR DE POMPARE 010033	50	33,974.00

CLADIREA MAGAZIEI 010046	50	22,704.00
CLADIREA MAGAZIEI DE MARFURI -OGRADA DE CONSTRUCTII st.B	50	141,480.00
CLADIREA MAGAZIEI DE MARFURI st.PERVOMAISCOE	50	54,381.00
CLADIREA MAGAZIEI DE MARFURI st.TIRASPOL	50	144,390.00
CLADIREA MAGAZIEQ PENTRU MATERIALE DE CONSTRUCTIE 010(	50	15,977.00
Cladirea oficilui	50	37,504.00
Cladirea oficilui 145+840	50	23,440.00
CLADIREA PAZEI (BOXP) st.BENDER	50	11,150.00
CLADIREA PENTRU USCARE NASIPULUI 010031	50	27,795.00
CLADIREA PENTRU USCARE NASIPULUI 010061	50	63,110.00
CLADIREA PUNCTULUI DE DESERVIRE TEHNICE	50	18,752.00
CLADIREA PUNCTULUI DE INCARCARE st. RIBNITA	50	59,584.00
Cladirea punctului montator Tiraspol	50	76,797.00
CLADIREA REZERVORULUI DE APA st.COLBASNA	50	70,320.00
CLADIREA SPALATOREI SI CURATATORIEI 010009	50	259,256.00
Cladirea statiei Benderi	50	1,061,068.00
CLADIREA STATIEI DE POMPARE st.COLBASNA	50	71,492.00
Cladirea substatiei de transformare a energiei electrice-159 Benderi	50	27,540.00
Cladirea substatiei de transformare a energiei electrice-165 Benderi	50	20,655.00
Cladirea substatiei de transformare a energiei electrice-167	50	30,043.00
Cladirea substatiei de transformare a energiei electrice-17	50	78,863.00
Cladirea substatiei de transformare a energiei electrice-177	50	92,007.00
Cladirea substatiei de transformare a energiei electrice-181	50	118,921.00
Cladirea substatiei de transformare a energiei electrice-777	50	83,245.00
CLADIREA VICEULUI	50	4,172.00
Cladirii a detectorului cutiilor de unsoare incalzire-3	50	14,064.00
СМОТРОВАЯ КАНАВА	50	43,275.00
СМОТРОВАЯ КАНАВА ТНТС БЕНДЕРЫ	50	80,816.00
COMPRESOR ЗИФ-55В	50	60,000.00
CONDITIONER *MITUBISI *	50	14,454.00
CONDUCTA DE APA 1439km	50	59,955.00
CONDUCTA DE APA 1449km	50	29,505.00
CONDUCTA DE APA 1452km st.BENDER	50	49,140.00
CONDUCTA DE APA 1450km	50	72,345.00
CONDUCTA DE APA 1490km st.BTNDER - TIRASPOL	50	18,165.00
CONDUCTA DE APA SPRE CASA DE LOCUIT st.VARNITA	50	11,445.00
CONDUCTA DE APA SPRE CAZARMA st.TIRASPOL	50	32,025.00
CONDUCTA DE APA st.BENDER	50	16,970.00
CONDUCTA DE APA st.COROTCOE	50	42,945.00
CONDUCTA DE APA st.NOVOSAVITCAIA	50	16,065.00
CONDUCTA EXTERIOARA DE GAZE 303m st.BENDER	50	85,665.00
CONDUCTA SUB PRESIUNE st.BENDER	50	829,290.00
Constructie mice 010089	50	6,350.00
Container 20 T. CFMU 2303537	50	8,878.00
COS DE FUM	50	7,925.00
COSITOARE DE FIN	50	4,377.00
СТАН ВЕРТ. СВЕРЛ. НАСТ.	50	1,120.00
СТАНОК	50	112,008.00
СТАНОК ВЕРТ.СВЕР.НАСТ.	50	1,120.00

СТАНОК ВЕРТ.СВЕРЛ.НАСТ.	50	1,120.00
СТАНОК ВЕРТИКАЛЬНО-ФРЕЗЕРНЫЙ	50	20,085.00
СТАНОК СИЛ-800	50	43,141.00
СТАНОК КСМ	50	9,920.00
СТАНОК КРУГЛОШЛИФОВАЛЬНЫЙ УНИВЕР.	50	39,780.00
СТАНОК ОБДИРОЧНО-ШЛИФОВАЛЬНЫЙ	50	8,203.00
СТАНОК РЕЙСМУСОВЫЙ	50	6,500.00
СТАНОК РЕЛЬСОСВЕРЛИЛЬНЫЙ Б/У	50	1,300.00
СТАНОК ТОКАРНЫЙ СПЕЦ.	50	14,961.00
СТАНОК БАНДАЖИР.	50	15,730.00
СТАНОК БАЛАНС.	50	47,591.00
СТАНОК БАЛАНСИР.	50	98,239.00
СТАНОК ДЕРЕВООБРАБАТ. КСТ 1А	50	18,623.00
СТАНОК ДЛЯ ОБРАБОТКИ КОЛЕСНЫХ ПАР	50	38,874.00
СТАНОК ДЛЯ ОЧИСТКИ РУБАШЕК ЦИЛИН.ГИЛЬЗ	50	6,696.00
СТАНОК ДЛЯ ЗАЧИСТКИ РОЛИКОВ	50	8,866.00
СТАНОК ЗАТОЧНЫЙ	50	2,353.00
СТАНОК ЗАТОЧНЫЙ ДОМ СВЯЗИ	50	4,340.00
СТАНОК ЗАТОЧКИ КОЛЕЦ	50	9,213.00
СТАНОК ЗАЧИСТКИ ТОРЦ. РОЛИКОВ	50	3,732.00
СТАНОК ЛАС-41 2535Л СВЕРЛИЛЬНЫЙ ПЕРЕН.	50	43,400.00
СТАНОК ПР-279	50	8,426.00
СТАНОК УС-2М С АВТОПОДАТЧИКОМ	50	2,480.00
СТАНОК2152 РЕЛЬСОШЛИФОВАЛЬНЫЙ	50	1,400.00
СТАНОКВЕРТИКАЛЬНО-СВЕРЛИЛЬНЫЙ 2М1251	50	6,500.00
СТАНЦИОННЫЕ ПУТИ ВЕРХНЕЕ СТРОЕНИЕ ПУТИ ВОРОН ПРОТЯЖ	50	294,002.00
СТАНЦИОННЫЕ ПУТИ ВЕРХНЕЕ СТРОЕНИЕ ПУТИ КОЛБАС ПРОТЯ	50	389,105.00
СТАНЦИОННЫЕ ПУТИ ВЕРХНЕЕ СТРОЕНИЕ ПУТИ РЫБНИПРОТЯЖ	50	1,525,625.00
СТАНЦИОННЫЕ ПУТИ ЗЕМЛЕПОЛОТНО СТ.ВОРОНКОВО	50	476,892.00
СТАНЦИОННЫЕ ПУТИ ЗЕМЛЕПОЛОТНО СТ.РЫБНИЦА	50	628,186.00
СТАНЦИЯ КАНАЛИЗ. НАСОСНАЯ ТЧ БЕНДЕРЫ	50	201,709.00
СТАБИЛИЗАТОР НАПРЯЖЕНИЯ СТМ-2М	50	9,145.50
СТАБИЛИЗАТОР НАПРЯЖЕНИЯ СТМ-2М	50	9,145.50
СТАБИЛИЗАТОР НАПРЯЖЕНИЯ СТМ-2М	50	9,145.50
СТАБИЛИЗАТОР НАПРЯЖЕНИЯ СТМ-2М	50	9,145.50
СТЕНД А 1309402	50	1,260.00
СТЕНД СБОРКИ И ОСМОТРА	50	5,437.00
СТЕНД РАЗБОРКИ ПОДШИПНИКОВ	50	7,421.00
СТЕНД ДЛЯ ОПРЕСС. ГИЛЬЗ ДИЗЕЛЕЙ	50	11,625.00
СТЕНД ДЛЯ РАЗБОРКИ	50	18,051.00
СТЕНД ДЛЯ РЕГУЛИРОВАНИЯ ТОПЛЕВНЫХ НАСОСОВ	50	1,270.00
СТЕНД ДЛЯ ПРИТИРКИ ДЕТАЛЕЙ ТОПЛ. АППАРАТУРЫ	50	4,927.00
СТЕНД ИСПЫТ. ЗЛ. ПРОЧНОСТИ ИЗОЛЯЦИИ	50	12,667.00
СТЕЛАЖ ДЛЯ ГЕНЕРАТОРА ТЕПЛОВОЗА ТЭ-3	50	2,672.00
СТОЙКА ПОЛУПРОВОДНИКОВЫХ ВЫПРЯМИТЕЛЕЙ - 2 шт	50	5,610.00
СТОЙКА ПРОМЕЖУТОЧНЫХ МАНИПУЛЯЦИЙ	50	5,850.00
СТОЛ ХИММАСТЕРА	50	1,450.00
СТОЛЫ ДЛЯ СВАРЩИКА	50	1,369.00
СТОЛЯРНЫЙ ЦЕХ ВО ДВ МАСТЕРСКИХ ДИСТ.	50	89,537.00
СЖИМКА ГИДРАВЛ.	50	2,517.00

СИЛОВОЕ ОБОРУД ОБЬЕКТА РАЗДЕЛЕНИЕ ЛЭП-10КВ БЕНДЕРЫ-РА	50	572,742.00
СИЛОВЫЕ ШКАФЫ	50	105,898.00
СЛАБОТОЧНЫЕ СЕТИ	50	12,000.00
СЛЕСАРНЫЙ ШКАФ	50	1,500.00
СЛУЖЕБНОЕ ЗДАНИЕ ПЧ-2 {АБК}	50	852,001.00
СПЕЦТЕХНИКА РАДИОТЕЛЕФОН	50	22,545.00
Станок сверлильный Тирасполь	50	1,950.00
Станок токарно-винторезный ТВ-4 Тирасполь	50	3,250.00
Станок точильный модель ЗО 633 Бендеры	50	2,600.00
Станция 3-х канальная оконечная ЛАЗ Тирасполь	50	18,200.00
Станция 3-х канальная ПВР-3-3 Мерены	50	12,350.00
Станция ПСТ 2-60	50	1,950.00
Станция телефонная автомат.координатной системы Т	50	174,200.00
Статив	50	12,000.00
Стойка СГП-2	50	32,500.00
Стойка ПСП -4М	50	3,720.00
Стойка распределения питания ЛАЗ Бендеры	50	1,530.00
Стойка 4 и 2 проводных переключений Бендеры	50	9,750.00
Стойка 4и2 проводных переключений ЛАЗ Бендеры	50	32,500.00
Стойка ВКС-С2 Бендеры	50	7,150.00
Стойка СВСП-24/10	50	2,952.00
Стойка СВСПЧ-24/10	50	2,952.00
Стойка СС-7 ЛАЗ Бендеры	50	27,950.00
Стойка СКК-ТТ-63 ЛАЗ Бендеры	50	3,900.00
Стойка СКП-1	50	9,750.00
Стойка СТВ-ДС-60 ЛАЗ Бендеры	50	24,700.00
Стойка СТПГ-К-4 ЛАЗ Бендеры	50	148,850.00
Стойка СДПК-60 ЛАЗ Бендеры	50	18,850.00
Стойка СДПК-60П каб маг. Бендеры-Раздельная	50	18,600.00
Стойка СЛУК-ОП ЛАЗ Бендеры	50	34,450.00
Стойка СПМ	50	10,540.00
Стойка СПМ	50	10,540.00
Стойка МСС 12-60 ЛАЗ Бендеры	50	7,150.00
Стойка РСДТ-2М	50	3,250.00
Стойка автомат. регулирования напряжения Тирасполь	50	5,100.00
Стойка вводно -кабельная . УСТ-В	50	4,550.00
Стойка вводно-кабельная Тирасполь	50	9,100.00
Стойка генераторного оборудования	50	32,500.00
Стойка груп .преобразователей каб маг. Бендеры -Ра	50	35,340.00
Стойка группового преобразования Бендеры	50	28,600.00
Стойка группового преобразования Бендеры	50	58,500.00
Стойка линейных усилителей и корректоров ЛАЗ Бенде	50	1,950.00
Стойка магистральных связей совещаний	50	8,060.00
Стойка ПСПМ ЛАЗ Бендеры	50	3,250.00
Стойка слук ОП--К-60П каб. маг Бендеры-Раздельная	50	31,620.00
Стойка циркулярного вызова ЛАЗ Бендеры	50	2,600.00
СУППОРТ	50	2,288.00
СЧЕТНО-ДЕНЕЖНАЯ МАШИНА СДБ-1-2М	50	2,700.00
DEPOPZIT №2 st.TIRASPOL	50	35,160.00
DEPOZIT	50	46,880.00

DEPOZIT DE ADAPOST (GO) st.BENDER	50	121,888.00
DEPOZIT DE COMBUSTIBIL 010056	50	36,843.00
DEPOZIT DE COMBUSTIBIL (GSM) st. BENDER	50	7,032.00
DEPOZIT (pagauz) st.TIRASPOL	50	219,867.00
DEPOZIT DE COMBUSTIBIL 010067	50	30,485.00
DEPOZIT DE PETROL st.NOVOSAVITSCAIA	50	1,406.00
DEPOZIT №1 LA PLATFORMA INALTA st.TIRASPOL	50	61,882.00
Depozit pentru combustibil	50	24,846.00
Depozit pentru lubrifianti 120+880	50	23,440.00
DEPOZIT PENTRU PRODUSE PETROLIERE 010063	50	26,630.00
Depozit raionului de energie electrica	50	9,800.00
Depozit raionului de energie electrica	50	1,330.00
Dezvoltarea caii st Ribnita	50	100,800.00
DULAP	50	1,073.00
DULAP	50	1,073.00
DULAP	50	1,073.00
ECARTAMENT INGUST	50	65,632.00
ECHIPAMENT PENTRU CAMERE DE CAZANE st.TIRASPOL	50	175,322.00
FERESTRAU ELECTRIC	50	1,701.00
FERESTRAU ELECTRIC *BOSH*	50	4,595.00
FINTINA ARTEZIANA №2 st.BENDER	50	35,394.00
FINTINA ARTEZIANA st.RIBNITA	50	9,470.00
FINTINA DE APA POTABILA st.COLBASNA-TIMCOVA 145km+800m	50	4,172.00
FINTINA DE APA POTABILA st.RIBNITA - VARANCAU	50	3,235.00
FINTINA DE APA POTABILA st.RIBNITA - VARANCAU 127km+975m	50	2,485.00
FINTINA DE APA POTABILA st.RIBNITA - VARANCAU 153km+240m	50	3,000.00
FINTINA DE APA POTABILA st.VARANCAU - COLBASNA	50	5,016.00
FINTINA DE APA POTABILA st.VARANCAU - COLBASNA	50	5,251.00
FINTINA DE APA POTABILA st.VARANCAU- COLBASNA 138km	50	4,079.00
FINTINA DE SCURGERE st.NOVOSAVITSCAIA - CUCIURGAN	50	1,641.00
FINTINA DE SCURGERE st.TIRASPOL - NOVOSAVITSCAIA	50	1,641.00
FINTINA DE SCURGERE st.TIRASPOL - NOVOSAVITSCAIA	50	1,547.00
FINTINA DE SCURGERE st.TIRASPOL - NOVOSAVITSCAIA	50	1,641.00
FINTINA DE SCURGERE st.TIRASPOL- NOVOSAVITSCAIA	50	3,563.00
FINTINI DE APA SUBTERANE st.VARANCAU	50	74,445.00
FINTININ DE APA SUBTERANE st.VARANCAU	50	32,253.00
Garaj a satiei electrice Tiraspol	50	24,410.00
GARAJ IN OGRADA DE CONSTRUCTII st.BENDER	50	71,603.00
GARAJ MECANIC - CARIERA st.TIRASPOL	50	22,971.00
Garaj pentru 8 autovehicule	50	50,630.00
GARAJ st.BENDER	50	19,877.00
Garaji	50	14,064.00
GARD DE PLACI DIN BETON	50	58,318.00
Gard din metal	50	419,052.00
GARDUL MAGAZIEI DE MARFURI st.TIRASPOL	50	96,104.00
Gazeificarea casei telecomunicatii st Benderi	50	34,441.00
GAZIFICAREA CAZANELOR st.BENDER-2	50	44,129.00
Generator diesel ДГА 16КВТ	50	35,760.00
Generator diesel ДГА-75 КВТ	50	102,278.00
GROAPA DE VAR st.BENDER	50	2,344.00

Н/ ВОЛЬТНАЯ ВОЗД. ЛЭП 0,4КВ БЕНДЕРЫ-2-ВАРНИЦА 2.973КМ	50	28,350.00
Н/ВОЛЬТНАЯ КАБЕЛЬНАЯ ЛИНИЯ ДЛЯ СНАБ. СЕТЕВОГО Р-НА БЕ	50	21,000.00
НАСОС	50	3,497.00
НАСОС	50	3,120.00
НАСОС	50	9,120.00
НАСОС ЦЕНТРОБЕЖНЫЙ	50	19,890.00
НАСОС С ЭЛ. ДВИГАТЕЛЕМ	50	2,379.00
НАСОС МАСЛЯНЫЙ 2ТЭ10Л	50	29,048.00
НАСОС ЦВК 4\85	50	7,440.00
НАСОС Ш-80\16	50	4,551.00
НАСОС ЭЦВ-6-100	50	1,990.00
НАСОСНАЯ СТАНЦИЯ	50	9,759.00
НАСОСЫ	50	4,036.00
НАСОСЫ ДЛЯ МАСЛОСЬЕМА ДЕТАЛЕЙ	50	6,404.00
НАСТОЛЬНО-ТОКАРНЫЙ СТАНОК	50	2,210.00
НАРУЖНЫЕ СЕТИ 144 КВ ДОМА СТ БЕНДЕРЫ 1.150КМ	50	18,439.00
НАРУЖНЫЕ СЕТИ ВОДОПРОВОДА ТЧ БЕНДЕРЫ	50	13,923.00
НАРУЖНЫЕ СЕТИ КАНАЛИЗАЦИИ ТЧ БЕНДЕРЫ	50	557,151.00
НАРУЖНЫЕ СЕТИ РАДИОФИКАЦИИ	50	6,416.00
НАРУЖНЫЕ СЕТИ ТЕЛЕФОНИЗАЦИИ	50	3,131.00
НАРУЖНЫЕ СЕТИ ТЕЛЕФОНИЗАЦИИ ТЧ БЕНДЕРЫ	50	3,264.00
НАРУЖНЫЕ ТЕХНОЛОГИЧЕСКИЕ СЕТИ	50	216,607.00
НАРУЖНЫЕ ТЕЛЕФОННЫЕСЕТИ	50	2,978.00
НАРУЖНЫЕ ТЕПЛОФИКАЦИОННЫЕ СЕТИ	50	168,588.00
НАРУЖНЫЕ ЭЛ. СЕТИ 0,4КВ БЕНДЕРЫ-ХАДЖИМУС 0.210КМ	50	14,280.00
НАБОР ТИГИНА И-2	50	5,100.00
НАГНЕТАТЕЛЬ	50	201,333.00
НАГРЕВ. ИНДУКЦ.	50	10,242.00
НАГРЕВАТЕЛЬ ИНДУКЦ.	50	2,034.00
НАЖДАЧНО-ШЛИФОВАЛЬНЫЙ СТАНОК	50	2,600.00
НЕЙТРАЛИЗАТОР	50	21,035.00
НЕФТЕУЛОВИТЕЛИ	50	162,494.00
HIDRANTI DE INCENDIU 5 buc.st.NOVOSAVITCAIA	50	5,395.00
НОВЫЙ НАБОР КУХОННЫЙ	50	2,310.00
НОЖНИЦЫ 115-3118	50	27,441.00
НАБОР КУХОН.СТОЛОВ. С МОЙКОЙ 4 ЕДИНИЦЫ	50	2,465.00
НАБОР СЕКЦ.ХИРУРГ.71 ЕДИНИЦА	50	6,066.00
НАБОР СТОЛОВ	50	1,950.00
НАБОР ХИРУРГИЧЕСКИХ ИНСТРУМЕНТОВ 270 ЕДИН.	50	9,500.00
НАПР ЛИВАДА -ГРЭС {СМЕНА 950 НА Р-65 12.13КМ ПК 6.9.10}	50	102,000.00
НАПРАВ.ТИРАСПОЛЬ-БЕНДЕРЫ 1492КМ СМЕНА РЕЛЬС Р-65 НОВЫ	50	71,326.00
НАПРАВЛЕНИЕ КУЧУРГАН-НОВ-САВИЦ ЧЕТН ПУТЬ {УСИЛЕНИЕ-	50	847,159.00
НАПРАВЛЕНИЕ КУЧУРГАН-НОВ-САВИЦ.НЕЧЕТНЫЙ ПУТЬ {УСИЛ	50	843,735.00
НАПРАВЛЕНИЕ ЛИВАДА-ГРЭС.13Й КМ СПЛОШН СМ Р-50 НА Р65 С	50	9,561.00
НАРУЖНАЯ КАНАЛИЗАЦИЯ	50	6,336.00
НАРУЖНЫЕ СЕТИ ГАЗОПРОВОДА	50	111,415.00
НАРУЖНЫЕ ТЕПЛОСЕТИ	50	69,290.00
НАРУЖНЫЙ ВОДОПРОВОД	50	4,827.00
Наружная телефонная связь жил. дом Тирасполь	50	9,450.00
Наружная телефонная связь служ. быт. корпуса ПТО Б	50	52,020.00

НАСОС АСВН-80	50	11,417.00
НАСОС ВН	50	3,900.00
НАСОС ГНОМ	50	2,900.00
НАСОС К-3550	50	8,289.00
НАСОС К-5065	50	9,352.00
НАСОС КИСЛОТНЫЙ	50	6,606.00
НАСОС РЗ	50	6,240.00
НАСОС РУЧНОЙ	50	2,444.00
НАСОСНАЯ СТАНЦИЯ ПОЖАР.ТУШЕНИЯ	50	35,840.00
НЕРЖ. КИПЯТИЛЬНИК	50	10,958.00
НЕЧЕТНЫЙ ПУТЬ НАПР БЕНД-КИШИНЕВ	50	5,305,380.00
НИЗКОВОЛЬТНАЯ ЛИНИЯ 0,23КВ НОВОСАВИЦКАЯ 1.025КМ	50	31,500.00
НИЗКОВОЛЬТНАЯ ЛИНИЯ 0,23КВ МОСТ ЧЕРЕЗ ДНЕСТР 0.715КМ	50	25,200.00
НИЗКОВОЛЬТНАЯ ЛИНИЯ 0,4КВ ТИРАСПОЛЬ	50	220,500.00
НИЗКОВОЛЬТНАЯ ЛИНИЯ 0.4КВ БЕНДЕРЫ 0.630КМ	50	14,700.00
НИЗКОВОЛЬТНАЯ ЛИНИЯ 0.4КВ ОСВЕЩЕНИЕ ТЕРРИТОРИИ ЭЧС	50	51,450.00
НИЗКОВОЛЬТНАЯ ЛИНИЯ	50	12,036.00
INCALZIRE CU GAZ (CONVECTOR) st.LIVADA	50	12,283.00
INCAPERE DE PRODUCTIE	50	11,673.00
INCAPERE DE INCALZIRE	50	6,688.00
INCAPERE DE INCALZIRE	50	4,688.00
Incapere de producere a punctului de deservire tehnice	50	14,064.00
incapere derins	50	18,752.00
INCAPERE PENTRU SECTIA ADMINISTRATIVA 010027	50	33,843.00
INCAPERE PENTRU SUDARE st.BENDER	50	2,438.00
INCAPERE SERVICII DE PRODUCERE	50	35,579.00
INCAPEREA BIROULUI DSP st.TIRASPOL	50	17,814.00
INGRADIREA FINTINEI ARTEZIENE st.COLBASNA	50	4,407.00
INSTALATIE DE POMPARE A APEI CONTRA INCENDIILOR 010090	50	38,777.00
INSTSLATIE PENTRU PROBELE REOSTATICE A LOCOMOTIVI 010029	50	84,675.00
INSTSLSTIE DE TRATARE A APEI 010088	50	123,709.00
КАССОВЫЕ АППАРАТЫ	50	1,000.00
КАССОВЫЕ АППАРАТЫ ОКА	50	14,520.00
КАССОВЫЙ АППАРАТ "ОКА-400"	50	2,200.00
КАССОВЫЙ АППАРАТ "ОКА-400"	50	2,200.00
КАССОВЫЙ АППАРАТ "ОКА-400"	50	2,200.00
КАССОВЫЙ ЗАЛ ВОКЗАЛА ТИРАСПОЛЬ	50	531,990.00
КАНАЛИЗ. НАСОСНАЯ СТАНЦИЯ ТЧ БЕНДЕРЫ	50	37,777.00
КАНАЛИЗАЦИЯ	50	555,971.00
КАНАЛИЗАЦИЯ БЫТОВАЯ	50	46,523.00
КАНАЛИЗАЦИЯ ПРОИЗВОД. ТЧ БЕНДЕРЫ	50	92,596.00
КАНАЛИЗАЦИЯ ПРОИЗВОДСТВЕННАЯ	50	58,401.00
КАНТОВАТЕЛЬ ТУРБОКОМПРЕСС.	50	5,798.00
КАМЕРА ДЛЯ ОБДУВА	50	14,086.00
КАМЕРЫ КСО-272	50	4,112.00
КАБЕЛЬ АВРБ ОБЬЕКТА РАЗДЕЛЕНИЕ БЕНДЕРЫ-РАЗДЕЛЬНАЯ 3.7	50	158,100.00
КАБЕЛЬ ОБЬЕКТА РАЗДЕЛЕНИЕ ЛЭП-10КВ БЕНДЕРЫ-РАЗДЕЛЬНАЯ	50	218,094.00
КАБЕЛЬНАЯ В/ВОЛЬТНАЯ ЛИНИЯ БЕНДЕРЫ II 1.890КМ	50	116,550.00
КАБЕЛЬНАЯ ЛИНИЯ СТ. РЫБНИЦА	50	208,950.00
КАБЕЛЬНАЯ ЛИНИЯ МЕСТНОЙ СВЯЗИ СТ.РЫБНИЦА	50	138,720.00

КАБЕЛЬНАЯ ЛЭП 0,4КВ ТИРАСПОЛЬ 6.918КМ	50	206,850.00
КАБЕЛЬНАЯ ЛЭП ОТ РП17 ДО ТП167	50	147,000.00
КАЛОРИМЕТР	50	5,580.00
КАЛОРИФЕР	50	7,189.00
КСЕРОКС	50	7,500.00
КОНТРБАНКЕТЫ КУЧУРГАН-КОРОТНОЕ	50	23,440.00
КОНДЕНСАТОРНАЯ УСТАНОВКА ККУ	50	4,495.00
КОНДЕНСАТОРНАЯ УСТАНОВКА УК-038	50	15,661.00
КОНДИЦ. С МОНТАЖНЫМ У-ОМ	50	1,500.00
КОНДИЦИОНЕР	50	2,250.00
КОНДИЦИОНЕР	50	2,250.00
КОНДИЦИОНЕР	50	2,250.00
КОНДИЦИОНЕР	50	2,250.00
КОНДИЦИОНЕР	50	2,250.00
КОНДИЦИОНЕР	50	2,089.00
КОНДИЦИОНЕР	50	2,251.00
КОНДИЦИОНЕР	50	2,250.00
КОНДИЦИОНЕР	50	2,022.00
КОНДИЦИОНЕР	50	2,083.00
КОНДИЦИОНЕР	50	2,406.00
КОНДИЦИОНЕР	50	2,083.00
КОНДИЦИОНЕР	50	1,474.00
КОНДИЦИОНЕР	50	2,022.00
КОНДИЦИОНЕР	50	2,133.00
КОНДИЦИОНЕР БК-1500	50	6,500.00
КОНДИЦИОНЕР БК-1500	50	1,500.00
КОНДИЦИОНЕР БК-1500	50	1,500.00
КОНДИЦИОНЕР БК-1500	50	6,200.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1500	50	1,025.00
КОНДИЦИОНЕР БК-1800	50	1,474.00
КОМНАТА СБОРА РАБОЧИХ КЛАДОВАЯ 1452-056КМ КУЧУРГАН-Н	50	8,739.00
КОМНАТА ПРИЕМА ПИЩИ ПОМЕЩ. Д/МОНТ. ПУТИ КОРОТНОЕ	50	32,816.00
КОММУНИКАЦИИ ОЧИСТНЫХ СООРУЖЕНИЙ	50	70,278.00
КОММУТАТОР	50	7,440.00
КОММУТАТОР СТАНЦИОННОЙ СВЯЗИ СТ. ВОРОНКОВО	50	7,440.00
КОММУТАТОР СТАНЦИОННОЙ СВЯЗИ СТ.РЫБНИЦА	50	2,600.00

КОММУТАТОР СТУ-20ДУ	50	4,030.00
КОММУТАТОР СТУ-20ДУ	50	4,030.00
КОММУТАТОР РИФ	50	3,594.00
КОМПРЕССОР	50	106,020.00
КОМПРЕССОР	50	106,020.00
КОМПРЕССОР 2-Х СТУПЕНЧ. 2-Х ПОРШ.	50	106,020.00
КОМПРЕСОР ВПЗ-20	50	57,654.00
КОМПЛЕКТ АППАРАТУРЫ СТАНЦИОННОЙ СВЯЗИ СТ. КОЛБАСНА	50	8,450.00
КОМПЬЮТЕР ПЕРСОНАЛЬНЫЙ	50	3,000.00
КОМПЬЮТЕР ПЭВМ ВМ	50	3,000.00
КОЛЕСНО-ТОКАРНЫЙ СТАНОК	50	48,174.00
КОЛЕСНО-ТОКАРНЫЙ СТАНОК "РАФАМЕД"	50	302,946.00
КОЛЕСНЫЕ ПАРЫ 3ТЭ10М ТЧ БЕНДЕРЫ	50	19,600.00
КОЛЕСОТОКАРНЫЙ СТАНОК УГБ-150	50	1,984,843.00
КОЛОНКИ РАЗДАТОЧНЫЕ	50	17,611.00
КОЛОНКИ ТОПЛИВОЗАПРАВОЧНЫЕ	50	1,625.00
КОЛОНКИ ТОПЛИВОЗАПРАВОЧНЫЕ	50	1,621.00
КОЛЛЕКТОР БЕЛЬЦЫ-СЛОБОДКА	50	736,644.00
КОПИРОВАЛЬНЫЙ АППАРАТ КАНОН ФС-330	50	4,183.00
КРАСКОПУЛЬТ	50	1,740.00
КРАН - БАЛКА	50	14,260.00
КРАН 2-Х КОНСОЛЬНЫЙ	50	173,550.00
КРАН 2-Х КОНСОЛЬНЫЙ КОЗЛОВОЙ	50	173,550.00
КРАН КОЗЛОВОЙ	50	135,200.00
КРАН КОЗЛОВОЙ	50	135,200.00
КРАН КОЗЛОВОЙ ККТ-5	50	58,500.00
КРАН КОЗЛОВОЙ КПБ-10М	50	154,380.00
КРАН КОЗЛОВОЙ КПБ-10М	50	154,380.00
КРАН КДЭ-163	50	220,658.00
КРАН МОСТОВОЙ	50	53,804.00
КРАН МОСТОВОЙ ОДНОБАЛОЧНЫЙ	50	19,370.00
КРАН МОСТОВОЙ ОДНОБАЛОЧНЫЙ	50	64,233.00
КРАН МОСТОВОЙ ОДНОБАЛОЧНЫЙ	50	15,470.00
КРАН МОСТОВОЙ ЭЛ.	50	54,945.00
КРАН МОСТОВОЙ ЭЛ.	50	53,099.00
КРАН МОСТОВОЙ ЭЛ.	50	275,398.00
КРАН БАЛКА	50	3,250.00
КРАН ПОРТАЛЬНЫЙ {С КАП РЕМ}	50	6,344.00
КРАН ЭЛ. ПОДВЕСНОЙ	50	15,252.00
КРАН-КОЗЛОВОЙ	50	89,395.00
КРАН-МОСТОВОЙ ОДНОБАЛОЧНЫЙ	50	10,803.00
КРАН-БАЛКА	50	14,260.00
КРАН-БАЛКА	50	13,000.00
КРАН-БАЛКА 2Т	50	16,306.00
КРАН-БАЛКА 4,5/6Т	50	18,290.00
КРАН-БАЛКА 5,4\6Т	50	9,145.00
КРАН-БАЛКА С ТЕЛЬФЕРОМ	50	41,536.00
КРАН-БАЛКА С ТЕЛЬФЕРОМ	50	6,500.00
КРАН-БАЛКА РУЧНАЯ	50	3,172.00
КРАН-УКОСИНА	50	18,724.00

КРЕСЛО РУКОВОДИТЕЛЯ	50	1,149.00
КРЕСЛО РУКОВОДИТЕЛЯ	50	1,149.00
КРЕСЛО РУКОВОДИТЕЛЯ	50	1,149.00
КРЕМОВЗБИВАЛЬНАЯ МАШИНА	50	9,920.00
КРЫТЫЙ ВАГОН 21001201	50	80,000.00
КРЫТЫЙ ВАГОН 21108154	50	80,000.00
КРЫТЫЙ ВАГОН 21182746	50	80,000.00
КРЫТЫЙ ВАГОН 21502828	50	80,000.00
КРЫТЫЙ ВАГОН 21534656	50	80,000.00
КРЫТЫЙ ВАГОН 21535737	50	80,000.00
КРЫТЫЙ ВАГОН 21537287	50	80,000.00
КРЫТЫЙ ВАГОН 21540554	50	80,000.00
КРЫТЫЙ ВАГОН 21544481	50	80,000.00
КРЫТЫЙ ВАГОН 21546627	50	80,000.00
КРЫТЫЙ ВАГОН 21552021	50	80,000.00
КРЫТЫЙ ВАГОН 21552781	50	80,000.00
КРЫТЫЙ ВАГОН 21556824	50	80,000.00
КРЫТЫЙ ВАГОН 21557178	50	80,000.00
КРЫТЫЙ ВАГОН 21557681	50	80,000.00
КРЫТЫЙ ВАГОН 21558788	50	80,000.00
КРЫТЫЙ ВАГОН 21562269	50	80,000.00
КРЫТЫЙ ВАГОН 21562863	50	80,000.00
КРЫТЫЙ ВАГОН 21562889	50	80,000.00
КРЫТЫЙ ВАГОН 21563374	50	80,000.00
КРЫТЫЙ ВАГОН 21567631	50	80,000.00
КРЫТЫЙ ВАГОН 21569942	50	80,000.00
КРЫТЫЙ ВАГОН 21569967	50	80,000.00
КРЫТЫЙ ВАГОН 21570726	50	80,000.00
КРЫТЫЙ ВАГОН 21570866	50	80,000.00
КРЫТЫЙ ВАГОН 21571955	50	80,000.00
КРЫТЫЙ ВАГОН 21572177	50	80,000.00
КРЫТЫЙ ВАГОН 21573308	50	80,000.00
КРЫТЫЙ ВАГОН 21574629	50	80,000.00
КРЫТЫЙ ВАГОН 21575980	50	80,000.00
КРЫТЫЙ ВАГОН 21576152	50	80,000.00
КРЫТЫЙ ВАГОН 21581285	50	80,000.00
КРЫТЫЙ ВАГОН 21582986	50	80,000.00
КРЫТЫЙ ВАГОН 21585377	50	80,000.00
КРЫТЫЙ ВАГОН 21585740	50	80,000.00
КРЫТЫЙ ВАГОН 21590385	50	80,000.00
КРЫТЫЙ ВАГОН 21590658	50	80,000.00
КРЫТЫЙ ВАГОН 21591060	50	80,000.00
КРЫТЫЙ ВАГОН 21591433	50	80,000.00
КРЫТЫЙ ВАГОН 21592712	50	80,000.00
КРЫТЫЙ ВАГОН 21592902	50	80,000.00
КРЫТЫЙ ВАГОН 21593058	50	80,000.00
КРЫТЫЙ ВАГОН 21595574	50	80,000.00
КРЫТЫЙ ВАГОН 21601133	50	80,000.00
КРЫТЫЙ ВАГОН 21603923	50	80,000.00
КРЫТЫЙ ВАГОН 21612007	50	80,000.00

КРЫТЫЙ ВАГОН 21612866	50	80,000.00
КРЫТЫЙ ВАГОН 21615745	50	80,000.00
КРЫТЫЙ ВАГОН 21616214	50	80,000.00
КРЫТЫЙ ВАГОН 21616362	50	80,000.00
КРЫТЫЙ ВАГОН 21618343	50	80,000.00
КРЫТЫЙ ВАГОН 21618855	50	80,000.00
КРЫТЫЙ ВАГОН 21622014	50	80,000.00
КРЫТЫЙ ВАГОН 21622154	50	80,000.00
КРЫТЫЙ ВАГОН 21631767	50	80,000.00
КРЫТЫЙ ВАГОН 21632963	50	80,000.00
КРЫТЫЙ ВАГОН 21774005	50	80,000.00
КРЫТЫЙ ВАГОН 22009674	50	80,000.00
КРЫТЫЙ ВАГОН 22097406	50	80,000.00
КРЫТЫЙ ВАГОН 22099618	50	80,000.00
КРЫТЫЙ ВАГОН 22145965	50	80,000.00
КРЫТЫЙ ВАГОН 22207401	50	80,000.00
КРЫТЫЙ ВАГОН 22495329	50	80,000.00
КРЫТЫЙ ВАГОН 22586218	50	80,000.00
КРЫТЫЙ ВАГОН 22678742	50	80,000.00
КРЫТЫЙ ВАГОН 22897805	50	80,000.00
КРЫТЫЙ ВАГОН 22916407	50	80,000.00
КРЫТЫЙ ВАГОН 23023039	50	80,000.00
КРЫТЫЙ ВАГОН 23095482	50	80,000.00
КРЫТЫЙ ВАГОН 23241912	50	80,000.00
КРЫТЫЙ ВАГОН 23261530	50	80,000.00
КРЫТЫЙ ВАГОН 23294473	50	80,000.00
КРЫТЫЙ ВАГОН 23306459	50	80,000.00
КРЫТЫЙ ВАГОН 23319304	50	80,000.00
КРЫТЫЙ ВАГОН 23320302	50	80,000.00
КРЫТЫЙ ВАГОН 23346000	50	80,000.00
КРЫТЫЙ ВАГОН 23382328	50	80,000.00
КРЫТЫЙ ВАГОН 23400419	50	80,000.00
КРЫТЫЙ ВАГОН 23449010	50	80,000.00
КРЫТЫЙ ВАГОН 23490717	50	80,000.00
КРЫТЫЙ ВАГОН 23498140	50	80,000.00
КРЫТЫЙ ВАГОН 23515067	50	80,000.00
КРЫТЫЙ ВАГОН 23620107	50	80,000.00
КРЫТЫЙ ВАГОН 23622343	50	80,000.00
КРЫТЫЙ ВАГОН 23626880	50	80,000.00
КРЫТЫЙ ВАГОН 23646433	50	80,000.00
КРЫТЫЙ ВАГОН 23684012	50	80,000.00
КРЫТЫЙ ВАГОН 23829237	50	80,000.00
КРЫТЫЙ ВАГОН 23833833	50	80,000.00
КРЫТЫЙ ВАГОН 23900251	50	80,000.00
КРЫТЫЙ ВАГОН 24048100	50	80,000.00
КРЫТЫЙ ВАГОН 24049728	50	80,000.00
КРЫТЫЙ ВАГОН 24065815	50	80,000.00
КРЫТЫЙ ВАГОН 24131625	50	80,000.00
КРЫТЫЙ ВАГОН 24210643	50	80,000.00
КРЫТЫЙ ВАГОН 24211104	50	80,000.00

КРЫТЫЙ ВАГОН 24281859	50	80,000.00
КРЫТЫЙ ВАГОН 24288755	50	80,000.00
КРЫТЫЙ ВАГОН 24331076	50	80,000.00
КРЫТЫЙ ВАГОН 24384877	50	80,000.00
КРЫТЫЙ ВАГОН 24479370	50	80,000.00
КРЫТЫЙ ВАГОН 24552986	50	80,000.00
КРЫТЫЙ ВАГОН 24597254	50	80,000.00
КРЫТЫЙ ВАГОН 24597403	50	80,000.00
КРЫТЫЙ ВАГОН 26238394	50	80,000.00
Каб линия СЦБ СБПБ СБПП СПП ТЗАВВ 14,468км Тираспо	50	152,250.00
Каб. линия связи гододских телефонных сетей	50	131,250.00
Каб. линия связи каб марка ТГ30-2 300м	50	4,200.00
Каб. линия связи каб.марка ТППЗ-2 900м Тирасполь	50	6,300.00
Каб. линия связи марка ТГ50-20 705м	50	8,400.00
Каб. магистраль Бендеры-Раздельная	50	7,466,555.00
Каб.линии связи мар ТЭБ7-4-1.2 прот.1200м Кучурган	50	77,700.00
Каб.линия связи ст.ЛАЗа до ср.школы N2	50	4,200.00
Каб.линия связи 1812 Бендеры-Тирасполь	50	344,400.00
Каб.телефонная линия связи в канализации	50	23,100.00
Кабель марки ТГ100-2 прот.1км	50	20,400.00
Кабельная линия связи ст.Тирасполь	50	80,850.00
Кабельная магистраль Бендеры-Раздельная	50	10,200.00
Кабельные линии связи каб марки СБПБ12-1	50	6,300.00
Кабельные линии связи Новосавицкая	50	18,900.00
Кабельные линии связи Кучурган	50	5,250.00
Кабельные линии связи Бендеры	50	27,300.00
Кабельные линии связи марки разные 1590М	50	11,550.00
Кабельный линии связи Кишинев 1020М	50	26,250.00
КИНОАППАРАТ	50	1,300.00
КИНОПРОЕКЦИОННОЕ УСТР-ВО	50	1,615.00
КЛАДОВАЯ БАГАЖНАЯ Б-1	50	45,572.00
Коммутатор "ДОНЕЦ"	50	6,200.00
Коммутатор станционной связи Тирасполь	50	3,250.00
Коммутационное устройство КУ-60/40 Тирасполь	50	3,060.00
Комплекты БИП каб маг. Бендеры-Раздельная	50	46,790.00
Кондиционер	50	4,340.00
Кондиционер БК 1500	50	2,480.00
Кондиционер ЛАЗ Тирасполь	50	2,600.00
Кондиционер БК 1500	50	2,480.00
Кондиционер БК 1500	50	3,250.00
Кондиционер БК 1500	50	3,250.00
Кондиционер БК 1500	50	2,480.00
Кондиционер БК-1500	50	2,480.00
КУБОВАЯ КИПЯТИЛЬНИК	50	73,062.00
Lampa de iluminat OУЖКС	50	9,781.00
LEA 0.4 kV st Ribnita	50	94,815.00
LEA 0.4 kV st. Ribnita km 121	50	56,175.00
LEA 10 kV pe piloni din lemn st Ribnita	50	29,400.00
LEA 10kV longitudinala sec Ribnita- Slobadca	50	2,236,916.00
LEA st. Colbasnaia	50	40,635.00

LEC 0.4 kV longitudinala Ribnita -Slobodca	50	49,026.00
LEC 0.4 kv st. Voroncavo	50	17,493.00
LEC 10 kV care alimenteaza st Ribnita	50	63,000.00
LEC pentru iluminarea peronului Ribnita	50	55,261.00
LEC st Ribnita	50	4,252.00
LEC st Ribnita pasaj de nivel km 124	50	5,943.00
LEC st. Colbasnaia	50	13,597.00
LEC st. Ribnita	50	47,250.00
LINIA CONDUCTEI DE APA st.BENDER	50	15,540.00
LINIA CONDUCTEI DE APA st.BENDER - TIRASPOL	50	9,765.00
LINIA CONDUCTEI DE APA st.NOVOSAVITCAIA	50	92,190.00
LINIA CONDUCTEI DE DISTRIBUTIE SUB PRESIUNE st BENDER	50	45,150.00
LINIE DE APA SUB PRESIUNE st.COLBASNA	50	155,085.00
LINIE PRIN SCURGERE LIBERA st.VORONCAU	50	373,695.00
LINIE SUB PRESIUNE №4 st.BENDER	50	16,800.00
LINIE SUB PRESIUNE st.VARNITA	50	27,405.00
Longitudinala LE 10kV Ribnita Slobadca	50	142,912.00
МАСЛОНАСОС В СБ	50	48,896.00
Magazie	50	23,909.00
Magazie	50	21,096.00
MAGAZIE	50	4,767.00
Magazie134+660	50	4,688.00
Magazin depozit	50	11,251.00
MASA PENTRU SUDURA	50	2,700.00
MASINA CU UN FERASTRAU, FRONTALA, ARTICULATIE	50	3,250.00
MASINA DE CURBAT TEVI	50	7,800.00
MASINA DE CURBAT TEVI	50	3,250.00
MASINA DE FREZAT	50	6,500.00
MASINA DE GELUIT СФ-6	50	5,850.00
MASINA DE INDREPTAT SINA	50	7,800.00
MASINA DE INDREPTAT SINE СР-3-4	50	5,850.00
MASINA DE PROFILAT TABLA УВ 2716	50	24,800.00
MASINA DE SLEFUIT 1256 EXAC	50	2,466.00
MASINA PENTRU PARDOSELI CRAITUIRE	50	2,600.00
MASINA UNIVERSALA	50	3,250.00
MASINA UNIVERSALA УС-2	50	2,600.00
MASINA UNIVERSALA DE CURATENIE	50	114,700.00
МАШ ГАЗ-66 31-30 МВУ А028АТ	50	50,848.00
МАШИНА СТИР.	50	5,018.00
МАШИНА СТИР.	50	4,771.00
МАШИНА МОЕЧНАЯ	50	68,250.00
МАШИНА МРТ 60	50	2,535.00
МАШИНА ХИМЧИСТКИ	50	84,273.00
МАШИНА БМС-361 [ТЯГАЧ БМС]	50	404,040.00
МАШИНКА ДЛЯ СЧЕТА ДЕНЕГ	50	1,445.00
МАШИНКА ДЛЯ ФАСОВКИ ДЕНЕГ	50	1,300.00
МЕСТО ЗАМЕРА ЗАЗОРОВ	50	5,022.00
MENGHINA (тиски)	50	2,571.00
MENGHINA (тиски)	50	1,959.00
МЕХ. МАСТЕРСКИЕ БЕТОН. ЦЕХ БЕНДЕРЫ	50	112,703.00

МНОГОЛЕТНИЕ НАСАЖДЕНИЯ	50	2,867.00
МОСТ 1464=506 НАПРАВЛЕНИЯ НОВОСАВИЦКАЯ-ТИРАСПОЛЬ	50	72,530.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА -СЛОБОДКА 130+287 20,95М	50	56,256.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА -СЛОБОДКА 142+374 12,21М	50	131,264.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА-СЛОБОДКА 141+171016,75М	50	145,328.00
МОСТ МЕТАЛЛИЧЕСКИЙ БЕЛЬЦЫ-СЛОБОДКА153+891 8,86М	50	51,578.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБСЛОБОДКА РЫБ 124+399 71,20 М	50	262,528.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА -СЛОБОДКА 145+366 12,5М	50	79,696.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА -СЛОБОДКА 147+34107,07М	50	79,696.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА -СЛОБОДКА 149+33406,73М	50	28,128.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА-СЛОБОДКА 137+331 47,25М	50	159,359.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА-СЛОБОДКА 150+61509,45М	50	32,816.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА-СЛОБОДКА 153,069 5,83М	50	18,752.00
МОСТ МЕТАЛЛИЧЕСКИЙРЫБНИЦА-СЛОБОДКА131+39 0 16,68	50	56,256.00
МОСТ Ж/Б РЫБНИЦА-СЛОБОДКА 131+990 12,53М	50	65,632.00
МОСТ Ж/Б 2-Х ПУТН. 2-Х ПРОЛЕТНЫЙ 1465 191 НОВОСАВИЦКАЯ-Т	50	69,557.00
МОСТ Ж/Б 2-Х ПУТН. 3-Х ПРОЛЕТН 1466 663 НОВОСАВИЦКАЯ	50	96,587.00
МОСТ Ж/Б 2-Х ПУТН. 3-Х ПРОЛЕТН. 1470 087 НОВОСАВИЦКАЯ-ТИ	50	98,660.00
МОСТ Ж/Б 2-Х ПУТН. 3-Х ПРОЛЕТН. 1473 140 НОВОСАВИЦКАЯ-ТИ	50	90,101.00
МОСТ Ж/Б 2-Х ПУТН. 3-Х ПРОЛЕТН. 1476 302 НОВОСАВИЦКАЯ-ТИ	50	48,474.00
МОСТ Ж/Б 2-Х ПУТН. 3-Х ПРОЛЕТН. 1478 795 НОВОСАВИЦКАЯ-ТИ	50	93,118.00
МОСТ Ж/Б 2-Х ПУТН. ОДНОПРОЛЕТ. 0 715 ШЕЛКОВЫЙ К-Т	50	87,397.00
МОСТ Ж/Б 2-Х ПУТН.2-Х ПРОЛЕТН.1468 438 НОВОСАВ-ТИРАСПОЛ	50	72,530.00
МОСТ Ж/Б МЕТАЛЛИЧЕСКИЙ СМЕШАН КОНСТР.1491+800КМ {КАГ	50	2,706,329.00
МОСТ Ж/Б ОДНОПУТН. 3 042 БЕНДЕРЫ-ХАДЖИМУС	50	87,127.00
МОСТ Ж/Б ОДНОПУТН. 3 043 БЕНДЕРЫ-ХАДЖИМУС	50	87,397.00
МОСТ Ж/Б ОДНОПУТН. 3-Х ПРОЛЕТ. 0 267 МАСЛОЭКСТРАКЦИОНН	50	148,665.00
МОСТ Ж/Б ОДНОПУТН. 3-Х ПРОЛЕТ. 5 332 КУЧУРГАН-КОРОТНОЕ	50	187,763.00
МОСТ Ж/Б БЕЛЬЦЫ-СЛОБОДКА 133+566 9,35М	50	154,704.00
МОСТ Ж/Б ПЕШЕХОД. 5 ПРОЛЕТ ЧЕРЕЗ 15 ПУТЕЙ 1480 937 СТ ТИРА	50	1,344,102.00
МОСТ Ж/Б ПОД ДВА ПУТИ 1461 517 НОВОСАВИЦКАЯ ТИРАСПОЛЬ	50	69,377.00
МОСТ Ж/Б ПОД ДВА ПУТИ 3-Х ПРОЛЕТНЫЙ 1459 456 КУЧУРГАН-Н	50	92,352.00
МОСТ Ж/Б РЫБНИЦА -СЛОБОДКА 135+478 ДЛИНА 16,15М	50	42,619.00
МОСТ Ж/Б РЫБНИЦА -СЛОБОДКА 148+628 17,68 М	50	126,576.00
МОСТ Ж/Б РЫБНИЦА -СЛОБОДКА121+334	50	46,880.00
МОСТ Ж/Б РЫБНИЦА -СЛОБОДКА124+958 ДЛИНА 8,59М	50	94,448.00
МОСТ Ж/Б РЫБНИЦА СЛОБОДКА ЦЕМЕНТНЫЙ ЗАВОД ЧЕРЕЗ РУЧ	50	93,760.00
МОСТ Ж/Б РЫБНИЦА-СЛОБОДКА ЦЕМЕНТНЫЙ ЗАВОД 17,65М	50	103,136.00
МОСТ Ж/Б РЫБНИЦА-СЛОБОДКА122+818 13,38М	50	117,200.00
МОСТ МЕТАЛЛИЧЕСКИЙ РЫБНИЦА-СЛОБОДКА 125+512 км+16,40М	50	718,247.00
МОСТ ПЕШЕХОД. СЕМИПРОЛЕТНЫЙ 1 532 НА БОРИСОВКУ СТ БЕ	50	748,440.00
МОСТ ПЕШЕХОД. ЧЕРЕЗ 22 ПУТИ Ж/Б 2 228 БЕНДЕРЫ-ХОМУТЯНО	50	943,173.00
МОЕЧНАЯ МАШИНА	50	9,703.00
МОЕЧНАЯ МАШИНА	50	6,825.00
МОЕЧНАЯ МАШИНА А-328	50	9,188.00
МОТОРНАЯ ПЛАТФОРМА N223	50	315,900.00
МОТОЛОДКА НЕПТУН	50	40,400.00
МОТОЛОДКА НЕПТУН	50	20,200.00
МОТОПОМПА А МП-1600	50	10,255.00
МОТОПОМПА ПМ-1600	50	10,777.00

МОДЕЛЬ AZ ТЕРМИНАЛ БКА	50	4,425.00
МОДЕЛЬ AZ ТЕРМИНАЛ БКА	50	4,425.00
МОДЕЛЬ AZ ТЕРМИНАЛ БКА	50	4,425.00
МОДЕЛЬ AZ ТЕРМИНАЛ БКА	50	4,425.00
МОДЕЛЬ AZ ТЕРМИНАЛ БКА	50	4,425.00
МОДЕЛЬ AZ ТЕРМИНАЛ БКА	50	4,425.00
МОЛОТ МА	50	41,100.00
МОЛОТ ПНЕВМАТИЧ.	50	19,500.00
МОЩЕНИЕ ДОРОГИ	50	43,731.00
Магистральная каб. линия связи Бендеры-Хаджимус	50	429,019.00
Междугородние коммутаторы ЛАЗ Бендеры	50	15,600.00
ОСВ. ПЕРЕЕЗД.БЕНДЕРЫ-РАЗДЕЛЬН.1455КМ.1462КМ.1468КМ.1486К	50	51,100.00
ОБОРУД. СИЛОВЫХ ОПОР АВТОБЛОКИРОВКИ ПАРКАНЫ РАЗДЕЛ	50	7,650.00
ОБОРУД. ТРАНСФОРМ. ТП 259 ТИРАСПОЛЬ	50	14,790.00
ОБОРУД.СИЛОВЫХ ОПОР АВТОБЛОК.С ТРАНСФОРМАТОРОМ 10К	50	9,252.00
ОБОРУДОВАНИЕ СИЛОВОЕ АВТОБЛОКИРОВКИ БЕНДЕРЫ ТП-177	50	112,200.00
ОБОРУДОВАНИЕ СИЛОВЫХ ОПОР АВТОБЛОКИРОВКИ С ТРАНСФ	50	8,670.00
ОБОРУДОВАНИЕ ТП-159 БЕНДЕРЫ	50	15,810.00
ОБОРУДОВАНИЕ ТП-167 БЕНДЕРЫ	50	26,010.00
ОБОРУДОВАНИЕ ТП-235 ТИРАСПОЛЬ	50	25,500.00
ОБОРУДОВАНИЕ ЛИНИИ АВТОБЛОКИРОВКИ ТП-20 ПАРКАНЫ РА	50	10,200.00
Оборудование связи	50	33,660.00
ОБЩ РАБ ПЧ 1494+380 КМ БЕНДЕРЫ	50	55,871.00
ОБЩЕЖИТИЕ	50	446,948.00
ОБЩЕПЛОЩАДОЧНЫЕ СЕТИ ВОДОПРОВОДА	50	13,230.00
ОБЩЕПЛОЩАДОЧНЫЕ СЕТИ КАНАЛИЗАЦИИ	50	41,160.00
ОГРАЖДЕНИЕ	50	9,553.00
ОГРАЖДЕНИЕ ДЕПО КОТЕЛЬЦ. ЗАБОР ТЧ БЕНДЕРЫ	50	64,868.00
ОДЕВАЮЩИЕ СТЕНКИ БУТОВЫЕ Е-200 М УЧ.БЕЛЬЦЫ-СЛОБОДК 1	50	4,688.00
ОДЕВАЮЩИЕ СТЕНКИ БУТОВЫЕ Е-37 УЧ.БЕЛЬЦЫ-СЛОБОДКА 137	50	9,376.00
ОДЕВАЮЩИЕ СТЕНКИ БУТОВЫЕ Е-70 М УЧ.БЕЛЬЦЫ-СЛОБОДКА1	50	9,376.00
ОДЕВАЮЩИЕ СТЕНКИ БУТОВЫЕ Е-96 М БЕЛЬЦЫ-СЛОБОДКА 12	50	187,520.00
ОЗЕЛЕНЕНИЕ	50	2,097.00
ОЗЕЛЕНЕНИЕ	50	9,480.00
ОЗЕЛЕНЕНИЕ	50	3,155.00
Оконечная станция ОВ-3-3	50	16,740.00
РАСПРЕДЕЛИТЕЛЬНЫЙ ЩИТ	50	4,651.00
РАСПРЕДПУНКТЫ СИЛОВЫЕ	50	46,218.00
PALAN ELECTRIC CU CAPACITATEA DE RIDICARE 2 tone	50	5,200.00
РАМКА ОБМЫВ.	50	28,012.00
PAVILIONUL DE PE PLATFORMA st.PARCANI	50	21,096.00
PAVILIONUL FINTINEI ARTEZIENE №1 st. NOVOSAVITSCAIA	50	9,251.00
PAVILIONUL FINTINII ARTEZIENE №1 st. BENDER	50	21,143.00
PAVILIONUL FINTINII ARTEZIENE №2 st. BENDER	50	14,251.00
PAVILIONUL FINTINII ARTEZIENE №2 st.TIRASPOL	50	8,579.00
PAVILIONUL FINTINII ARTEZIENE №3 st. VARNITA	50	13,361.00
РАДИОСТАНЦИИ ПОЕЗДНОЙ РАДИОСВЯЗИ - 4 шт.	50	53,320.00
РАДИОСТАНЦИЯ	50	6,200.00
РАДИОСТАНЦИЯ	50	6,200.00
РАДИОСТАНЦИЯ	50	3,432.00

РАДИОСТАНЦИЯ "ТРАНСПОРТ" РН-12Б	50	3,432.00
РАДИОСТАНЦИЯ НОСИМАЯ СТ. ВОРОНКОВО 2 шт	50	13,640.00
РАДИОСТАНЦИЯ НОСИМЫЕ РН-12 Б КОЛБАСНАЯ 2 шт.	50	14,880.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	2,782.00
РАДИОСТАНЦИЯ РН-12Б	50	6,864.00
РАДИОСТАНЦИЯ РТС-71	50	1,144.00
РАДИОСТАНЦИЯ ТРАНСПОРТНАЯ	50	6,045.00
РАДИОСТАНЦИЯ ТРАНСПОРТНАЯ	50	6,045.00
РАДИОСТАНЦИЯ ТРАНСПОРТНАЯ	50	6,045.00
РАДИОСТАНЦИЯ ТРАНСПОРТНАЯ	50	6,045.00
PERFORATOR	50	3,367.00
PERFORATOR	50	4,311.00
PERFORATOR GBH 2HE	50	2,833.00
PERFORATOR *MAKITA*	50	11,351.00
PERON st.COLBASNA	50	18,096.00
PERON st.NOVOSAVITSCAIA	50	16,877.00
PERON st.VARANCAU	50	28,316.00
Peron Varnita	50	82,040.00
РЕГУЛЯТОР	50	168,073.00
РЕГУЛЯТОР 2ТЭ10Л	50	123,382.00
РЕЗЕРВ ЦИЛИНДР	50	2,171.00
РЕЗЕРВ ЦИЛИНДР	50	3,713.00
РЕЗЕРВ ЦИЛИНДР	50	3,713.00
РЕЗЕРВ ЦИЛИНДР	50	4,904.00
РЕЗЕРВ ЦИЛИНДР ТНТС БЕНДЕРЫ	50	3,713.00
РЕЗЕРВ ЦИЛИНДР ДЛЯ КОМП МАСЛА ТНТС БЕНДЕРЫ	50	2,171.00
РЕЗЕРВ ЦИЛИНДР ДЛЯ ДИЗМАСЛА ТНТС БЕНДЕРЫ	50	2,471.00
РЕЗЕРВУАР	50	1,749.00
РЕЗЕРВУАР ХРАНИЛИЩЕ НЕФТЕПРОВОД ТЧ БЕНДЕРЫ	50	128,201.00
РЕЗЕРВУАР ДЛЯ ВОДЫ	50	68,661.00
РЕЗЕРВУАР ДЛЯ ВОДЫ ТЧ БЕНДЕРЫ	50	65,814.00
РЕЗЕРВУАР ДЛЯ НЕФТИ	50	15,065.00
РЕЗЕРВУАР ПАРК ДЛЯ ХРАН. ДИЗЕЛЬТОПЛИВА ТНТС БЕНДЕР	50	315,034.00
РЕЗЕРВУАР ПРОТИВОПОЖАРНЫЙ	50	46,116.00
РЕЗЕРВУАР ЦИЛИНДР. ДЛЯ КОМПРЕСС.МАСЛА ТНТС БЕНДЕРЫ	50	2,471.00
РЕЗЕРВУАР ЦИЛИНДР. ДЛЯ МАСЛА ТНТС БЕНДЕРЫ	50	2,471.00
РЕЗЕРВУАР ЦИЛИНДР.ТНТС БЕНДЕРЫ	50	4,904.00
РЕЗЕРВУАР ЦИЛИНДР.ТНТС БЕНДЕРЫ	50	4,904.00
РЕЗЕРВУАР ЦИЛИНДР.ТНТС БЕНДЕРЫ	50	4,904.00
РЕЗЕРВУАР ЦИЛИНДР.ТНТС БЕНДЕРЫ	50	4,904.00
РЕЗЕРВУАРЫ ДЛЯ ВОДЫ	50	6,243.00
РЕЛЬСОСВЕРЛИЛКА РСМ-1	50	1,450.00
РЕЛЬСОСВЕРЛИЛЬНЫЙ СТАНОК РСМ-1	50	6,432.00

РЕЛЬСОРЕЗНЫЙ СТАНОК Б/У	50	2,000.00
РЕЛЬСОРЕЗНЫЙ СТАНОК Б/У	50	2,000.00
РЕЛЬСОШЛИФОВ. 2152	50	1,450.00
РЕШЕТКА РМУ-1	50	13,640.00
PILON DE RIDICARE	50	7,440.00
PISTOL DE VOPSIT	50	1,292.00
PLATFORMA ACOPERITA №2 st.TIRASPOL	50	42,661.00
PLATFORMA DE CONTEINERE st.TIRASPOL	50	94,698.00
PLATFORMA ACOPERITA №1 st.TIRASPOL	50	101,730.00
PLATFORMA DE BETON DE PASTRAREA GHETEI st.TIRASPOL	50	204,397.00
PLATFORMA DE CALATORI DESCHISA №2 st.RIBNITA	50	14,955.00
PLATFORMA DE MARFURI st.TIRASPOL	50	1,822,226.00
PLATFORMA DE PASAGERI HALTA GHERSUNIA	50	35,910.00
PLATFORMA DESCHISA DE MARFURI st.TIRASPOL	50	79,696.00
PLATFORMA FRONTALA st.TIRASPOL	50	17,814.00
PLATFORMA INALT DESCOPERITA LATERALA №1 st.VARNITA	50	31,410.00
PLATFORMA INALT DESCOPERITA LATERALA №2 st.VARNITA	50	31,410.00
PLATFORMA INALT DESCOPERITA №1 st.TIRASPOL	50	239,557.00
PLATFORMA INALT DESCOPERITA st.TIRASPOL	50	213,304.00
PLATFORMA LATERAL DESCOPERITA №3 st.VARNITA	50	31,410.00
PLATFORMA PENTRU INCARCATURI IN VRAC st.BENDER	50	46,411.00
POMPA ЭЦВ 6-10-140	50	1,777.00
POMPA ЭЦВ 6-10-140	50	1,777.00
POMPA ЭЦВ 6-6.3-85	50	1,199.00
POMPA ЭЦВ 6-6.3-85	50	1,199.00
POMPA K160-20 2buc.	50	8,680.00
POMPA ЭЦ15 6-10-140	50	1,777.00
Porti din metal	50	1,058.00
POSRUL DE ACARI №2 st.TIRASPOL	50	2,813.00
POST CENTRALIZAT A ENERGIEI ELECTRICE st. PERVOMAISCAIA- L	50	327,761.00
Post de transformatoare st Ribnita	50	6,324.00
Post de transformatoare st. Colbasna	50	1,734.00
POSTUL LIS.DEAL st.BENDER	50	63,906.00
POSTUL МЕН.DEAL st.BENDER	50	42,099.00
POSTUL CENTRALIZAT A ENERGIEI ELECTRICE st.TIRASPOL	50	441,610.00
POSTUL DE ACARI №1 st. RIBNITA	50	4,594.00
POSTUL DE ACARI №1 st. VARNITA	50	7,032.00
POSTUL DE ACARI №1 st.TIRASPOL	50	3,750.00
POSTUL DE ACARI №4 st.BENDER	50	6,563.00
POSTUL DE ACARI №7 st.BENDER	50	15,874.00
POSTUL DE ACARI № 1 VARANCAU	50	6,985.00
POSTUL DE ACARI № 2 st. RIBNITA	50	6,751.00
POSTUL DE ACARI № 2 VARANCAU	50	3,516.00
POSTUL DE ACARI № 3 st. RIBNITA	50	3,100.00
POSTUL DE ACARI № 5 st. RIBNITA	50	3,328.00
POSTUL DE ACARI st.BENDER	50	4,688.00
POSTUL DE CENTRALIZARE A ENERGIEI ELECTRICE st.BENDER	50	247,279.00
POSTUL DE CENTRALIZARE ELECTRIC st. PROMISLENAIA RIBNITA	50	70,500.00
POSTUL MECANIZAT A DEALULUI st.TIRASPOL	50	23,909.00
РОТОР ТУРБОКОМПРЕССОРА	50	167,703.00

PT 378 Ribnita	50	3,442.00
PULVERIZATOR DE VOPSEA	50	1,332.00
PUNCT DE DESERVIRE TEHNICA	50	63,100.00
PUNCT DE CONTROL st.BENDER	50	56,256.00
Punctul de comutare a legaturii telefonice	50	31,850.00
PUT ARTEZIAN 1477 st.TIRASPOL	50	39,520.00
PUT ARTEZIAN №1 st.TIRASPOL	50	19,830.00
PUT ARTEZIAN №2 st.NOVOSAVITSCAIA	50	37,035.00
PUT ARTEZIAN №2 st.TIRASPOL	50	23,674.00
PUT COLECTOR st.LIVADA	50	16,099.00
PUT DE FORAJ №3 st.VARNITA	50	35,254.00
PUT DE FORAJ №1 st.BENDER	50	30,613.00
Радиостанция РА	50	13,020.00
Радиостанция ЖРУ-СС	50	7,800.00
Радиостанция 43-РТС-А2-ЧМ	50	9,300.00
Радиостанция 71РТС	50	5,580.00
Радиостанция РН-12Б	50	11,780.00
Радиостанция РН-12Б Транспорт	50	18,600.00
РИХТОВОЧНАЯ МАШИНА Р-2000	50	1,161,497.00
РИХТОВЩИК	50	1,608.00
РИХТОВЩИК	50	1,608.00
РИХТОВЩИК	50	1,608.00
РИХТОВЩИК	50	1,608.00
РИХТОВЩИК	50	1,608.00
РИХТОВЩИК РГУ-1	50	1,450.00
RADIOTELEFON	50	5,857.00
RADIOTELEFON	50	5,656.00
RAMPA DE CONTEINERE SI PRIDVOARE st.RIBNITA	50	372,462.00
RAMPA DESCHISA № 3 st.RIBNITA	50	177,066.00
RAMPA DESCHISA №1 st.RIBNITA	50	110,121.00
RAMPA DESCHISA st.COLBASNA	50	11,017.00
RAMPA DESCHISA st.VARANCAU	50	123,060.00
REMORCA GAP-3 DIZOLVARE N САД-391	50	2,040.00
RETEA DE ALIMENTARE CU APA 1484km st.BENDER - TIRASPOL	50	15,225.00
RETEA DE ALIMENTARE CU APA st.BENDER	50	62,895.00
RETEA DE ALIMENTARE CU APA st.BENDER - TIRASPOL	50	44,835.00
RETEA DE ALIMENTARE CU APA st.NOVOSAVITCAIA	50	10,500.00
RETEA DE ALIMENTARE CU APA st.NOVOSAVITCAIA - TIRASPOL	50	8,820.00
RETEA DE ALIMENTARE CU APA st.PROMISLENAIA RIBNITA	50	2,200.00
RETEA DE ALIMENTARE CU APA st.TIRASPOL	50	822,675.00
RETEA DE ALIMENTARE CU APA st.VARNITA	50	427,455.00
RETEA DE ALIMTNTARE CU APA SPRE CALEA CAZARMEI st.COLBA	50	33,810.00
RETEA DE DISTRIBUTIE st.COLBASNA	50	82,320.00
RETEA DE DISTRIBUTIE st.VARANCAU	50	97,545.00
RETEA EXTERIOARA DE ALIMENTARE CU APA st.BENDER	50	7,245.00
RETEA EXTERIOARA DE ALIMENTARE CU APA st.BENDER	50	35,175.00
RETEA EXTERIOARA DE ALIMENTARE CU APA st.BENDER	50	5,145.00
RETEA EXTERIOARA DE ALIMENTARE CU APA st.VARNITA	50	317,520.00
RETEA TERMICA SPRE CLADIREA POSTULUI CENTRAL.ELECTRIC st	50	5,250.00
REZERVOR DE APA st.NOVOSAVITSCAIA	50	4,782.00

REZERVOR DIN ALUMIN st.TIRASPOL	50	6,100.00
REZERVUARELE DE MUNTE CU PRIZA DE PAMINT st.VARANCAU	50	16,174.00
REZERVUARELE DE MUNTE CU PRIZA DE PAMINT st.VARANCAU	50	4,407.00
SECTIA DE MASINI ELECTRICE 010006	50	1,012,285.00
Sectia de reparatie cu redicare a locomotivelor МЛ 010077	50	1,708,128.00
SECTIA DE REPERATIE MICA CU ANEXE 010013	50	2,218,057.00
SECTIE DE AGREGATE DIESEL 010008	50	1,050,839.00
SECTIE DE REPARATIE A FRIGIDERELOR 010085	50	117,224.00
SERINGA PRES VERTICALA	50	7,130.00
SOPRON HALTA GHERSUNIA	50	4,547.00
SOPRON DE BAGAJE st.COLBASNA	50	63,382.00
SOPRON DE BAGAJE st.NOVOSAVITSCAIA	50	18,283.00
SOPRON PE RIUL NISTRU st.TIRASPOL	50	6,329.00
SOPRON PENTRU NISIP 010055	50	57,751.00
SOPRON PENTRU BAGAJE st.VARANCAU	50	83,587.00
SOPRON PENTRU POSTUL CENTRALIZAT A ENERGIEI ELECTRICE st	50	18,752.00
SOPRON st.TIRASPOL	50	3,750.00
SOPRONUL FINTINII ARTEZIENE st.TIRASPOL	50	2,531.00
SOPRONUL UNGHERULUI ROSU st.TIRASPOL	50	7,501.00
SOPTON CU 2 DESPARTI. LA POSTUL CENTRALIZAT A ENERGIEI EL	50	7,032.00
Stantia de compresoare	50	49,224.00
STATIA DE BOGHIURI 010079	50	304,300.00
Statia de compresoare automata 010093	50	369,454.00
STRESNA CASEI st.RIBNITA	50	19,424.00
SUPRAFATA PENTRU DEPOZITAREA OSIILOR MONTATE	50	9,376.00
SURUBELNITA	50	1,469.00
ТАБЛО ПРИБЫТИЯ И ОТПРАВЛЕНИЯ ПОЕЗДОВ	50	1,214.00
ТАЛЬ ИМПОРТНАЯ	50	15,073.00
ТАЛЬ ЭЛ.	50	2,852.00
ТЕСТОМЕСИТЕЛЬНАЯ МАШИНА	50	4,570.00
TELEFON TERMINAL	50	9,132.00
ТЕРМИНАЛ БКА "ЭКСПРЕСС"	50	4,425.00
ТЕРМИНАЛ БКА "ЭКСПРЕСС"	50	4,425.00
ТЕРМИНАЛ БКА "ЭКСПРЕСС"	50	4,425.00
TEREN ASFALTAT	50	7,454.00
ТЕЛЕВИЗОР "АЛЬФА"	50	1,098.00
ТЕЛЕВИЗОР "АЛЬФА"	50	1,724.00
ТЕЛЕВИЗОР "ГОРИЗОНТ"	50	1,500.00
ТЕЛЕВИЗОР "УФОН"	50	5,184.00
ТЕЛЕГРАФН.АППАРАТЫ Ф-1100	50	99,820.00
ТЕЛЕГРАФНАЯ КАНАЛООБРАЗУЮЩАЯ АППАРАТУРА	50	7,872.00
ТЕЛЕЖКА	50	7,669.00
ТЕЛЕЖКА А 355	50	5,469.00
ТЕЛЕЖКА А-355	50	28,822.00
ТЕЛЕЖКА В СБ. БЕЗ 433-432 3ТЭ10М	50	1,776,537.00
ТЕЛЕЖКА САМОХОДНАЯ	50	5,896.00
ТЕЛЕЖКА БАГАЖН.	50	4,743.00
ТЕЛЕЖКИ ВСБ. 2Т310Л	50	1,376,327.00
ТЕЛЕФОННАЯ КАНАЛИЗАЦИЯ СТ.РЫБНИЦА	50	46,920.00
ТЕЛЬФЕР ЭЛ.	50	2,048.00

ТЕПЛОВОЗ 2ТЭ10 Л 2248 АБ	50	2,727,095.00
ТЕПЛОВОЗ СЕРИИ ЧМЭ-3 N 3871	50	1,100,000.00
ТЕПЛОВОЗ 3ТЭ10 М 0026 В	50	1,350,000.00
ТЕПЛОВОЗ 3ТЭ10 М 0033 АВБ	50	6,126,319.00
ТЕПЛОВОЗ 3ТЭ10 М 1232 АВБ	50	6,126,293.00
ТЕПЛОВОЗ 3ТЭ10 М 1259 АБ	50	2,727,120.00
ТЕПЛОВОЗ ЧМЭ-3 2938	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 4912	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 6767	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 6771	50	1,100,000.00
ТЕПЛОВЫЕ СЕТИ	50	148,995.00
ТЕПЛОСЕТИ	50	432,602.00
ТЕПЛОСЕТИ	50	885,176.00
ТЕПЛОСЕТИ	50	296,177.00
ТЕПЛОСЕТИ	50	429,420.00
TOALETA CU 10 GAURI DS RIBNITA	50	39,707.00
Toaleta cu 2 despartituri	50	5,157.00
TOALETA CU 2 GAURI st.PERVOMAISCOE	50	3,282.00
TOALETA CU 2 GURI st.NOVOSAVITSCAIA	50	3,750.00
TOALETA CU 4 GAURI st.COLBASNA	50	7,548.00
TOALETA CU 4 GAURI st.VARANCAU	50	11,861.00
TOALETA CU 4 GAURI A MAGAZIEI DE MARFURI st.TIRASPOL	50	10,782.00
Toaleta cu anexa st Varnita 2	50	35,002.00
Toaleta garii st. Bender 1	50	94,135.00
TOALETA st.BENDER	50	4,688.00
ТОКАРНО-ВИНТОРЕЗН-СТАНОК N101 1А 616	50	9,100.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	18,850.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	75,702.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	5,896.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	39,247.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	62,465.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	13,325.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	13,325.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	15,295.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	17,596.00
ТОРЦОВАЯ ПЛАТФОРМА Д/ВЫГРУЗКИ ТЕХНИКИ	50	50,354.00
ТОПЛЕВОПОДОГРЕВАТЕЛЬ	50	20,036.00
ТОПЛИВОЗАПРАВЩИК МАЗ 66-33	50	50,000.00
ТРАВЕРСА П/АВТОМАТ.	50	13,000.00
ТРАВЕРСА П/АВТОМАТ.	50	18,200.00
ТРАНСФОРМАТОР	50	2,940.00
ТРАНСФОРМАТОР	50	3,021.00
ТРАНСФОРМАТОР	50	4,557.00
ТРАНСФОРМАТОР	50	1,496.00
ТРАНСФОРМАТОР 20 ПВА	50	4,916.00
ТРАНСФОРМАТОР 3-Х ФАЗН.	50	1,148.00
ТРАНСФОРМАТОР 3-Х ФАЗН.	50	1,148.00
ТРАНСФОРМАТОР 3-Х ФАЗН.	50	1,148.00
ТРАНСФОРМАТОР ВД-401	50	4,185.00
ТРАНСФОРМАТОР СВАРОЧНЫЙ ТДМ-317IY2	50	1,028.00

ТРАНСФОРМАТОРНАЯ ПОДСТАНЦИЯ N235 ТИРАСПОЛЬ	50	21,648.00
ТРАНСФОРМАТОРНАЯ ПОДСТАНЦИЯ ЛЕВАДА	50	7,650.00
ТРАНСФОРМАТОРНАЯ ПОДСТАНЦИЯ ПАРКАНЫ РАЗДЕЛЬНАЯ ТП	50	68,340.00
ТРАНФОРМАТОР СВАРОЧНЫЙ ТДМ-40	50	1,984.00
ТРАКТОР МТЗ-80 12-73 ЛЧ	50	30,800.00
ТРАКТОР Т-150 CUB-145	50	43,800.00
ТРАКТОР ЮМЗ-6 12-74 ЛЧ	50	36,400.00
ТРАКТОР ЮМЗ-6 CUB-139	50	34,000.00
ТРАКТОР ЮМЗ-6 CUB-144	50	40,267.00
ТРУБА СБОРНАЯ Ж/Б ОДНООЧ. 3 650 БЕНДЕРЫ-ХАДЖИМУС	50	57,240.00
ТРУБА КАМЕН. ОДНООЧ. 1479 583 НОВОСАВИЦКАЯ-ТИРАСПОЛЬ	50	57,240.00
ТРУБА КАМЕН. ОДНООЧ. 1484 366 ТИРАСПОЛЬ-БЕНДЕРЫ	50	57,240.00
ТРУБА КАМЕН. ОДНООЧ. 1494 260 ВАРНИЦА	50	57,240.00
ТРУБА КАМЕННА-Я РЫБНИЦА СЛОБОДКА 123+500 29,42М	50	121,888.00
ТРУБА КАМЕННАЯ УЧ РЫБНИЦА -СЛОБОДКА 127+568 37,13	50	75,008.00
ТРУБА КАМЕННАЯ УЧ РЫБНИЦА-СЛОБОДКА 144+713 7,80М	50	4,688.00
ТРУБА КАМЕННАЯ УЧ. РЫБНГИЦА-СЛОБОДКА 136+751 29,95 М	50	145,328.00
ТРУБА КАМЕННАЯ УЧ. РЫБНИЦА -СЛОБОДКА 136+408 27,05М	50	178,144.00
ТРУБА КАМЕННАЯ УЧ. РЫБНИЦА-СЛОБОДКА 132+688 30,02М	50	196,896.00
ТРУБА КАМЕННАЯ УЧ. РЫБНИЦА-СЛОБОДКА 136+751 29,95М	50	145,328.00
ТРУБА КАМЕННАЯ УЧ. РЫБНИЦА-СЛОБОДКА 138+411 32,99М	50	295,344.00
ТРУБА КАМЕННАЯ УЧ.РЫБНИЦА-СЛОБОДКА 139+463 35,81М	50	178,144.00
ТРУБА КАМЕННАЯ УЧ.РЫБНИЦА-СЛОБОДКА 140+635 22,63М	50	243,776.00
ТРУБА КАМЕННАЯ УЧРЫБНИЦА-СЛОБОДКА128+874 34,7М	50	290,656.00
ТРУБА Ж/Б РЫБНИЦА -СЛОБОДКА 123+934 17,85М	50	56,256.00
ТРУБА Ж/Б 18+105 НАПР.КУЧУРГАН-КОРОТКОЕ	50	57,240.00
ТРУБА Ж/Б 2-Х ОЧК. 24 065 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧ. 1475 672 НОВОСАВИЦКАЯ-ТИРАСПОЛЬ	50	57,240.00
ТРУБА Ж/Б ОДНООЧ. 1481 995 ТИРАСПОЛЬ-БЕНДЕРЫ	50	57,240.00
ТРУБА Ж/Б ОДНООЧ. 1490 408 ТИРАСПОЛЬ-БЕНДЕРЫ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 10 97 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 11 230 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 11 643 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 12 697 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 13 417 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 14 492 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 15 449 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 17 011 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 18 938 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 20 371 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 26 268 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 27 324 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 4 431 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 5 103 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 5 218 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 5 497 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 5 681 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 5 931 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 6 590 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 7 036 КУЧУРГАН-КОРОТНОЕ	50	57,240.00

ТРУБА Ж/Б ОДНООЧК. 7 420 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 7 565 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 7 677 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 8 336 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б ОДНООЧК. 8 626 КУЧУРГАН-КОРОТНОЕ	50	57,240.00
ТРУБА Ж/Б УРЫБНИЦА-СЛОБОДКА 136+076 12,0 М	50	9,376.00
ТРУБА Ж/Б УЧ РЫБНИЦА-СЛОБОДКА 129+235 16,05 М	50	14,064.00
ТРУБА Ж/Б УЧ РЫБНИЦА-СЛОБОДКА 130+825 15,15М	50	32,816.00
ТРУБА Ж/Б УЧ. РЫБНИЦА-СЛОБОДКА 134+871 15,6 М	50	46,880.00
ТРУБА Ж/Б УЧ. РЫБНИЦА-СЛОБОДКА 135+324 6,15 М	50	9,376.00
ТРУБА Ж/Б УЧ. РЫБНИЦА-СЛОБОДКА 143+053 13,85 М	50	70,320.00
ТРУБА Ж/Б УЧ. РЫБНИЦА-СЛОБОДКА135+913 8,25М	50	18,752.00
ТРУБА Ж/Б УЧРЫБНИЦА -СЛОБОДКА 134+700 13,4 М	50	18,752.00
ТРУБОПРОВОДЫ ПОДЗЕМНЫЕ ТНТС БЕНДЕРЫ	50	101,945.00
TRANSFORMATOR	50	7,300.00
TRANSFORMATOR ELECTRIC DE SUDURA	50	5,220.00
Transformator de putere st Ribnita	50	4,325.00
TRANSFORMATOR DE SUDURA	50	6,250.00
Transnistria casa de locuit nr. 2 statia Varancau	50	151,937.00
Trasa de energie termica a punctului de montor	50	11,466.00
TRASEU DE INCALZIRE st.PROMISLENAIA - RIBNITA	50	3,700.00
Trasnistria apartament st.Tiraspol 1	50	27,577.00
Trasnistria bloc locativ nr. 1 statia Colbasna	50	161,392.00
Trasnistria bloc locativ or. Tighina str. Bender. Vostanie 56	50	144,452.00
Trasnistria bloc locativ nr. 2 statia Colbasna	50	147,407.00
Trasnistria bloc locativ or Tighina str. Borodina 6	50	72,226.00
Trasnistria bloc locativ or. Ribnita str. Zavadscogo 1A	50	88,838.00
Trasnistria bloc locativ or. Tighina str. . Borodina 8 ap. . 2	50	78,792.00
Trasnistria bloc locativ or. Tighina str. Depovscaia 3	50	315,168.00
Trasnistria bloc locativ or. Tighina str. Belitcogo 36	50	105,056.00
Trasnistria bloc locativ or. Tighina str. Bender. Vostanie 17	50	9,705,273.00
Trasnistria bloc locativ or. Tighina str. Benderscogo Vostanie 54	50	151,018.00
Trasnistria bloc locativ or. Tighina str. Benderscogo Vostanie 9	50	617,204.00
Trasnistria bloc locativ or. Tighina str. Borodina 2	50	5,012,370.00
Trasnistria bloc locativ or. Tighina str. Borodina 4	50	105,056.00
Trasnistria bloc locativ or. Tighina str. Borodina 5	50	85,358.00
Trasnistria bloc locativ or. Tighina str. Borodina 7	50	78,792.00
Trasnistria bloc locativ or. Tighina str. Comunisticescaia 2	50	111,622.00
Trasnistria bloc locativ or. Tighina str. Comunisticescaia 2 B	50	105,056.00
Trasnistria bloc locativ or. Tighina str. Depovscaia 1	50	157,584.00
Trasnistria bloc locativ or. Tighina str. Depovscaia 11	50	111,622.00
Trasnistria bloc locativ or. Tighina str. Depovscaia 5	50	354,564.00
Trasnistria bloc locativ or. Tighina str. Depovscaia 7	50	315,168.00
Trasnistria bloc locativ or. Tighina str. Dzerjinscogo 27a	50	787,920.00
Trasnistria bloc locativ or. Tighina str. Fiodorova 24	50	308,602.00
Trasnistria bloc locativ or. Tighina str. Fiodorova 10	50	341,432.00
Trasnistria bloc locativ or. Tighina str. Fiodorova 14	50	118,188.00
Trasnistria bloc locativ or. Tighina str. Fiodorova 26	50	308,602.00
Trasnistria bloc locativ or. Tighina str. Fiodorova 28	50	321,734.00
Trasnistria bloc locativ or. Tighina str. Fiodorova №18	50	370,030.00

Trasnistria bloc locativ or. Tighina str. Fiodorova №20	50	288,904.00
Trasnistria bloc locativ or. Tighina str. Halturina 6	50	3,901,667.00
Trasnistria bloc locativ or. Tighina str. Leningradscaia 54 ap.24	50	78,861.00
Trasnistria bloc locativ or. Tighina str. Reveneala 1a	50	45,962.00
Trasnistria bloc locativ or. Tighina str. Reveneala 2	50	2,547,608.00
Trasnistria bloc locativ or. Tighina str. Reveneala 2 A	50	2,922,487.00
Trasnistria bloc locativ or. Tighina str. Reveneala 6	50	85,358.00
Trasnistria bloc locativ or. Tighina str. Reveneala 8	50	85,358.00
Trasnistria bloc locativ or. Tighina str. Starogo 2	50	111,622.00
Trasnistria bloc locativ or. Tighina str. Starogo 2 B	50	98,490.00
Trasnistria bloc locativ or. Tighina str. Starogo 28	50	91,924.00
Trasnistria bloc locativ or. Tighina str. Titova 72	50	118,188.00
Trasnistria bloc locativ or. Tighina str. Titova 74	50	45,962.00
Trasnistria bloc locativ or. Tighina str. Tittova 62	50	164,150.00
Trasnistria bloc locativ or. Tighina str. Vostania 17 A	50	2,403,420.00
Trasnistria bloc locativ or.Tighina str. Feroviarilor 16	50	646,579.00
Trasnistria bloc locativ satul Corotnoie 11	50	302,036.00
Trasnistria bloc locativ str. Novosavitcaia 1	50	157,584.00
Trasnistria bloc locativ str. Novosavitcaia 2	50	32,830.00
Trasnistria bloc locativ str. Novosavitcaia 3	50	151,018.00
Trasnistria casa de locuit nr.1 Varancau	50	157,059.00
Trasnistria casa de locuit or. Ribnita 1-1 p. Vorosilova. 11	50	70,650.00
Trasnistria casa de locuit or. Ribnita str. Feroviarilor 10	50	323,572.00
Turn de iluminat st. Colbasnaia 3 buc	50	29,872.00
Turn de iluminat st. Ribnita 4 buc	50	23,065.00
Телеграфные аппараты F-1100	50	23,560.00
Телеграфные аппараты F-2000	50	40,300.00
Телеграфные аппараты -1100	50	49,600.00
Телетайп F-2000	50	18,600.00
Телетайп F-2000	50	18,600.00
Телетайп F-2000	50	18,600.00
Телетайп F-2000	50	18,600.00
Телефоная канализация Бендеры-Раздельная.	50	221,340.00
Телефонизация жилого дома Бендеры	50	6,120.00
Телефонная связь пост ЭЦ Новосавицкая	50	24,050.00
Телефонная парковая связь Новосавицкая	50	26,650.00
Телефонная парковая связь Тирасполь пост N1 N2	50	29,900.00
Телефонная связь Бендеры	50	659,400.00
Телефонная связь пост ЭЦ Тирасполь	50	26,650.00
Телефонный кабель марки ТППБ30-2 1025м	50	30,450.00
ТИСКИ СЛЕСАРНЫЕ	50	2,004.00
ТП-166 БЕНДЕРЫ I	50	69,870.00
ТУРБОКОМПРЕССОР 2Т	50	171,559.00
ТУРБОКОМПРЕССОР ЛЕВЫЙ М-62	50	105,848.00
UMBRAR PENTRU MARFA FINISATA st.BENDER	50	165,509.00
UPS POWERCOM ULT 1000A ON-LINE	50	5,783.00
UPS POWERCOM ULT 1000A ON-LINE	50	5,783.00
UPS POWERCOM ULT 1000A ON-LINE	50	5,783.00
UPS POWERCOM ULT 1000A-ON-LINE	50	5,783.00
UPS POWERCOM ULT1000F ON-LINE	50	5,783.00

UPS ИСТОЧНИК ПИТАНИЯ	50	4,212.00
Utilaj PT-378 Ribnita	50	30,636.00
Utilaj de putere longitudinala LE Ribnita Slobodca	50	57,977.00
Utilaj PT -368 dezvoltarea caii st Ribnita	50	192,912.00
Utilaj PT-378 st Ribnita	50	16,397.00
Vagon de serviciu № вагона 37409547	50	477,821.00
WC	50	1,979.00
WC 010015	50	7,430.00
WC 010114	50	4,333.00
ХОЗФЕКАЛЬНАЯ КАНАЛИЗАЦИЯ	50	26,704.00
ХОЛОДИЛЬНИК "НОРД"	50	3,291.00
ХОЛОДИЛЬНИК НОВД 2Х КАМЕРНЫЙ	50	6,798.00
ХОЛОДИЛЬНИК НОВД 2Х КАМЕРНЫЙ	50	6,798.00
ХОЛОДИЛЬНИК НОРД 240-3	50	7,560.00
ХОЛОДИЛЬНИК ШХ-1,2	50	3,120.00
ХОЛОДИЛЬНЫЕ АГРЕГАТЫ	50	8,905.00
ХОЛОДИЛЬНЫЙ ПРИЛАВОК	50	6,292.00
ХОЛОДИЛЬНЫЙ ШКАФ	50	3,373.00
ХОЛОДИЛЬНЫЙ ШКАФ	50	4,160.00
ХОЛОДИЛЬНЫЙ ШКАФ ШХ-1-12	50	3,373.00
ХОППЕР-ДЛЯ ЦЕМЕНТА 93097665	50	82,000.00
ХОППЕР-ДЛЯ ЦЕМЕНТА 93119378	50	82,000.00
ХОППЕР-ДЛЯ ЦЕМЕНТА 93219160	50	82,000.00
ХОППЕР-ДЛЯ ЦЕМЕНТА 93590057	50	82,000.00
ХОППЕР-ДЛЯ ЦЕМЕНТА 93603504	50	82,000.00
ХОППЕР-ДЛЯ ЦЕМЕНТА 93630010	50	82,000.00
ХРАНИЛИЩЕ НЕФТЕПРОДУКТОВ В ТАРЕ	50	11,316.00
А.МАШ.ВАЗ 21213 СНТ213 ДС РЫБНИЦА	50	59,083.00
А.МАШ.КАМАЗ 5320 ССД 202 МП-1	50	102,029.00
АНАЛОГО-ШИФРОВОЙ РАДИОТЕЛЕФОН КТСН-258	50	4,779.00
AUTOMOBIL *MITUBISI CAJ 206*	50	29,000.00
АБ Ревака 1523-1507км	50	1,000.00
АВТОМОБИЛЬ ГАЗ-3307 А534 АК	50	43,800.00
АВТО МАШИНА ВАЗ 2107 А 466 АМ	50	12,950.00
АВТО МАШИНА ГАЗ 53-12 АЦ А 487 АМ	50	4,480.00
АВТО МАШИНА ГАЗ-52 10-42 МВЗ А035АТ	50	45,000.00
АВТО МАШИНА ГАЗ-52-04 ЛЕТУЧКА А 366 АМ	50	8,280.00
АВТОБУС ИКАРУС 260	50	25,053.00
АВТОГРЕЙДЕР ДЗ-143-6	50	37,000.00
АВТОДОРОГА	50	70,699.00
АВТОКЛАВ ГК-100-3М	50	35,541.00
АВТОМАШИНА *ГАЗ-24*	50	2,381.00
АВТОМАШИНА ГАЗ-52	50	40,700.00
АВТОМАШИНА ЗИЛ -4502 А 490АМ	50	8,760.00
АВТОМАШИНА ЗИЛ 4502 А-361 АМ	50	14,405.00
АВТОМАШИНА ЗИЛ-4502 05-18 МПА	50	5,060.00
АВТОМАШИНА КАМАЗ -5410 ТЯГАЧ -А 572 АМ	50	15,972.00
АВТОМАШИНА ГАЗ 52-04 ПУТЕРЕМОНТНАЯ ЛЕТУЧКА ПМР	50	80,800.00
АВТОМОБИЛЬ А 016АМ	50	113,120.00
АВТОМОБИЛЬ А 017АМ	50	113,646.00

АВТОМОБИЛЬ Г-3307 ГРУЗОВОЙ Г\П 3.5	50	27,500.00
АВТОМОБИЛЬ ГАЗ САЗ 3507 САМОСВАЛ	50	2,055.00
АВТОМОБИЛЬ РАФ 2203 CGP 983	50	92,370.00
АВТОМОБИЛЬ УАЗ-31512 А031АТ МВБ	50	94,006.00
АВТОМОБИЛЬ ШЗ-52-04 БОРТОВАЯ	50	3,008.00
АВТОПОГРУЗЧИК	50	13,852.00
АВТОПОГРУЗЧИК 4014М 5Т	50	21,100.00
АВТОПОГРУЗЧИК 40912-01 1.5Т	50	21,100.00
АВТОСАМОСВАЛ ЗИЛ ММЗ-4502	50	8,271.00
АВТОСАМОСВАЛ КАМАЗ 5511	50	21,343.00
АВТОСТОЯНКА	50	843.00
АВТОСТРОП ЦНИИ-ХИИТ	50	4,975.00
АВТОСТРОП ЦНИИ-ХИИТ	50	5,428.00
АГРЕГАТ АБ-2	50	9,840.00
АГРЕГАТ АБ-4	50	11,653.00
АГРЕГАТ АБ-4	50	11,653.00
АГРЕГАТ АБ-4	50	11,653.00
АГРЕГАТ АБ-4	50	11,653.00
АГРЕГАТ АБ4	50	11,653.00
АГРЕГАТ МНОГОАМПЕРНЫЙ	50	12,482.00
АГРЕГАТ СВАРОЧНЫЙ vБЕНЗИНv АСБ-300	50	16,000.00
АДМИНИСТРАТ БЫТОВОЙ КОРПУС С ТЕПЛОПУНКТОМ	50	578,835.00
АДМИНИСТРАТИВНО-БЫТОВОЙ КОРПУС СТ БЕНДЕРЫ ПЕР ВОКЗ	50	851,787.00
АКВАЛАЙЗЕР ГРАФИТНЫЙ	50	3,477.00
АЛКОТЕСТЕР	50	4,961.00
АППАРАТ "МУСТАНГ"	50	1,874.00
АППАРАТ АЦЕТИЛЕНОВЫЙ	50	2,250.00
АППАРАТ ДЛЯ ВОДЫ	50	2,391.00
АППАРАТ ДЛЯ ВОДЫ	50	2,391.00
АППАРАТ ДЛЯ ВОДЫ	50	2,391.00
АППАРАТ ДЛЯ ВОДЫ	50	2,391.00
АППАРАТ ДЛЯ ВОДЫ	50	2,391.00
АППАРАТ ДЛЯ ВОДЫ	50	2,391.00
АППАРАТ ИВЛ	50	48,956.00
АППАРАТ МНОГОФУНКЦИОНАЛЬНЫЙ	50	2,534.00
АППАРАТ СВАРОЧНЫЙ	50	7,083.00
АППАРАТ УВЧ	50	1,070.00
АППАРАТ УВЧ-66	50	1,541.00
Аппаратура В-2	50	3,250.00
Аппаратура К12+12	50	2,000.00
Аппаратура К-12+12 /полукомплект/	50	1,000.00
Аппаратура П-327-2	50	10,850.00
Аппаратура системы П-302	50	18,850.00
Аппаратура НУП В 3-3	50	8,200.00
Аппаратура К 12+12	50	1,000.00
АППАРЕЛИ СЕКЦИИ МЕТАЛЛ. НОВОСАВИЦКАЯ	50	7,500.00
АСФАЛЬТИРОВАННОЕ ПОКРЫТИЕ	50	19,756.00
АСФАЛЬТОВОЕ ПОКРЫТИЕ ГРУЗОВОГО ДВОРА	50	421,920.00
АЦЕТЕЛЕНОВЫЙ СВАРОЧН АППАРАТ АС -10	50	1,636.00
АЦЕТЕЛЕНОВЫЙ АППАРАТ	50	2,250.00

АЦЕТИЛЕНОВЫЙ ГЕНЕРАТОР АСП-10	50	2,250.00
БАНЯ ЛИНЕЙНО-ПУТЕВАЯ НА 3Ч 1477-042КМ НОВОСАВИЦКАЯ ТИ	50	9,376.00
БАНЯ ЛИНЕЙНО-ПУТЕВАЯ НА 5Ч 1460-539КМ НОВО-САВИЦКАЯ	50	14,064.00
БАК ЦИЛИНДР. ЦИСТЕРНА ТНТС БЕНДЕРЫ	50	1,683.00
БАРАБАН	50	4,724.00
БАРАБАН СУШИЛЬНЫЙ	50	20,605.00
БАРАБАН СУШИЛЬНЫЙ	50	7,040.00
БЕНЗАКОЛОНКА 1КЭР50-0.25-1	50	1,980.00
БЕНЗОАГРЕГАТ АБ-2	50	4,960.00
БЕНЗОАГРЕГАТ АБ-2	50	4,340.00
БЕНЗОАГРЕГАТ АБ-2	50	4,340.00
БЕНЗОАГРЕГАТ АБ-4	50	5,400.00
БЕНЗОАГРЕГАТ АБ-4	50	4,550.00
БЕНЗОАГРЕГАТ АБ-4	50	4,960.00
БЕНЗОАГРЕГАТ АБ-4	50	4,340.00
БЕНЗОАГРЕГАТ АБ-4	50	3,936.00
БЕНЗОАГРЕГАТ АБ-4	50	3,936.00
БЕНЗОКОЛОНКА	50	1,406.00
БЕНЗОКОЛОНКА	50	1,875.00
БЕТОНОСМЕСИТЕЛЬ С-739Б	50	4,256.00
БОЙЛЕРНАЯ ЗДАНИЙ Б-1	50	445,414.00
БРЕЗЕНТ	50	7,894.00
БАЗОВЫЙ БЛОК SZE10	50	68,303.00
БАК ВОДЯНОЙ	50	2,179.00
БАЛОН КИСЛОРОДНЫЙ	50	1,850.00
БАЛОН КИСЛОРОДНЫЙ	50	1,850.00
БЕНЗОВОЗ МАЗ-5334 {АВТОТОПЛИВОЗАПРАВЩИК}	50	11,623.00
БЕНЗОПИЛА	50	7,500.00
БЕНЗОПИЛА	50	2,917.00
БЕНЗОПИЛА *ДРУЖБА-4М*	50	2,483.00
БЕНД 2 ПОД РЕМ НА ПУТЯХ 3,5,7,11,12,15,24,27 ПРОБ 0,705КМ	50	13,130.00
БЕНД 2 ПОД РЕМ СП N29,107,121	50	88,798.00
БЕНД-1 СМ.СП НА Ж/Б БРУСЬЯХ СП N120,129,133,	50	320,269.00
БЕНДЕРЫ 2 СМЕНА СП 115	50	207,977.00
БЕНДЕРЫ-2 СР.РЕМ.14 ПУТИ /ПРОТЯЖ.0.825 КМ/	50	592,610.00
БЕНЗОКОЛОНКА	50	57,115.00
БЕНЗОКОЛОНКА	50	57,115.00
БЕНЗОПИЛА	50	4,800.00
БЕНЗОПИЛА ДРУЖБА ПМР	50	6,200.00
БЕТОНОМЕШАЛКА СБ-153	50	3,660.00
БЕТОНОУКЛАДЧИК СМЖ-695	50	11,720.00
БЕТОНОМЕШАЛКА	50	16,844.00
БЕТОНОМЕШАЛКА	50	16,844.00
БЕТОНОМЕШАЛКА	50	4,375.00
БЕТОНОМЕШАЛКА	50	2,182.00
БЕТОНОМЕШАЛКА	50	7,080.00
БИБЛИОТЕКА	50	2,479.00
БИЛЕТНО-КАССОВАЯ АППАРАТУРА "ЭКСПРЕСС-2А-Б"	50	9,217.00
БИЛЕТНО-КАССОВЫЕ АППАРАТЫ	50	4,425.00
БИЛЕТНО-КАССОВЫЕ АППАРАТЫ	50	4,425.00

БИЛЕТНО-ПЕЧАТАЮЩИЕ МАШИНЫ ОКА 400	50	6,600.00
БИЛЕТО-ПЕЧАТАЮЩАЯ МАШИНА ОКА-400	50	1,115.00
БИЛЕТО-ПЕЧАТАЮЩАЯ МАШИНА ОКА-400	50	2,200.00
БИЛЕТО-ПЕЧАТАЮЩАЯ МАШИНА ОКА-400	50	2,200.00
БИЛЕТО-ПЕЧАТАЮЩАЯ МАШИНА ОКА-400	50	2,200.00
БЛОКИ КОСОМОТОРНЫЕ	50	6,507,949.00
БЛАГОУСТРОЙСТВА	50	18,304.00
БЛОК БЕСПЕР.ПИТАНИЯ	50	1,878.00
БЛОК ПИТАНИЯ	50	1,073.00
БЛОК ПИТАНИЯ	50	2,022.00
БЛОК ПИТАНИЯ РvТЕЛЕФ.	50	2,007.00
БЛОК ПИТАНИЯ	50	1,544.00
БЛОК ПУНКТ АВТОЗАПРАВОЧНАЯ ТБ-170 00 000 ПС	50	46,083.00
БЛОК СЛУЖЕБНЫХ ЗДАНИЙ	50	12,199,231.00
БЛОК-ПУНКТ АВТОЗАПРАВОЧНАЯ ТБ -170	50	85,227.00
БОЙЛЕР	50	1,633.00
БОЙЛЕР	50	2,322.00
БОЙЛЕР	50	2,322.00
БОЙЛЕР 50Л.	50	1,843.00
БОЙЛЕР 50Л.	50	1,843.00
БОЙЛЕР 50Л.	50	2,223.00
БОЙЛЕР 80Л.	50	1,911.00
БОКСЫ ДЛЯ РЕМОНТА АВТОТРАНСПОРТА НА 8 СТОЯНОЧНЫХ.МЕ	50	12,458.00
БОЛЬШОЙ ОПЕРАЦИОННЫЙ НАБОР	50	47,361.00
БОЛЬШОЙ ОПЕРАЦИОННЫЙ СТОЛ	50	13,376.00
БОЧКА ДЛЯ ВОДЫ vПРИЦЕП v	50	5,133.00
БУНКЕР ПЕСКОРАЗДАТОЧНЫЙ	50	9,243.00
БУНКЕР РАЗДАТ СМЖ-2В	50	16,060.00
БУЛЬДОЗЕР ДТ-75 CUB-140	50	22,000.00
БУЛЬДОЗЕР ДЗ-109	50	15,991.00
БУЛЬДОЗЕР ДЗ-110В	50	26,300.00
БУЛЬДОЗЕР МК-21 НА БАЗЕ Т-170	50	31,901.00
ВАГОН 4-Х ОСН.КЛАД.БРУНЬКО	50	39,000.00
ВАГОН 4-Х ОСН. Ц/М КЛАДОВЫЕ БРУН. 0410502	50	143,000.00
ВАГОН ГРУЗ. 4-Х ОСН. КЛАДОВАЯ N 82	50	39,000.00
ВАГОН КРЫТЫЙ КУБОВАЯ 23294473	50	146,900.00
ВНУТРЕННИЙ ПРОЕЗД И ПЛОЩАДКА Г БЕНДЕРЫ ПЕР.ВОКЗАЛЬНЫ	50	248,362.00
ВАГОН N10627	50	1,030,000.00
ВАГОН ГРУЗОВОЙ 87737532	50	335,920.00
ВАГОН ГРУЗОВОЙ 87748471	50	335,920.00
ВАГОН ГРУЗОВОЙ 87748489	50	335,920.00
ВАГОН ГРУЗОВОЙ N 87748414	50	335,920.00
ВАГОН ДЛЯ ПЕРЕВОЗКИ СРЕДНЕТОН.КОНТЕЙНЕРОВ 32206427	50	80,000.00
ВАГОН ПЕРЕДВИЖНОЙ ПО-274	50	11,203.00
ВАГОН ПОЖАРНОГО ПОЕЗДА N1488	50	646,400.00
ВАГОН СЛУЖЕБНЫЙ N37416492	50	423,309.00
ВАГОН-ЭЛ.СТАНЦИЯ № 37418118	50	424,320.00
ВАГОН N9701937 реп	50	424,320.00
ВАГОН ЦМК 03980208	50	1,030,000.00
ВАГОН ЦМК N 03980257	50	1,030,000.00

ВАГОН ЦМК N 03980273	50	1,030,000.00
ВАГОН ЦМК N 03980281	50	1,030,000.00
ВАЗ-21	50	10,773.00
ВАННА ДЛЯ БЕТОНА	50	1,394.00
ВАННА ДЛЯ БЕТОНА	50	1,394.00
ВЕНТИЛЯТОР ВЦ 4-75-315 15КВ	50	2,839.00
ВЕНТИЛЯТОР ВЦ 4-75-315 22КВТ	50	2,839.00
ВЕНТИЛЯТОР К 200М	50	3,850.00
ВЕНТИЛЯТОР К 200М	50	3,850.00
ВЕНТИЛЯТОР ПРОМЫШЛЕННЫЙ	50	1,984.00
ВЕЛОСТОЯНКА	50	8,753.00
ВЕРСТАК СЛЕСАРНЫЙ	50	2,925.00
ВЕРТИКАЛЬНО -СВЕРЛИЛЬНЫЙ СТАНОК Г БЕНДЕРЫ ПЕР ВОКЗАЛ	50	4,472.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ НЕЧЕТН.ПУТЬ НАПРАВЛЕНИЯ БЕНД-Б	50	828,845.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ НЕЧЕТНЫЙ ПУТЬ НАПР.КУЧУРГАН -БЕ	50	1,332,710.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ НЕЧЕТНЫЙ ПУТЬ НАПР.КУЧУРГАН-БЕ	50	7,552,070.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ НЕЧЕТНЫЙ ПУТЬ НАПР.ТИРАСПОЛЬ-Б	50	1,776,960.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ СТ БЕНДЕРЫ -I	50	6,057,170.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ СТ БЕНДЕРЫ-II	50	3,653,033.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ СТ ТИРАСПОЛЬ	50	6,104,700.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ ЧЕТНЫЙ ПУТЬ НАПР КУЧУРГАН -БЕНД	50	8,801,520.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ ЧЕТНЫЙ ПУТЬ НАПР КУЧУРГАН-БЕНД	50	1,035,475.00
ВЕРХНЕЕ СТРОЕНИЕ ПУТИ ЧЕТНЫЙ ПУТЬ НАПР ТИРАСПОЛЬ-БЕН	50	1,553,210.00
ВЕСЫ	50	1,209.00
ВЕСЫ НАПОЛЬНЫЕ	50	1,323.00
ВИБРАТОР ГЛУБИННЫЙ	50	1,850.00
ВИБРАТОР ГЛУБИННЫЙ	50	1,850.00
ВИБРАТОР ГЛУБИННЫЙ	50	1,850.00
ВИБРАТОР ГЛУБИННЫЙ	50	1,850.00
ВИБРАТОР ГЛУБИННЫЙ	50	1,850.00
ВИБРАТОР ЭЛ МЕХ ГЛУБ ИВ 116	50	1,503.00
ВИБРАТОР ЭЛ МЕХ ГЛУБ ИВ 116А	50	1,639.00
ВИБРАТОР ЭЛ МЕХ ГЛУБ ИВ116 А	50	2,404.00
ВИБРАТОР ЭЛ МЕХ ГЛУБ ИВ-117	50	1,412.00
ВИБРОВЫБИВАЛКА	50	8,713.00
ВИБРОВЫБИВАЛКА	50	8,713.00
ВИБРОПЛОЩАДКА СМЖ-187	50	4,100.00
ВИБРО-СТОЛ ДЛЯ ЗАЛИВКИ ФОРМ	50	6,389.00
ВИБРО-СТОЛ ДЛЯ ЗАЛИВКИ ФОРМ	50	6,389.00
ВИДЕОКАМЕРА	50	2,660.00
ВИДЕОКАМЕРА	50	5,321.00
ВИДЕОМОНИТОР	50	2,696.00
ВИТРИНА ДЛЯ РАСПИСАНИЯ	50	4,652.00
ВОДОНАГРЕВАТЕЛЬ	50	4,299.00
ВОДОНАГРЕВАТЕЛЬ	50	4,299.00
ВОДОНАГРЕВАТЕЛЬ ПВВ 14	50	2,583.00
ВОДОМЕР ДИАМЕТР 40 КВБ ЗАВ N 00805	50	1,767.00
ВОДОПРОВОД СТ БЕНДЕРЫ ПЕР ВОКЗАЛЬНЫЙ 8	50	2,128.00
ВОЗДУШНЫЙ КОМПРЕССОР РЫБНИЦА	50	2,697.00
ВОЗДУШНАЯ ЛЭП 10КВ АБИ ПЭС УЧ-К БЕНДЕРЫ КАУШАНЫ 8.2КМ	50	994,837.00

ВОЗДУШНАЯ ЛЭП ВТОРОЙ ПУТЬ БЕНДЕРЫ КАЛФА 1.8КМ	50	437,724.00
ВОРОТА ЖЕЛЕЗНЫЕ	50	6,053.00
ВСП НЕЧЕТН.ПУТЬ НАПРАВЛЕНИЕ БЕНДЕРЫ-БЕССАРАБКА	50	8,979,125.00
всп ст бендеры-1 (усиление)	50	85,374.00
всп ст тирасполь (усиление)	50	10,246.00
ВСП СТ.БЕНДЕРЫ-1	50	16,741,176.00
ВЫПРЯМИТЕЛЬ	50	6,395.00
ВЫПРЯМИТЕЛЬ ВД303	50	14,800.00
ВЫПРЯМИТЕЛЬ ВД-306	50	14,800.00
ВЫСОКОВОЛЬТНАЯ ЛИНИЯ	50	6,659.00
Г-4-151	50	1,872.00
ГАРАЖ ДЛЯ АВТОМАШИН 1480-582КМ ТИРАСПОЛЬ	50	14,064.00
ГАЙКОВЕРТ ГБЗ-2	50	7,802.00
ГАЙКОВЕРТ ГБЗ-2	50	7,802.00
ГЕНЕРАТОР	50	4,421.00
ГЕНЕРАТОР	50	24,122.00
ГАЗИФИКАЦИЯ АБК БЕНДЕРСКОГО Р-ОНА ЭЛЕКТРОСЕТЕЙ	50	50,740.00
ГАЗОНОКОСИЛКА	50	4,776.00
ГАЗОНОКОСИЛКА	50	4,276.00
ГАЗОНОКОСИЛКА	50	11,388.00
ГАЗОВОЕ ОБОРУДОВАНИЕ -ПД10	50	8,278.00
ГАЗОВЫЙ ОТОПИТЕЛЬ ТИП *МОРА* 6111	50	2,964.00
ГАЗОВЫЙ СЧЕТЧИК G-10	50	3,773.00
ГАЗОВЫЙ СЧЕТЧИК G-10	50	3,773.00
ГАЗОНОКОСИЛКА	50	7,894.00
ГАЗОПРОВОД	50	6,346.00
ГАЗОПРОВОД [ПОСТ ЭЦ]	50	4,440.00
ГАЗОПРОВОД НАДЗЕМНЫЙ ПОДЗЕМНЫЙ	50	104,622.00
ГАЗОПРОВОД НИЗКОГО ДАВЛЕНИЯ	50	45,822.00
ГАЗОПРОВОД НАРУЖНЫЙ 30М	50	2,500.00
ГАЗОПРОВОД НАРУЖНЫЙ 606М	50	50,491.00
ГАЗОПРОВОД ПЛАЗМ УСТАН.	50	50,051.00
Газофикация Бендерского узла	50	14,620.00
ГАЗОФИКАЦИЯ СУШИЛКИ БАШМАЧНИКОВ	50	8,639.00
Газофикация участка ЭЦ Ливада связевая	50	5,470.00
ГАЙКОВЕРТ	50	4,847.00
ГАЙКОВЕРТ	50	1,797.00
ГАЙКОВЕРТ	50	5,828.00
ГАЙКОВЕРТ	50	11,800.00
ГАЙКОВЕРТ	50	17,484.00
ГАЙКОВЕРТ	50	5,828.00
ГАРАЖ ДЛЯ АВТОМАШИН БЕНДЕРЫ	50	124,177.00
ГАРАЖ ДЛЯ ТЕХНОЛОГИЧЕСКОГО А/ТРАНСПОРТА БЕНДЕРЫ ПЕР	50	7,662.00
ГАРАЖ ПРИ ПЛОЩАДКЕ НА 2 ОТДЕЛЕНИЯ СТ БЕНДЕРЫ ПЕР ВОК	50	75,730.00
ГАРАЖ С ПРИСТРОЕННОЙ МАСТЕРСКОЙ	50	77,274.00
ГАРАЖ-СКЛАД (передвижной)	50	6,000.00
ГАРАЖ-СКЛАД (передвижной)	50	6,000.00
ГАСТРОДУОНЕСКОП	50	94,860.00
ГАСТРОСКОП	50	4,101.00
ГАСТРОСКОП	50	50,578.00

ГЕНЕРАТОР АЦЕТИЛЕНОВЫЙ АСП-10	50	2,250.00
ГЕНЕРАТОР АЦИТИЛЕНОВЫЙ АСП-10	50	2,250.00
ГЕНЕРАТОРНАЯ ТЕПЛА 10 ОКОЛОТОК	50	6,808.00
ГЕНЕРАТОРНАЯ ТЕПЛА И ОБОРУДОВАНИЕ	50	181,671.00
ГЕНЕРАТОР АЦИТЕЛЕНОВЫЙ АСП-10	50	2,250.00
ГИДРОМЕХ.ПЕРЕДАЧА С 2-8-83076	50	268,435.00
ГИДРОПРИВОД	50	55,994.00
ГИДРОПРИВОД М -62	50	23,255.00
ГИДРОРАЗГОНЩИК	50	9,980.00
ГИДРОРАЗГОНЩИК	50	2,110.00
ГИДРОРИХТОВЩИК	50	4,505.00
ГИДРОРИХТОВЩИК	50	4,505.00
ГИДРОРИХТОВЩИК	50	4,505.00
ГИДРОРИХТОВЩИК	50	2,110.00
ГИДРОРИХТОВЩИК	50	4,786.00
ГИДРОРИХТОВЩИК	50	4,786.00
ГИДРОРИХТОВЩИК	50	4,786.00
ГИДРОРИХТОВЩИК	50	4,786.00
ГИДРОРИХТОВЩИК	50	4,786.00
ГИДРОРИХТОВЩИК	50	4,786.00
ГИДРОРИХТОВЩИК	50	1,892.00
ГИДРОРИХТОВЩИК	50	1,892.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГИДРОРИХТОВЩИК	50	4,546.00
ГЛ.ПУТЬ В/С ПУТИ УЧ-КА ВОРОНКОВО-КОЛБАСНАЯ 11 КМ	50	4,610,579.00
ГЛ.ПУТЬ В/С ПУТИ УЧ-КА РЫБНИЦА ВОРОНКОВО23,7 КМ	50	13,876,462.00
ГЛАВНЫЙ КОРПУС	50	286,573.00
ГЛАДИЛЬНАЯ МАШИНА	50	1,640.00
ГРЕЙФЕР	50	2,200.00
ГРЕЙФЕР МОТОРНЫЙ	50	6,800.00
ГРОМКОГОВ.У-ВО	50	2,773.00
ГРОМКОГОВОРИТЕЛЬНОЕ УСТРОЙСТВО	50	2,782.00
ГРОМКОГОВОРИТЕЛЬНОЕ УСТРОЙСТВО	50	2,778.00
Громкоговорящая связь ПТО Бендеры	50	14,950.00
ГРУЗОВАЯ ДРЕЗИНА АГМУ N8183	50	75,087.00
ГРУЗОВОЙ ВАГОН РЕФ.СЕКЦИИ N 87748422	50	335,920.00
ДВЕ КВАРТИРЫ	50	71,720.00
ДЕРЕВООБРАБАТЫВАЮЩИЙ СТАНОК	50	12,400.00
ДЕФЕКТОСКОП "ПОИСК-2"	50	3,020.00
ДОМ ПУТ ОБХ 1480 КМ + 072 СТ ТИРАСПОЛЬ	50	65,660.00
ДОМКРАТ ТЕПЛОВОЗНЫЙ	50	46,397.00
ДОМКРАТЫ 8Т.	50	1,900.00
ДОМКРАТЫ 8Т.	50	1,900.00
ДОМКРАТЫ 8Т.	50	1,900.00

ДОМКРАТЫ ТЭД	50	40,430.00
ДОМИК НА КОНТЕЙНЕРНОЙ ПЛОЩАДКЕ ГРУЗОВОГО ДВОРА ТИР	50	7,193.00
ДОРОГА АСФАЛЬТ.ТЧ БЕНДЕРЫ	50	187,637.00
ДОРОГА ТЧ БЕНДЕРЫ	50	30,383.00
ДОРОГА ТЧ БЕНДЕРЫ	50	33,672.00
ДОРОГА ТЧ БЕНДЕРЫ	50	232,792.00
ДОРОЖНЫЕ ПОКРЫТИЯ И ПРОЕЗД.	50	40,196.00
ДРЕЗИНА МПТ-4 N 245	50	124,171.00
ДРЕЛЬ ЭЛ.	50	2,133.00
ДАТЧИК КОНВЕКСНЫЙ К АППАРАТУ УЗИ	50	27,172.00
ДВЕРИ МЕТАЛЛО-ПЛАСТИКОВЫЕ	50	15,000.00
ДВЕРИ-ВИТРАЖИ	50	20,747.00
ДВИГАТЕЛЬ	50	10,207.00
ДВИГАТЕЛЬ ДЛЯ Ж.Д.КРАНА	50	70,866.00
ДЕРЕВООБРАБ СТАН КСМ	50	4,743.00
ДЕТСКАЯ ПЛОЩАДКА	50	434.00
ДЕФЕКТОСКОП УДС-2 РДМ-2	50	57,000.00
ДЕФЕКТОСКОП УДС-2-РДМ-2	50	27,417.00
ДИНАМОМЕТР	50	1,250.00
ДИНАМОМЕТР 2Т	50	9,222.00
ДИВАН МАЛЮТКА	50	1,343.00
ДИВАН МАЛЮТКА	50	1,641.00
ДИВАН МАЛЮТКА	50	1,492.00
ДИВАН	50	8,957.00
ДИЗЕЛЬ Д-12	50	23,460.00
ДИЗЕЛЬ УД-12	50	27,060.00
ДИЗЕЛЬ-ГЕНЕРАТОР	50	17,712.00
ДИЗЕЛЬ-ГЕНЕРАТОР В СБ 2ТЭ10Л	50	2,094,043.00
ДИЗЕЛЬ-ГЕНЕРАТОР СТ. ВОРОНКОВО	50	6,120.00
ДИЗЕЛЬ-ГЕНЕРАТОР Б/У	50	546,241.00
Дизель-генератор ДГМА-25М-3	50	27,060.00
ДИСТИЛЛЯТОР	50	4,709.00
ДИСТИЛЛЯТОР	50	4,709.00
Дистилятор	50	1,780.00
ДИСТИЛЯТОР	50	7,940.00
ДОБАВЛЯЕТСЯ СТОИМ.ЗАПЧАСТЕЙ К ИНВ.N058002	50	1,842.00
ДОБАВЛЯЕТСЯ СТОИМОСТЬ ЗАП.ЧАСТЕЙ К ИНВ.N058004	50	1,013.00
ДОКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ	50	1,136.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,133.00
ДОМКРАТ	50	1,681.00
ДОМКРАТ	50	1,681.00
ДОМКРАТ	50	1,681.00
ДОМКРАТ	50	1,681.00

ДОМКРАТ	50	4,584.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	2,624.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,167.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,250.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,400.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00

ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,224.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	2,178.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	1,089.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	3,268.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	2,178.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ	50	2,178.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8Т	50	1,223.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8Т	50	1,223.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8ТН	50	1,223.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8ТН	50	1,223.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8ТН	50	1,223.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8ТН	50	1,223.00
ДОМКРАТ ГИДРАВЛИЧЕСКИЙ 8ТН	50	1,223.00
ДОМКРАТ ПУТЕВОЙ	50	1,167.00
ДОМКРАТ ПУТЕВОЙ	50	1,167.00
ДОМКРАТ ПУТЕВОЙ	50	1,167.00
ДОМКРАТ ПУТЕВОЙ	50	1,167.00
ДОМКРАТ ПУТЕВОЙ	50	2,274.00
ДОМКРАТ ПУТЕВОЙ	50	1,137.00
ДОМКРАТ ПУТЕВОЙ	50	1,137.00
ДОМКРАТ ПУТЕВОЙ	50	1,137.00
ДОМКРАТ ПУТЕВОЙ	50	1,137.00
ДОМКРАТ ПУТЕВОЙ	50	1,137.00
ДОМКРАТЫ ГИДРАВЛИЧЕСКИЕ	50	1,400.00
ДОМКРАТЫ ГИДРАВЛИЧЕСКИЕ	50	1,400.00
ДОМКРАТЫ ГИДРАВЛИЧЕСКИЕ	50	1,167.00
ДОМКРАТЫ ГИДРАВЛИЧЕСКИЕ	50	1,400.00
ДОМКРАТЫ ГИДРАВЛИЧЕСКИЕ	50	1,400.00
ДОМКРАТЫ ГИДРАВЛИЧЕСКИЕ	50	1,400.00
ДОМКРАТЫ ПУТЕВЫЕ	50	1,400.00
ДОМКРАТЫ ПУТЕВЫЕ	50	2,800.00
ДОП.СТОИМОСТЬ ХОЗ.БЛОКА	50	87,888.00
ДОПОЛН.СТОИМОСТЬ ГАРАЖА	50	793.00
ДОПОЛН.СТОИМОСТЬ МОРГА	50	765.00
ДОПОЛН.СТОИМОСТЬ ПРОХОДНОЙ	50	770.00
ДОРОГА АВТОМОБИЛЬНАЯ	50	88,460.00
ДОРОЖКА КОВРОВАЯ	50	1,867.00
ДОРОЖКА КОВРОВАЯ	50	2,107.00
ДОРОЖКА КОВРОВАЯ	50	3,618.00
ДРЕЗИНА	50	90,097.00
ДРЕЗИНА АГМУ-12554	50	117,160.00
ДРЕЗИНА ТРАНСПОРТНАЯ ТД 5М0000ПС С 2МЯ ПРИЦЕПАМИ	50	90,097.00
ДРЕЛЬ В НАБОРЕ	50	2,290.00
ДРЕЛЬ КР	50	1,684.00
ДРЕЛЬ ЭЛЕКТРИЧЕСКАЯ	50	1,431.00
ДРЕНАЖ ВОДООТВОДНЫЙ /БЕТОН.ЖЕЛЕЗОБЕТ./	50	112,004.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34002154	50	80,000.00

ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34002170	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34002188	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34002212	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34002238	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34002246	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003160	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003467	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003509	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003517	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003525	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003616	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003624	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34003632	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34009647	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34009654	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34009662	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34009688	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34013896	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015784	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015800	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015818	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015826	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015834	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015842	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015875	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34015883	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34017681	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34021899	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34029108	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34029116	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34029124	50	80,000.00
ДУМПКАР С ПЕРЕХОДНОЙ ПЛОЩАДКОЙ 34029173	50	80,000.00
ЕМКОСТЬ ДЛЯ ХРАНЕНИЯ ТОПЛИВА {РЕЗЕРВУАР }	50	1,057.00
ЕМКОСТЬ ДЛЯ ХРАНЕНИЯ ТОПЛИВА {РЕЗЕРВУАР}	50	1,065.00
ЕМКОСТЬ ДЛЯ ХРАНЕНИЯ ТОПЛИВА {РЕЗЕРВУАР}	50	1,288.00
Ж/Б ЗАБОР В МЕХ МАСТЕРСКИХ	50	48,580.00
Ж/Б ЗАБОР [200М] ПМР	50	64,395.00
Ж/Д ПЕРЕЕЗД АВТОМ. 3КАТ. БЕНДЕРЫ-БЕС.(23ПУТЬ ЛЬДОПУН.) БЕ	50	39,861.00
Ж/Д ПЕРЕЕЗД АВТОМАТ 1КАТ. КУЧУРГАНЫ-БЕНДЕРЫ 1485+030КМ	50	14,684.00
Ж/Д ПЕРЕЕЗД АВТОМАТ. 1КАТ. НОВОСАВИЦКАЯ-БЕНДЕРЫ 1454+	50	15,136.00
Ж/Д ПЕРЕЕЗД АВТОМАТ.1КАТ.НОВОСАВИЦКАЯ-БЕНДЕРЫ 1467+70	50	14,684.00
Ж/Д ПЕРЕЕЗД АВТОМАТ.3КАТ. НОВОСАВИЦКАЯ-БЕНДЕРЫ 1461+	50	95,394.00
Ж/Д ПЕРЕЕЗД НЕМЕХ. 3КАТ. ТИРАСПОЛЬ	50	14,684.00
Ж/Д ПЕРЕЕЗД НЕМЕХ. 3КАТЕГОРИИ КУЧУРГАНЫ-БЕНДЕРЫ 1487+4	50	14,684.00
Ж/Д ПЕРЕЕЗД МЕХАН. 1КАТ. БЕНДЕРЫ-БЕССАРАБСКАЯ 6+269КМ	50	21,674.00
Ж/Д ПЕРЕЕЗД МЕХАН. 1КАТ. БЕНДЕРЫ-БЕССАРАБСКАЯ 5+071	50	66,064.00
ЖАРОВНЯ	50	5,853.00
ЖАРОВОЧНЫЙ ШКАФ	50	7,638.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,292.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,153.00

ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,727.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,611.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,584.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,080.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,443.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,531.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,279.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,159.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,877.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,288.00
ЖАЛЮЗИ ВЕРТИКАЛЬНЫЕ	50	1,287.00
ЖЕЛ.ДОР.ПОДЪЕЗД.ПУТИ	50	50,137.00
ЗАРЯДНАЯ СТАНЦИЯ 3-СМ	50	5,078.00
ЗАРЯДНЫЙ АГРЕГАТ	50	1,943.00
ЗАТОЧНЫЙ СТАНОК 36	50	1,625.00
ЗАТОЧНЫЙ СТАНОК 36	50	1,625.00
ЗАТОЧНЫЙ СТАНОК N36 СТОЛЯРКА	50	3,900.00
ЗАБОР ТЧ БЕНДЕРЫ	50	18,264.00
ЗАБОР Ж/Б ПЛИТ ТЧ БЕНДЕРЫ	50	16,385.00
ЗАБОР ЖЕЛЕБЕТОН. БАЗА МПС-130	50	56,256.00
ЗАБОР-ОГРАЖДЕНИЯ ТЧ БЕНДЕРЫ	50	4,788.00
ЗАГРУЗОЧНОЕ УСТ-ВО	50	9,643.00
ЗАГЛУБЛ. СКЛАД БЕНДЕРЫ	50	170,860.00
ЗАПРАВОЧНЫЕ КОЛОНКИ МАСЕЛ	50	2,630.00
ЗАПРАВОЧНЫЕ КОЛОНКИ ТОПЛИВОМ С ОТПУСКНЫМ КРАНОМ	50	2,475.00
ЗЕМЛ ПОЛОТНО 8 ПУТЬ СТ БЕНДЕРЫ1.БЕНД2.НАПР-Е БЕНДЕРЫ-Б	50	680,005.00
ЗЕМЛ. ПОЛОТНО КУЧУРГАН-ЛИВАДА -ГРЭС	50	2,126,270.00
ЗЕМЛЯНОЕ ПОЛОТНО	50	28,473.00
ЗЕМЛЯНОЕ ПОЛОТНО СТАНЦИОННЫХ ПУТЕЙ ЛИВАДА	50	456,750.00
ЗЕМЛЯНОЕ ПОЛОТНО ТИРАСПОЛЬ	50	152,924.00
ЗЕМЛЯНОЕ ПОЛОТНО БЕНДЕРЫ-2	50	292,563.00
ЗЕМЛЯНОЕ ПОЛОТНО СТ НОВОСАВИЦКАЯ НАПР КУЧУРГАН-БЕН	50	79,348.00
ЗЕМЛЯНОЕ ПОЛОТНО СТ КОРОТНОЕ НАПР. КУЧУРГАН-КОРОТНО	50	59,796.00
заборное ограждение территориии мостоцеха 1491+800КМ	50	17,585.00
ЗАБОР	50	50,429.00
забор ж/б Бендеры мастерские 1494-380 Деповская 1'а'	50	23,440.00
ЗАБОР ЖЕЛЕЗОБЕТОННЫЙ	50	48,896.00
ЗАБОР ЗА ПЛАУЭНОМ	50	14,179.00
ЗАБОР КОТЕЛЬЦОВЫЙ [НА ТЕРРИТОРИИ ТЧ]	50	26,651.00
ЗАБОР МЕТАЛЛИЧЕСКИЙ, ОГРАЖДЕНИЕ СТ.ТИРАСПОЛЬ	50	29,173.00
ЗАБОР ОГРАЖДЕНИЕ МП-1	50	40,893.00
ЗАБОР ПЧ-2 ИЗ ЖЕЛЕЗОБЕТОННЫХ ПЛИТ	50	7,862.00
ЗАБОРНОЕ ОГРАЖДЕНИЕ ПЧ-2 БЕНДЕРЫ	50	6,070.00
ЗАБОРНОЕ ОГРАЖДЕНИЕ ТЕРРИТОРИИ 10 ОКОЛОТКА СТ БЕНДЕР	50	15,359.00
ЗАБОРНОЕ ОГРАЖДЕНИЕ ТЕРРИТОРИИ 3 ОКОЛОТКА СТ ПАРКАНЬ	50	4,790.00
ЗАГЛУБЛ.КОРПУС	50	17,461.00
ЗАРЯДНОЕ УСТРОЙСТВО	50	2,533.00
ЗАТОЧНЫЙ СТАНОК НАСТОЛЬНОГО ИСПОЛНЕНИЯ 220 V	50	2,250.00
ЗАЩИТНЫЕ НАСАЖДЕНИЯ	50	190.00
защитныве лесонасаждения уч рыбница колбасная 85,5 га	50	66,638.00

ЗАЩИТНЫЕ НАСАЖДЕНИЯ ТПУ ПМР	50	322,870.00
ЗДАНИЕ АВТОВЕСОВ ТЭК	50	112,142.00
ЗДАНИЕ ВОКЗАЛА ТИРАСПОЛЬ	50	711,896.00
ЗДАНИЕ СТОЛОВОЙ ТЧ БЕНДЕРЫ	50	1,292,901.00
ЗДАНИЕ НАРУЖНОГО ТУАЛЕТА	50	56,698.00
ЗДАНИЕ КОНТОРЫ ТЭК	50	32,090.00
ЗДАНИЕ МЕХ. МАСТЕРСКИХ БЕНДЕРЫ	50	252,132.00
ЗДАНИЕ МЕХ. МАСТЕРСКИХ ЭЛ.СВАР. ЦЕХ БЕНДЕРЫ	50	51,762.00
ЗДАНИЕ БАГАЖНОГО САРАЯ	50	47,888.00
ЗДАНИЕ ГАРАЖА, КЛАДОВОЙ	50	50,316.00
ЗДАНИЕ БЛОК-ПОСТА N 3 СТ ТИРАСПОЛЬ	50	65,163.00
ЗДАНИЕ ГАРАЖЕЙ НА 6 АВТ.	50	48,597.00
ЗДАНИЕ ГЛАВ.ПРОИЗ.КОРПУСА С ПОМЕЩЕНИЕМ ГО	50	954,637.00
ЗДАНИЕ КПП ПЧ-2 СТ БЕНДЕРЫ	50	12,619.00
ЗДАНИЕ КРАСНОГО УГОЛКА	50	15,095.00
ЗДАНИЕ МАСТЕРСКИХ Г БЕНДЕРЫ ПЕР ВОКЗАЛЬНЫЙ 8	50	30,000.00
ЗДАНИЕ МОСТОЦЕХА 1491+800 КМ	50	39,345.00
ЗДАНИЕ ПИЛОРАМЫ СО СТОЛЯРНЫМ ЦЕХОМ СТ БЕНДЕРЫ ПЕР Б	50	260,783.00
ЗДАНИЕ ПОГРУЗПУНКТА	50	135,952.00
ЗДАНИЕ ПОДЗАРЯДНОЙ	50	14,064.00
ЗДАНИЕ ПРОИЗВ 1467+690КМ НОВО-САВИЦ.-ТИРАСПОЛЬ	50	46,260.00
ЗДАНИЕ ПРОИЗВ 1496+786 КМ СТ БЕНД {ПД-10}	50	140,378.00
ЗДАНИЕ ПРОИЗВОД 1461+272 КМ Н САВ {ПД-2}	50	32,830.00
ЗДАНИЕ РЕМ.МЕХ.МАСТЕРСКИХ	50	91,321.00
ЗДАНИЕ РЕМОНТНЫХ МАСТЕРСКИХ МЧУ	50	32,816.00
ЗДАНИЕ СКЛАДА СТ БЕДЕРЫ	50	26,667.00
ЗДАНИЕ ГАЗОВОЙ КОТЕЛЬНОЙ ПЧ-2	50	25,662.00
ЗДАНИЕ ЗЕМ.ПОЛОТНА пд-1,КЛАДОВАЯ СТР.ЦЕХА	50	193,859.00
ЗДАНИЕ МАГАЗИНА N30	50	1,596,545.00
ЗДАНИЕ МАГАЗИНА N64	50	6,589.00
ЗДАНИЕ МАНЕВРОВОГО ПОСТА	50	17,907.00
ЗДАНИЕ ТРАНСФОРМАТОРНЫЙ ПОДСТАНЦИИ	50	250,341.00
ЗЕЛЕНЫЕ НАСАЖДЕНИЯ	50	1,750.00
ЗЕМ ПОЛОТНО НАПР КУЧУРГАН-БЕНДЕРЫ	50	13,563,200.00
ЗЕМЛЯНОЕ ПОЛОТНО СТ БЕНДЕРЫ-1	50	309,042.00
ЗЕМЛЯНОЕ ПОЛОТНО СТ ГРЭС	50	10,980.00
ЗЕМЛЯНОЕ ПОЛОТНО СТ РЫБНИЦА	50	1,961,731.00
ЗЕМЛЯНОЕ ПОЛОТНО ГЛ.ПУТЬ УЧ-КА РЫБНИЦА-СЛОБОДКА	50	11,851,155.00
ЗЕРНОВОЗ 95633012	50	90,200.00
ЗИП ФКГ-1001 (ЗАП.ЧАСТИ И ПРИБОРЫ)	50	23,560.00
ЗЛ. ПОГРУЗЧИКИ	50	41,962.00
ЗЛЕКТРОДВИГАТЕЛЬ ЧМЭ\3	50	151,571.00
ИСПЫТАТЕЛЬНАЯ УСТАНОВКА УИ-1М	50	21,450.00
ИНГАЛЯТОР УИ-2	50	1,250.00
ИНГАЛЯТОР	50	4,143.00
ИНГАЛЯТОР ВУЛКАН-1	50	1,399.00
ИНГАЛЯТОР ВУЛКАН-1	50	1,400.00
ИМПУЛЬСНАЯ УСТАНОВКА	50	19,385.00
ИОННО-ОБМЕН. УСТАНОВКА	50	312,000.00
ИЗДЕЛИЕ П-500 ЗВУКОЗАПИСЬ	50	31,020.00

Измерительный комплект ЕТ-100	50	132,600.00
ИКОНА НА ДЕРЕВЕ ПРЕОБРАЖЕНСКИЙ СОБОР СТАНЦИЯ БЕНДЕ	50	1,258.00
ИНСТРУМЕНТ.ЯЩИК	50	1,453.00
ИНФОРМАЦИОННЫЙ.СТЕНД	50	2,584.00
ИСТОЧНИК БЕСПЕРЕБОЙНОГО ПИТАНИЯ	50	1,973.00
ИСТОЧНИК БЕСПЕР.ПИТАНИЯ APC 500 P	50	1,862.00
Источники питания постоянного тока Б5-49	50	4,340.00
K0MПЬЮТЕР CNICONII	50	7,837.00
КАНАЛИЗ НАСОС СТАНЦ	50	85,793.00
КАНАЛЬНЫЙ КОНДИЦИОНЕР	50	135,452.00
КАБЕЛЬ	50	5,445.00
Кабель ТЗАБ 7+4+1.2 прот 7.1 Н.сав-Кучурган	50	1,000.00
КАБЕЛЬНАЯ МАГИСТРАЛЬНАЯ ЛИНИЯ СВЯЗИ ВОРОНКОВО-ГОСГ	50	2,046,046.00
КАБЕЛЬНАЯ МАГЕСТРАЛЬ ВОРОНКОВО-РЫБНИЦА-МАТЕУЦЫ	50	1,668,824.00
КАП РЕМ ПУТИ УЧ-КА ТИР.-БЕНДЕРЫ 1492КМ ПК 2-7 ПРОТЯЖ 567.	50	802,844.00
КАПИТ.К ИНВ 030251 Н/В ЛИНИЯ СТ НОВОСАВИЦКАЯ УСТ.ТРАНС	50	8,167.00
КАПИТАЛИЗАЦИЯ К ИНВ N 030267 ЭЛ.ОСВЕЩЕНИЕ СТ ЛИВАДА	50	23,704.00
КАРТИНА	50	5,485.00
КАССОВЫЙ АППАРАТ ОКА	50	2,542.00
КАССОВЫЙ АППАРАТ ОКА	50	2,542.00
КАССОВЫЙ АППАРАТ ОКА	50	2,542.00
КАССОВЫЙ АППАРАТ ОКА	50	2,542.00
КАТУШКА ДЛЯ УПОКОВОЧНОЙ ЛЕНТЫ	50	1,600.00
КИОСК	50	17,827.00
КЛЮЧ БРОНЗ 24Х27	50	1,478.00
КЛЮЧ БРОНЗОВЫЙ 30Х32	50	1,859.00
КЛЮЧ БРОНЗОВЫЙ 36Х41	50	2,788.00
КОНВЕЙЕР ЛЕНТОЧНЫЙ В-650	50	18,800.00
КОНДЕНСАТОР	50	1,339.00
КОНДИЦИОНЕР	50	10,519.00
КОНДИЦИОНЕР	50	7,053.00
КОНДИЦИОНЕР	50	8,828.00
КОНДИЦИОНЕР	50	6,324.00
КОНДИЦИОНЕР	50	5,805.00
КОНДИЦИОНЕР	50	2,052.00
КОНДИЦИОНЕР	50	8,791.00
КОНДИЦИОНЕР *TOSHIBA RAS-10*	50	18,704.00
КОНДИЦИОНЕР *TOSHIBA* RAS-18	50	25,333.00
КОНДИЦИОНЕР *САМСУНГ*	50	3,577.00
КОНДИЦИОНЕР SRC 20HB	50	15,260.00
КОНДИЦИОНЕР SRC 71HE	50	39,510.00
КОНДИЦИОНЕР SRK 20HB	50	12,000.00
КОНДИЦИОНЕР SRK 28HD	50	15,994.00
КОНДИЦИОНЕР SRK 40HB	50	14,429.00
КОНДИЦИОНЕР КОМНАТНЫЙ CWA 120AE ОКОННОГО ТИПА	50	9,727.00
КОНДИЦИОНЕР КОМНАТНЫЙ DWB 052 ОКОННОГО ТИПА	50	6,733.00
КОНДИЦИОНЕР КОМНАТНЫЙ DWB-091C ОКОННОГО ТИПА	50	6,733.00
КОНДИЦИОНЕР МИТСУБИСИ	50	13,394.00
КОНДИЦИОНЕР МИТСУБИСИ	50	29,900.00
КОНДИЦИОНЕР МИТСУБИСИ	50	22,021.00

КОНДИЦИОНЕР МИТСУБИСИ	50	13,394.00
КОНДИЦИОНЕР ШИВАКИ	50	8,402.00
КОНДИЦИОНЕР ШИВАКИ	50	8,402.00
КОНТЕЙНЕР 20 Т. CFMU 2300013	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2300034	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2300184	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2300522	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2300733	50	7,871.00
КОНТЕЙНЕР 20 Т. CFMU 2300754	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2300796	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2300878	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2300923	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2301030	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2301262	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2301278	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2302000	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2302269	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2302309	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2302340	50	7,871.00
КОНТЕЙНЕР 20 Т. CFMU 2302422	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2302438	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2302485	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2302510	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2302567	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2302757	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2302802	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2302823	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2302886	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2302905	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2302973	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2303012	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2303120	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2303265	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2303331	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2303413	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2303460	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2303521	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2303917	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2304220	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2304322	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2304472	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2304512	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2304549	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2304580	50	8,878.00
КОНТЕЙНЕР 20 Т. CFMU 2304620	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2304770	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2304786	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2304913	50	10,445.00
КОНТЕЙНЕР 20 Т. CFMU 2305165	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2305186	50	3,489.00

КОНТЕЙНЕР 20 Т. CFMU 2305376	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2305463	50	6,421.00
КОНТЕЙНЕР 20 Т. CFMU 2305566	50	5,111.00
КОНТЕЙНЕР 20 Т. CFMU 2305798	50	2,136.00
КОНТЕЙНЕР 20 Т. CFMU 2306290	50	7,871.00
КОНТЕЙНЕР 20 Т. CFMU 2306480	50	3,489.00
КОНТЕЙНЕР 20 Т. CFMU 2306496	50	7,871.00
КОНТЕЙНЕР 3Т. 310286956	50	302.00
КОНТЕЙНЕР 3Т. 310320162	50	457.00
КОНТЕЙНЕР 3Т. 310606320	50	289.00
КОНТЕЙНЕР 3Т. 310628311	50	289.00
КОНТЕЙНЕР 3Т. 310959380	50	667.00
КОНТЕЙНЕР 3Т. 310959437	50	667.00
КОНТЕЙНЕР 3Т. 311621927	50	324.00
КОНТЕЙНЕР 3Т. 311622045	50	324.00
КОНТЕЙНЕР 3Т. 311623292	50	324.00
КОНТЕЙНЕР 3Т. 311624050	50	324.00
КОНТЕЙНЕР 3Т. 311674714	50	1,514.00
КОНТЕЙНЕР 3Т. 311674737	50	1,514.00
КОНТЕЙНЕР 3Т. 312013610	50	327.00
КОНТЕЙНЕР 3Т. 312014003	50	327.00
КОНТЕЙНЕР 3Т. 312014366	50	327.00
КОНТЕЙНЕР 3Т. 312039014	50	734.00
КОНТЕЙНЕР 3Т. 312039095	50	734.00
КОНТЕЙНЕР 3Т. 312039400	50	734.00
КОНТЕЙНЕР 3Т. 312321313	50	379.00
КОНТЕЙНЕР 3Т. 312321359	50	379.00
КОНТЕЙНЕР 3Т. 312321716	50	379.00
КОНТЕЙНЕР 3Т. 312322329	50	379.00
КОНТЕЙНЕР 3Т. 312323017	50	379.00
КОНТЕЙНЕР 3Т. 313002839	50	300.00
КОНТЕЙНЕР 3Т. 313003101	50	300.00
КОНТЕЙНЕР 3Т. 313728073	50	885.00
КОНТЕЙНЕР 3Т. 313728194	50	885.00
КОНТЕЙНЕР 3Т. 313728499	50	885.00
КОНТЕЙНЕР 3Т. 313730121	50	885.00
КОНТЕЙНЕР 3Т. 313730600	50	885.00
КОНТЕЙНЕР 3Т. 317797317	50	1,159.00
КОНТЕЙНЕР 3Т. 317797790	50	1,159.00
КОНТЕЙНЕР 3Т. 317798489	50	1,159.00
КОНТЕЙНЕР 3Т. 317798748	50	1,159.00
КОНТЕЙНЕР 3Т. 317799010	50	1,159.00
КОНТЕЙНЕР 3Т. 317799471	50	1,159.00
КОНТЕЙНЕР 3Т. 320215675	50	1,345.00
КОНТЕЙНЕР 3Т. 320221696	50	1,345.00
КОНТЕЙНЕР 3Т. 320863638	50	1,822.00
КОНТЕЙНЕР 3Т. 320871012	50	1,822.00
КОНТЕЙНЕР 3Т. 321696742	50	327.00
КОНТЕЙНЕР 3Т. 321696765	50	1,822.00
КОНТЕЙНЕР 3Т. 321698210	50	289.00

КОНТЕЙНЕР 3Т. 321708966	50	1,345.00
КОНТЕЙНЕР 3Т. 321708972	50	885.00
КОНТЕЙНЕР 3Т. 321729296	50	1,345.00
КОНТЕЙНЕР 3Т. 321729313	50	1,345.00
КОНТЕЙНЕР 3Т. 321730685	50	379.00
КОНТЕЙНЕР 3Т. 321732867	50	327.00
КОНТЕЙНЕР 5Т. 514722788	50	1,312.00
КОНТЕЙНЕР 5Т. 514724620	50	1,312.00
КОНТЕЙНЕР 5Т. 515218065	50	1,840.00
КОНТЕЙНЕР 5Т. 515261513	50	2,104.00
КОНТЕЙНЕР 5Т. 515262881	50	2,104.00
КОНТЕЙНЕР 5Т. 515621543	50	1,680.00
КОНТЕЙНЕР 5Т. 515679307	50	1,840.00
КОНТЕЙНЕР 5Т. 515680564	50	1,840.00
КОНТЕЙНЕР 5Т. 515680731	50	1,840.00
КОНТЕЙНЕР 5Т. 516600808	50	1,592.00
КОНТЕЙНЕР 5Т. 519291488	50	2,275.00
КОНТЕЙНЕР МЕТАЛ	50	1,224.00
КОНТЕЙНЕРНАЯ ПЛОЩАДКА vЛЬДОПУНКТАv	50	60,944.00
КОНТРОЛЬНО-КАССОВАЯ МАШИНА *АСТРА-200 Ф *	50	2,763.00
КОНТРОЛЬНО-КАССОВАЯ МАШИНА *АСТРА-200 Ф *	50	2,763.00
КОНУС ПЕРЕХ.	50	1,420.00
КОВЕР ВОРСОВЫЙ	50	1,080.00
КОВШ ЭКСКОВАТОРНЫЙ	50	2,955.00
КОЗЛОВОЙ КРАНН Г.П 6.3 ТН	50	209,096.00
КОЛ.ПАРА ЧМЭ-3 Б/У	50	4,155.00
КОЛ.ПАРА ЧМЭ-3 Б/У	50	3,372.00
КОЛ.ПАРА ЧМЭ-3 Б/У	50	3,763.00
КОЛЕСНАЯ ПАРА 197611 РУ-1	50	8,690.00
КОЛЕСНАЯ ПАРА 00504090 РУ-1	50	6,606.00
КОЛЕСНАЯ ПАРА 00517916 РУ-1	50	15,626.00
КОЛЕСНАЯ ПАРА 00537285 РУ-1	50	15,626.00
КОЛЕСНАЯ ПАРА 00539451 РУ-1	50	15,626.00
КОЛЕСНАЯ ПАРА 11166 РУ-1	50	8,690.00
КОЛЕСНАЯ ПАРА 14797 РУ-1	50	15,626.00
КОЛЕСНАЯ ПАРА 17326 РУ-1	50	8,689.00
КОЛЕСНАЯ ПАРА 29406180 РУ-1	50	4,221.00
КОЛЕСНАЯ ПАРА 316044 РУ-1	50	3,090.00
КОЛЕСНАЯ ПАРА 3335 РУ-1	50	3,090.00
КОЛЕСНАЯ ПАРА 42425 РУ-1	50	3,090.00
КОЛЕСНАЯ ПАРА 46852 РУ-1	50	8,690.00
КОЛЕСНЫЕ ПАРЫ 194047 РУ-1	50	14,793.00
КОЛЕСНЫЕ ПАРЫ Б/У	50	6,499.00
КОЛОНКА	50	3,851.00
КОЛОНКА	50	3,851.00
КОЛОНКА	50	3,851.00
КОЛОНКА	50	3,851.00
КОЛОНКА	50	3,851.00
КОЛОНКА	50	3,851.00
КОЛОНКА *ОКА*II 1 КЭР-50-4 01ТУ 112-015-84 РЯЗАНСК.РЕМОНТ.З	50	1,125.00

КОЛОНКА	50	3,851.00
КОЛОРИМЕТР КФК 2МП	50	1,832.00
КОМПЛЕКТ КУХОННОЙ МЕБЕЛИ	50	14,365.00
КОМПЛЕКТ МЕТАЛ ОСНАСТКИ ШПАЛ Ш1-М	50	43,543.00
КОМПЛЕКТ МЕТАЛ.ОСНАСТКИ Ж/Б СТАКАНОВ ЗАБОРНЫХ ПЛИТ	50	55,394.00
КОМПЛЕКТ МЕТАЛ.ОСНАСТКИ Ж/Б СТАКАНОВ ЗАБОРНЫХ ПЛИТ	50	55,394.00
КОМПЛЕКТ МЕТАЛ.ОСНАСТКИ ШПАЛ Ш1-М	50	43,543.00
КОМПЛЕКТ МЕТАЛ.ОСНАСТКИ ШПАЛ Ш1-М	50	43,543.00
КОМПЛЕКТ МЕТАЛ.ОСНАСТКИ ШПАЛ Ш1-М	50	43,543.00
КОМПЛЕКТ МЕТАЛ.ОСНАСТКИ ШПАЛ Ш1-М	50	43,543.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1-М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш1-М	50	41,300.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш1-М	50	41,300.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш1-М	50	41,300.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш1-М	50	41,300.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-1М	50	48,727.00
КОМПЛЕКТ МЕТАЛЛИЧЕСКОЙ ОСНАСТКИ ШПАЛ Ш-М	50	41,300.00
КОМПЛЕКТ ОБОРУДОВАНИЯ СТОМАТОЛОГА	50	101,613.00
КОМПЛЕКТУЮЩИЕ ДЕТАЛИ К ЭЛЕКТРОКАРДИОГРАФУ	50	13,900.00
КОМПРЕСОРНАЯ	50	56,900.00
Компрессор	50	1,762.00
КОМПРЕССОР	50	10,056.00
КОМПРЕССОР	50	3,048.00
Компрессор DACI NISTALI	50	6,448.00
Компрессор DACI NISTALI	50	4,695.00
КОМПРЕССОР 2-Х КАНАЛЬНЫЙ	50	7,188.00
КОМПРЕССОР НВ-10	50	9,000.00
КОМПРЕССОР БЕНДЕРЫ	50	5,655.00
КОМПРЕССОР В СБ ЧМЭ-3	50	124,598.00
КОМПРЕССОР К2ЛОК Б/У	50	4,006.00
КОМПРЕССОР КТ-7	50	20,197.00
КОМПРЕССОР ЛЕОНАРДО	50	3,437.00
КОМПРЕССОР ТУР 2Н-2	50	5,533.00
КОМПРЕССОР УНИВЕРСАЛЬНЫЙ	50	6,458.00
КОМПРЕССОРНАЯ УСТАНОВКА АКСУ -04-06 КОЛБАСНАЯ	50	36,396.00
КОМПЬЮТЕР	50	7,989.00
КОМПЬЮТЕР	50	16,030.00
КОМПЬЮТЕР	50	4,500.00
КОМПЬЮТЕР	50	14,160.00
КОМПЬЮТЕР	50	17,950.00
КОМПЬЮТЕР	50	8,876.00
КОМПЬЮТЕР	50	6,002.00

КОМПЬЮТЕР	50	7,477.00
КОМПЬЮТЕР	50	13,412.00
КОМПЬЮТЕР	50	13,380.00
КОМПЬЮТЕР	50	7,073.00
Компьютер *DURON*	50	10,188.00
КОМПЬЮТЕР *PENTIUM*	50	11,608.00
КОМПЬЮТЕР *САМСУНГ*	50	12,208.00
КОМПЬЮТЕР [САМСУНГ 750]	50	11,906.00
КОМПЬЮТЕР 38608-ПВМ	50	2,331.00
КОМПЬЮТЕР IBM PC ПОЛНОЙ КОНФИГУРАЦИИ	50	20,013.00
КОМПЬЮТЕР P-IV В КОМПЛЕКТЕ С ИБП	50	9,864.00
КОМПЬЮТЕР SAMTRON	50	7,450.00
КОМПЬЮТЕР В КОМПЛЕКТЕ	50	10,195.00
КОМПЬЮТЕР П-2	50	6,477.00
Компьютер ПОИСК 2	50	1,700.00
КОМПЬЮТЕР ПЕНТИУМ БЕЗ ПРИНТЕРА	50	8,315.00
КОМПЬЮТЕР ПЕНТИУМ-2 v233v	50	16,930.00
КОМПЬЮТЕР ПЕРСОНАЛЬНЫЙ	50	3,000.00
КОМПЬЮТЕР ПЕРСОНАЛЬНЫЙ	50	3,000.00
КОМПЬЮТЕР ПЕРСОНАЛЬНЫЙ	50	3,000.00
КОМПЬЮТЕР ПЕРСОНАЛЬНЫЙ	50	3,000.00
КОМПЬЮТЕР ПЭВМ *МОНИТОР Р-111-566	50	16,930.00
КОМПЬЮТЕР ПЭВМ ATX { 815E}	50	17,080.00
КОМПЬЮТЕР ПЭВМ PENTIUM-2 СТ БЕНДЕРЫ	50	16,037.00
КОМПЬЮТЕР ПЭВМ МОНИТОРИНГ Р-111-566	50	16,930.00
КОМПЬЮТЕР Р11-400	50	11,902.00
КОМПЬЮТЕР РІ-БМ	50	12,292.00
КОМПЬЮТЕР PC UBM ПОЛНОЙ КОНФИГУРАЦИИ	50	14,682.00
КОМПЬЮТЕРНЫЙ СТОЛ	50	1,342.00
КОМПЮТЕР РШ-1000	50	15,174.00
КОМПЮТЕР ПЕНТИУМ-166 ПРИНТОР ЭПСОН СТЕЛС-400	50	7,700.00
кондиционер бк-1700	50	1,440.00
Кондиционер	50	2,480.00
КОНДИЦИОНЕР	50	39,648.00
КОНДИЦИОНЕР	50	2,140.00
КОНДИЦИОНЕР	50	2,467.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	17,166.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	8,583.00
КОНДИЦИОНЕР	50	25,749.00
КОНДИЦИОНЕР БК 2000	50	1,200.00
КОНДИЦИОНЕР БК 2300	50	1,200.00
КОНДИЦИОНЕР ОКОННОГО ТИПА 07LG SG1	50	3,570.00
КОНДИЦИОНЕР ОКОННОГО ТИПА 07LG SG1	50	3,570.00
КОНДИЦИОНЕР ОКОННОГО ТИПА 07LG SG1	50	3,570.00

КОНТЕЙНЕР - ГАРАЖ	50	5,274.00
КОНТЕЙНЕР - ГАРАЖ	50	5,273.00
Контейнер для мусора	50	1,089.00
КОНТЕЙНЕР 20 Т. CFMU 2306217	50	9,140.00
КОНТЕЙНЕР 20 Т. CFMU 2306520	50	2,224.00
КОНТЕЙНЕР 20 Т. CFMU 2306937	50	9,140.00
КОНТЕЙНЕР 3Т. 321807077	50	667.00
КОНТЕЙНЕР 3Т. 310286288	50	302.00
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КОНТЕЙНЕР 3Т. 311064130	50	200.00
КОНТЕЙНЕР 3Т. 311674750	50	1,249.00
КОНТЕЙНЕР 3Т. 313002413	50	300.00
КОНТЕЙНЕР 3Т. 313003470	50	300.00
КОНТЕЙНЕР 3Т. 313727955	50	609.00
КОНТЕЙНЕР 3Т. 313728326	50	609.00
КОНТЕЙНЕР 3Т. 317797755	50	898.00
КОНТЕЙНЕР 3Т. 320221212	50	1,059.00
КОНТЕЙНЕР 3Т. 321698803	50	1,059.00
КОНТЕЙНЕР МЕТАЛЛИЧЕСКИЙ Б/У	50	1,087.00
КОНТЕЙНЕР МЕТАЛЛИЧЕСКИЙ Б/У	50	1,087.00
КОНТЕЙНЕР МЕТАЛЛИЧЕСКИЙ Б/У	50	1,087.00
КОНТОРА ОДНОЭТАЖНАЯ С ТЕХ ЭТАЖОМ	50	128,790.00
КОПИРОВАЛЬНЫЙ АППАРАТ	50	4,732.00
КОПИРОВАЛЬНЫЙ АППАРАТ	50	6,165.00
КОПИРОВАЛЬНЫЙ АППАРАТ CANON PC-310.KA V-16 С ТРАНСФОР	50	3,230.00
КОПИРОВАЛЬНЫЙ АППАРАТ *CANON*	50	19,549.00
КОПИРОВАЛЬНЫЙ АППАРАТ KMA SHARP	50	24,767.00
КОСТЫЛЕЗАБИВЩИК	50	16,570.00
КОСТЫЛЕЗАБИВЩИКИ ЭПКЗ	50	7,552.00
КОСТЫЛЕЗАБИВЩИКИ ЭПКЗ	50	7,552.00
КОСТЫЛЕЗАБИВЩИКИ ЭПКЗ	50	7,552.00
КОСТЫЛЕЗАБИВЩИКИ ЭПКЗ	50	7,552.00
КОСТЫЛЕЗАБИВЩИКИ ЭПКЗ	50	7,552.00
КОСТЫЛЕЗАБИВЩИКИ ЭПКЗ	50	7,552.00
КОТЕЛ *NOVELLA-55*RAI N 0215	50	16,212.00
КОТЕЛ *NOVELLA-55-RAI N 0214	50	16,211.00
КОТЕЛ *NOVELLA-55-RAI N 0216	50	16,212.00
КОТЕЛ *БЕРЕТТА*	50	26,876.00
КОТЕЛ *КС*	50	2,474.00
КОТЕЛ *МОРА *5102	50	9,710.00
КОТЕЛ ГАЗОВЫЙ *NOVELA 31* N 21131222423	50	9,770.00
КОТЕЛ ГАЗОВЫЙ *NOVELA 31*N 21131222421	50	9,770.00
КОТЕЛ ГАЗОВЫЙ *МОРА W 50E* N 800014723	50	10,323.00
КОТЕЛ ГАЗОВЫЙ *МОРА W 50E* N 800014724	50	10,323.00
КОТЕЛ ГАЗОВЫЙ ДЛЯ ОТОПЛЕНИЯ ПОМЕЩЕНИЙ 2RCTZ	50	102,671.00
КОТЕЛ ГАЗОВЫЙ ДЛЯ ОТОПЛЕНИЯ ПОМЕЩЕНИЯ 2 KRCTZ	50	67,314.00
КОТЕЛ ДЕ-6.5-14	50	190,000.00
КОТЕЛ ДЕ-6.5-14	50	250,000.00
КОТЕЛ Е 1/9 ОБОРУДОВАНИЕМ	50	16,250.00
КОТЕЛ ОТОПИТЕЛЬ ПАРОВОЙ *МОРА-6101* /ГАЗИФИКАЦИЯ/	50	1,592.00

КОТЕЛ-ОТОПИТЕЛЬ ПАРОВОЙ *МОРА-6101*/ГАЗОФИКАЦИЯ/	50	4,776.00
КОТЕЛ-ОТОПИТЕЛЬ ПАРОВОЙ *МОРА-6111* /ГАЗИФИКАЦИЯ/	50	1,450.00
КОТЕЛ-ОТОПИТЕЛЬ ПАРОВОЙ *МОРА-6111*/ГАЗИФИКАЦИЯ /	50	1,450.00
КОТЕЛ-ОТОПИТЕЛЬНЫЙ ПАРОВОЙ *МОРА-6101*/ГАЗИФИКАЦИЯ/	50	3,182.00
КОТЕЛЬНАЯ АВТОНОМНАЯ	50	409,142.00
КОТЕЛЬНАЯ ПИЩЕБЛОКА	50	11,470.00
КОТЕЛЬНАЯ ХОЗБЛОКА	50	13,172.00
КОТЕЛЬНАЯ *NOVELLA*-55RAT N 0217	50	16,212.00
КОТЕЛЬНАЯ N 1	50	111,551.00
КОТЕЛЬНАЯ N2 [ПРОИЗВОДСТВЕННЫЕ ЦЕХА]	50	57,306.00
КОТЕЛЬНАЯ СМР	50	169,569.00
КР.ВАГ.ДЛЯ ПАКЕТ. ГР. № 918-15613	50	332,845.00
КР.ВАГ.ДЛЯ ПАКЕТ.ГР. № 918-11141	50	332,845.00
КР.ВАГ.ДЛЯ ПАКЕТ.ГР. № 918-35785	50	332,845.00
КР.ВАГ.ДЛЯ ПАКЕТ.ГР. № 918-37245	50	332,845.00
КР.ВАГ.ДЛЯ ПАКЕТ.ГР. № 918-47137	50	332,845.00
КР.ВАГ.ДЛЯ ПАКЕТ.ГР. № 918-52178	50	332,845.00
КРАН НА АВТО/ХОДУ КС-3571 84-61 МВХ	50	33,302.00
КРАН НА АВТО-ХОДУ КС-4561 А763АМ	50	53,800.00
КРАН НА АВТО-ХОДУ КС-4561А А362АМ	50	42,700.00
КРАН НА Ж/Д ХОДУ КДЭ-163	50	188,589.00
КРАН КЖДЭ -16	50	399,367.00
КРАН КОЗЛОВОЙ Г/П 125ТИ	50	47,100.00
КРАН МОСТОВОЙ ЭЛЕКТР 10Т	50	40,400.00
КРАН МОСТОВОЙ ЭЛЕКТР Г/П 16 Т	50	26,840.00
КРАН МОСТОВОЙ ЭЛЕКТРИЧЕСКИЙ Г/П 5ТИ	50	41,060.00
КРАН МОСТОВОЙ	50	12,025.00
КРАСКОПУЛЬТ	50	1,400.00
КРАСКОПУЛЬТ	50	1,400.00
КРАСКОПУЛЬТ	50	1,400.00
КРЕСЛО *СЕНАТОР *	50	3,175.00
КРЕСЛО КРУТЯЩЕЕСЯ	50	1,388.00
КРЕСЛО СПЕЦ	50	1,485.00
КРЕСЛО СПЕЦ	50	1,568.00
КРЕСЛО СПЕЦИАЛИСТА	50	1,246.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВАТЬ ОДНОСПАЛЬНАЯ	50	1,686.00
КРОВЛЯ	50	778,295.00
КСЕРОКС	50	2,250.00
КСЕРОКС	50	4,763.00
КСЕРОКС	50	1,567.00
КСЕРОКС КАНОН	50	4,856.00
К-Т ДИСТ.КОНТР.И УПР.	50	4,688.00
КУЗОВ ВАГОНА Б/У ПОД СКЛАД ДЛЯ ИНСТРУМЕНТА	50	7,000.00

КУЗОВ ВАГОНА Б/У ПОД СКЛАД ДЛЯ ИНСТРУМЕНТОВ	50	82,124.00
КУЗОВ ВАГОНА ПОД СКЛАД	50	80,000.00
КУШЕТКА	50	1,691.00
ЛЕТУЧКА ПУТЕРЕМОНТНАЯ ГАЗ-52 22-14 МВГ А032АТ	50	45,000.00
ЛОТКИ ВОДООТВОД. ПРОДОЛЬН. ПОДЬЕЗД. ПУТЕЙ МЕЖРАЙБАЗЫ	50	182,832.00
ЛОТКИ ВОДООТВОДНЫЕ ПРОДОЛЬНЫЕ КУЧУРГАН-КИШИНЕВ	50	239,088.00
ЛОТОК КАМЕННЫЙ ПОД 4 ПУТИ УЧ.БЕЛЬЦЫ-СЛОБОДКА	50	28,128.00
ЛОТОК КАМЕННЫЙ ПОД 4 ПУТИ УЧ.БЕЛЬЦЫ-СЛОБОДКА	50	28,128.00
ЛОТОК КАМЕННЫЙ УЧ.БЕЛЬЦЫ-СЛОБОДКА	50	9,376.00
ЛОТОК БУТОБЕТОН. 2-Х ПУТНЫЙ 1492 315 ТИРАСПОЛЬ-БЕНДЕРЫ	50	57,240.00
ЛАМИНАТОР	50	1,641.00
ЛАМПА АПОЛО	50	4,084.00
ЛАМПА БЕСТЕНЕВАЯ	50	2,208.00
ЛЕСА СТРОИТЕЛЬНЫЕ ТРУБЧАТЫЕ	50	12,163.00
ЛЕСОРАМА Р-65 БЕНДЕРЫ	50	16,770.00
ЛИТЬЕВАЯ МАШИНА	50	17,785.00
Линейные устройства Бендеры-Тирасполь	50	12,000.00
ЛИФТ	50	4,440.00
ЛИФТ	50	542.00
ЛЭП 0,4КВ ВОЗД.БЕНДЕРЫ ОСВЕЩЕНИЕ ВЫТЯЖНОГО ПУТИ СТАН	50	15,750.00
ЛЭП 0.4КВ ВОЗДУШ.СВЕТИЛЬНИКИ СКЗР 250 О.П. БЕНДЕРЫ-КАУЛ	50	14,700.00
ЛЭП КАБЕЛЬНАЯ 04КВ К СТОЛОВОЙ ТЧ БЕНДЕРЫ 0.440КМ	50	57,750.00
ЛЭП КАБЕЛЬНАЯ 0,4КВ НОВОСАВИЦКАЯ 0.490КМ	50	26,250.00
ЛЭП КАБЕЛЬНАЯ 0,4КВ ПОЖАРНЫЙ ПОЕЗД 0.60КМ СТ.БЕНДЕРЫ I	50	16,320.00
ЛЮСТРА ИЗ 18-ТИ РОЖКОВ	50	1,363.00
ЛЮМИНИСЦЕНТНОЕ ОСВ. МОСТА ПЕРРОНА БЕНДЕРЫ	50	64,050.00
ЛЮСТРА "ORION"	50	74,811.00
М/МЕБЕЛЬ *НОВИНКА*	50	2,333.00
М/МЕБЕЛЬ *НОВИНКА*	50	2,333.00
МНОГОЛЕТНИЕ НАСАЖДЕНИЯ	50	377.00
МАГН.У-ВО ОТ НАКИПИ	50	3,005.00
МАГАЗИН *ТАТЬЯНА*	50	241,691.00
МАЛОГАБАРИТНЫЙ ДИЗЕЛЬНЫЙ ПОГРУЗЧИК ТСМ 1.5 ТН	50	58,900.00
МАЛОГАБАРИТНЫЙ ДИЗЕЛЬНЫЙ ПОГРУЗЧИК ТСМ 1.5 ТН	50	34,720.00
МАСТЕРСКАЯ ГАРАЖА	50	3,274.00
МАТЕРИАЛЬНЫЙ СКЛАД	50	9,100.00
МАТЕРИАЛЬНЫЙ СКЛАД Г БЕНДЕРЫ ПЕР ВОКЗАЛЬНЫЙ 8	50	50,000.00
МАШИНА ДЛЯ ПОДСЧЕТА ДЕНЕГ	50	1,519.00
МАШИНА Р-100 РАЗР	50	4,800.00
МЕГОМЕТР	50	3,382.00
МЕМОРИАЛ	50	57,103.00
МЕРНИК	50	5,208.00
МЕРНИК 20Л	50	4,200.00
МЕТАТЕСТ	50	2,001.00
МЕТРШТОК	50	1,152.00
МЕХАНИЗМ ИСПОЛНЕН МЭО	50	1,505.00
МИНИ АТС PANASONIK KX TD-816	50	13,953.00
МИКРОВОЛНОВАЯ ПЕЧЬ	50	1,619.00
МИКРОСКОП	50	9,991.00
МИКРОФОН С КНОПКОЙ	50	2,535.00

МИНИ АТС	50	11,131.00
МОНИТОР	50	3,195.00
МОНИТОР	50	2,929.00
МОНИТОР	50	2,200.00
МОНИТОР	50	2,200.00
МОБИЛЬНЫЙ ТЕЛЕФОН HUMDAI HGC-110	50	1,722.00
МОБИЛЬНЫЙ ТЕЛЕФОН NOKIA 3310	50	1,357.00
МОДЕМ	50	1,050.00
МОДЕМ ТАМ-1200	50	362.00
МОДЕМ-РАСШИРИТЕЛЬ T12E-4C	50	1,850.00
Модернизация ПЭВМ	50	2,980.00
МОДУЛЬ РАСШИРЕНИЯ "PANASONIC KX-TP 174X"	50	4,012.00
МОДУЛЬ РАСШИРЕНИЯ "PANASONIC KX-TP 180X"	50	2,506.00
МОЕЧНАЯ МАШИНА	50	21,531.00
МОЙКА	50	1,016.00
МОЛОТ БЕНД	50	29,140.00
МОЛОТОК ВЗРЫВОБЕЗ.	50	1,360.00
МОНИТОР ДИАГНОСТИЧЕСКИЙ	50	61,442.00
МОНИТОР ДИАГНОСТИЧЕСКИЙ	50	84,680.00
МОНТАЖНОЕ УСТ-ВО	50	2,154.00
МОНТАЖНОЕ УСТ-ВО	50	2,154.00
МОНТАЖНОЕ УСТ-ВО	50	2,154.00
МОНТАЖНОЕ УСТ-ВО	50	5,152.00
МОНТАЖНОЕ УСТ-ВО	50	2,154.00
МОНТАЖНЫЙ КОМПЛЕКТ	50	1,980.00
МОНТАЖНЫЙ К-Т	50	1,980.00
МОНТАЖНЫЙ К-Т	50	1,980.00
МОНТАЖНЫЙ К-Т	50	5,940.00
МОРОЗИЛЬНИК "НОРД"	50	2,996.00
МОРОЗИЛЬНИК "НОРД"	50	2,996.00
МОСКВИЧ 2141	50	10,829.00
МОСТ Ж/Б 2-Х ПУТН. 3-Х ПРОЛЕТН. 1471 983 НОВОСАВИЦКАЯ-ТИ	50	96,677.00
МОСТ Ж\Б 3-Х ПРОЛЕТНЫЙ 1457КМ=516 КУЧУРГАН-НОВОСАВИЦ	50	92,353.00
МОСТ ЖЕЛ БЕТОН РЫБНИЦАСЛОБОДКА 126км+0,77м 13,09 М	50	98,448.00
МОТОВОЗ	50	11,172.00
МОТОРОЛЛЕР	50	887.00
МЯСОРУБКА МИМ-300	50	7,350.00
НАБОР КУХОН.МЕБЕЛИ	50	3,346.00
НАБОР МЕБЕЛИ ДЛЯ КАБИНЕТА	50	3,131.00
НАБОР МЕБЕЛИ ДЛЯ КАБИНЕТА	50	3,555.00
НАБОР МЕБЕЛИ ДЛЯ КАБИНЕТА	50	3,168.00
НАВЕС К КОМПРЕССОРНОЙ	50	1,300.00
НАДЗЕМНЫЙ ГАЗОПРОВОД	50	72,607.00
НАДЗЕМНЫЙ ГАЗОПРОВОД 538М	50	48,634.00
НАДПИСЬ НА ФАСАДЕ ЗДАНИЯ ВОКЗАЛА СТАНЦИЯ РЫБНИЦА	50	6,853.00
НАПР. ЛИВАДА ГРЭС ПОД РЕМ НА 17.18 КМ ПРОБ 1.2КМ	50	10,079.00
НАПР. Н.САВ-КУЧУРГАН ПОД РЕМ ЧЕТН. ПУТИ 1455.1460.1461КМ	50	26,092.00
НАПР. ТИРАС.-Н.САВИЦ. СР.РЕМ.ЧЕТН. ПУТИ 1479,1480КМ ПРОБ 0,	50	72,685.00
НАПР. ТИРАСП-Н.САВИЦ. СР. РЕМ.НЕЧ.ПУТИ 1471.1472КМ-1.3КМ	50	54,869.00
НАПР.ТИРАСПОЛЬ-Н.САВИЦ-СР.РЕМ.ПУТИ 1463-1464КМ	50	39,189.00

НАРУЖНАЯ КАНАЛИЗАЦИЯ /ЧУГУННАЯ/	50	164,760.00
НАРУЖНЫЕ СЕТИ ТЕЛЕФОНИЗАЦИИ И РАДИОФИКАЦИИ	50	18,407.00
НАРУЖНЫЙ ВОДОПРОВОД	50	90,680.00
НАСАДКА К МОЕЧНОЙ МАШИНЕ	50	4,000.00
НАСОС *HOKXU*	50	3,540.00
НАСОС *HOKXU*	50	3,540.00
НАСОС *WILD-TOP*	50	10,053.00
НАСОС РС	50	2,598.00
НАСОС WILD-TOP*	50	10,053.00
НАСОС РУЧНОЙ Ш91100А [КРАСКОПУЛЬТ]	50	3,806.00
НАСТОЛЬНЫЙ ЗАТОЧНЫЙ СТАНОК BG370SF	50	2,250.00
НЕЧЕТНЫЙ ПУТЬ НАПРАВЛЕНИЯ НОВОСАВИЦКАЯ-БЕНДЕРЫ	50	7,996,310.00
НИВЕЛИР Н-3 ЗАВ 03701	50	2,733.00
НИЗКАЯ БОКОВАЯ /открытая/ПЛАТФОРМА ПЕРРОН	50	1,055,514.00
Н-САВ.СМ СП N2 НА Ж/Б БРУСЬЯХ /1 К-Т/	50	420,968.00
ОТОКООТБОРНЖЕ ТОЧКИ	50	49,690.00
ОБОР. КОТЕЛ.НАСОСЫ СЕТЕВЫЕ	50	35,549.00
ОБОР.КОТЕЛ. ЗАДВИЖКА СФЕРИЧЕСКАЯ С ВЕНТИЛЯТОРОМ	50	9,972.00
ОБОР.КОТЕЛ. ИЗМЕРИТЕЛ.И ПОКАЗАТЕЛ.ПРИБОРЫ	50	5,997.00
ОБОР.КОТЕЛ. НАСОС ТЕПЛООБМЕН.	50	55,260.00
ОБОР.КОТЕЛ. ПРЕДОХРАНИТЕЛЬНЫЙ КЛАПАН Д.150	50	6,474.00
ОБОР.КОТЕЛ. ТЕПЛООБМЕН.ВОДА В КОМПЛЕК.	50	32,954.00
ОБОР.КОТЕЛ. ТОПЛИВНЫЙ ФИЛЬТР	50	4,624.00
ОБОР.КОТЕЛ. ФИЛЬТР ГРЯЗЕВЫЙ Д.150	50	8,786.00
ОБОР.КОТЕЛ.РАСШИРИТЕЛЬНЫЙ МЕБРАНЫЙ БАК ОБЬЕМ-500	50	18,786.00
ОБОР.КОТЕЛ.РЕГУЛЯТОР ПЕРЕТОКА	50	5,564.00
ОБОР.КОТЕЛ.ЩИТ УПРАВЛЕНИЯ	50	4,913.00
ОБОРУД.КОТЕЛЬ.КОТЕЛ СДВОЕН.В КОМПЛЕКТЕ *ДОУМАХНТ-500	50	272,668.00
ОБОРУДОВ.КОТЕЛЬНОЙ	50	3,303,787.00
ОБОРУДОВАНИЕ ГАЗОВОГО ОБСЛУЖИВАНИЯ	50	403,799.00
ОБОРУДОВАНИЕ ГАЗОВОЙ КОТЕЛЬНОЙ	50	130,077.00
ОБОРУДОВАНИЕ КОТЕЛЬНОЙ	50	4,105.00
ОБОРУДОВАНИЕ ТРАНСФОРМАТОРНОЙ ПОДСТАНЦИИ N166	50	1,380.00
ОБОРУДОВАНИЕ ТРАНСФОРМАТОРНОЙ ПОДСТАНЦИИ ТП-167	50	12,290.00
ОБОРУДОВАНИЕ ТРАНСФОРМАТОРНОЙ ПОДСТАНЦИИ ТП-167	50	12,000.00
ОБЪЕКТ ЭНЕРГОХОЗЯЙСТВА-КАБЕЛЬНЫЕ ЛИНИИ	50	98,700.00
ОВОЩЕХРАНИЛИЩЕ	50	40,427.00
ОВОЩЕХРАНИЛИЩЕ N 1 СТ БЕНДЕРЫ	50	25,621.00
ОГРАДА	50	13,077.00
ОГРАДА С ВОРОТАМИ	50	32,425.00
ОГРАЖДЕНИЕ СТРОЙ ДВОРА Г БЕНДЕРЫ ПЕР.ВОКЗАЛЬНЫЙ 8	50	186,527.00
ОГРАЖДЕНИЕ КОНТЕЙНЕРНОЙ ПЛОЩАДКИ	50	136,261.00
Однопутная АБ Бендеры Хаджимус 5.1 км	50	41,394.00
ОЗЕЛЕНЕНИЕ	50	1,111.00
ОПАЛУБКИ ЛОТОК-КОЛОДЕЦ	50	38,724.00
ОПС поста ЭЦ Бендеры	50	19,294.00
ОСНАСТКА ПАНЕЛЕЙ ОГРАЖДЕНИЯ	50	46,290.00
ОСНАСТКА ПАНЕЛЕЙ ОГРАЖДЕНИЯ	50	46,290.00
ОСНАСТКА ПАНЕЛЕЙ ОГРАЖДЕНИЯ	50	45,197.00
ОСНАСТКА ПАНЕЛЕЙ ОГРАЖДЕНИЯ	50	45,197.00

ОТБОЙНЫЙ МОЛОТОК MD-2	50	1,860.00
ОТБОЙНЫЙ МОЛОТОК ОМ-2	50	1,500.00
ОТБОЙНЫЙ МОЛОТОК ОМ-2	50	1,800.00
ОТКРЫТЫЙ СКЛАД ГОТОВОЙ ПРОДУКЦИИ	50	11,051.00
ОТОПИТЕЛЬ *MORA-6101* N 301134	50	3,409.00
ОТОПИТЕЛЬ *MORA-6101* N 301628	50	3,409.00
ОТОПИТЕЛЬ *MORA-6101* N 302335	50	3,409.00
ОТОПИТЕЛЬ *MORA-6101* N 302340	50	3,409.00
ОТОПИТЕЛЬ *MORA-6101* N302313	50	3,409.00
ОТОПИТЕЛЬ *MORA-6101* N302325	50	3,410.00
ОТОПИТЕЛЬНАЯ УСТАНОВКА ОВ65 К ДГК	50	3,137.00
ОТОПИТЕЛЬНАЯ УСТАНОВКА ОВ65 К МПТ	50	3,137.00
ОТСАСЫВАТЕЛЬ ХИРУРГИЧЕСКИЙ	50	12,538.00
ОФИСНАЯ МЕБЕЛЬ ДЛЯ РУКОВОДИТЕЛЯ	50	10,191.00
ОЧИСТИТЕЛЬ ВОЗДУХА	50	11,315.00
ПАССАЖИР.ПОСАДОЧНАЯ ПЛАТФОРМА УЧ.БЕЛЬЦЫ-СЛОБОДКА	50	18,752.00
ПАССАЖИРСКАЯ ПЛАТФОРМА ОСТРОВНАЯ ТИРАСПОЛЬ	50	18,382.00
ПАНЕЛИ	50	1,771.00
ПАНЕЛЬ ПРП-ЭЦ-Э	50	93,840.00
ПАРКОВАЯ РАДИОСВЯЗЬ СТ.РЫБНИЦА	50	2,600.00
ПЕРЕЕЗД ТНТС БЕНДЕРЫ	50	19,057.00
ПЕРРОН ВОКЗАЛА ТИРАСПОЛЬ	50	130,294.00
ПЕШЕХОДНЫЙ МОСТ	50	981,695.00
ПНЕВМОМОЛОТ КУЗНЕЧНЫЙ 741 КУЗНЯ	50	18,200.00
ПНЕВМОШЛИФ.МАШИНА	50	3,900.00
ПНЕВМОШЛИФОВАЛЬНАЯ МАШИНА	50	2,400.00
ПНЕМВОШЛИФ.МАШИНА	50	2,400.00
ПОВОРОТНЫЙ МЕХАНИЗМ	50	9,610.00
ПОВОРОТНЫЙ МЕХАНИЗМ	50	4,904.00
ПОВОРОТНЫЙ МЕХАНИЗМ	50	19,442.00
ПОСАДОЧНО-ПАССАЖИРСКАЯ ПЛАТФОРМА ПАРКАНЫ НАПР ТИ	50	5,000.00
ПОСТ ДЕЖУРНОГО ПО ПЕРЕЕЗДУ 1485-030КМ ТИРАСПОЛЬ-БЕНДЕ	50	14,064.00
ПОСТ ДЕЖУРНОГО ПО ПЕРЕЕЗДУ 5-071КМ БЕНДЕРЫ-ХАДЖИМУС	50	9,376.00
ПОСТ ДЕЖУРНОГО ПО ПЕРЕЕЗДУ 6-269КМ БЕНДЕРЫ-ХАДЖИМУС	50	14,325.00
ПОСТАНЦИОННАЯ СВЯЗЬ ШОЛДАНЕШТЫ-ТИМКОВО	50	21,976.00
ПОСУДОМОЕЧНАЯ МАШИНА	50	2,400.00
ПОНАБ 3	50	18,354.00
ПОНЧИКОВЫЙ АППАРАТ	50	12,208.00
ПОМЕЩЕН.ДЛЯ МОНТЕРОВ ПУТИ НА 30Ч 1480-573КМ ТИРАСПОЛ	50	98,797.00
ПОМЕЩЕНИЕ ДЛЯ МОНТЕРОВ ПУТИ БЕНДЕРЫ ПД-4	50	225,660.00
ПОМЕЩЕНИЕ ДЛЯ МОНТЕРОВ ПУТИ НА 15Ч 9000КМ КУЧУРГАН Г	50	17,625.00
ПОМЕЩЕНИЕ ДЛЯ МОНТЕРОВ ПУТИ НА 25Ч 4-70КМ КУЧУРГАН-К	50	14,064.00
ПОМЕЩЕНИЕ ЛИНЕЙНОПУТ. НА 3Ч 1488-876КМ ТИРАСПОЛЬ БЕНД	50	16,353.00
ПОМЕЩЕНИЕ ПОД АВТОМАТИЧЕСКИЕ КАМЕРЫ ХРАНЕНИЯ	50	353,389.00
ПОРТАЛЬНЫЕ КРАНЫ	50	5,428.00
ПОРТАЛЬНЫЕ КРАНЫ	50	5,428.00
ПОРТАЛЬНЫЕ КРАНЫ	50	1,833.00
ПОРТАЛЬНЫЙ КРАН	50	1,833.00
ПОРТАЛЬНЫЙ КРАН	50	7,280.00
ПОРТАЛЬНЫЙ КРАН {С КАП РЕМ }	50	6,113.00

ПОТОЧНАЯ ЛИНИЯ "ЭФЕКТ"	50	32,370.00
ПОГРУЗЧИК	50	28,800.00
ПОГРУЗЧИК	50	28,800.00
ПОДСТАНЦИЯ ТРАНСФОРМАТОРНАЯ КОМПЛЕКТ 63/10 НОВОСАВ	50	6,630.00
ПОДСТАНЦИЯ ТРАНСФОРМАТОРНАЯ КОМПЛЕКТ КТП-148 БЕНДЕ	50	7,140.00
ПОДСТАНЦИЯ ТРАНСФОРМАТОРНАЯ РП-17 БЕНДЕРЫ ВП-1 К-32-4	50	18,105.00
ПОДСТАНЦИЯ ТРАНСФОРМАТОРНАЯ ТП-165 БЕНДЕРЫ	50	7,650.00
ПОДСТАНЦИЯ ТРАНСФОРМАТОРНАЯ БЕНДЕРЫ ПМС-130	50	6,120.00
ПОДОГРЕВАТЕЛЬ МАЗУТА	50	3,881.00
ПОДЗЕМНАЯ КАНАЛИЗАЦИЯ ТНТС БЕНДЕРЫ	50	194,765.00
ПОДЬЕМНИК В СТОЛОВОЙ	50	6,682.00
ПОДЬЕЗДНОЙ Ж.Д. ПУТЬ В/Ч 72431 ПРОТЯЖ 1,076	50	87,876.00
ПОДЬЕЗДНОЙ Ж.Д. ПУТЬ РЫБНИЦКОГО НАСОСНОГО ЗАВОДАПР	50	66,065.00
ПОДЬЕЗДНОЙ Ж.Д. ПУТЬ РЫБНИЦКОГО ЦЕМЕНТНОТЯЖЗАВОДА8	50	647,075.00
ПОДЬЕЗДНОЙ Ж.Д. ПУТЬ РЫБНИЦКОЙ НЕФТЕБАЗЫ ПР 0,366	50	15,838.00
ПОДЬЕЗДНОЙ Ж.Д. ПУТЬ РЫБНИЦКОЙ РЕАЛБАЗЫ ПРТЯЖ2,390	50	162,900.00
ПОДЬЕЗДНОЙ ПУТЬ 36 СПЕЦНАЗН. БЕНДЕРЫ	50	33,485.00
ПОДЬЕЗДНОЙ ПУТЬ ВИНОКОНЬЯЧНЫЙ З-ДА ТИРАСПОЛЬ	50	104,618.00
ПОДЬЕЗДНОЙ ПУТЬ СТЕКЛОТАРНЫЙ ЗАВОД ТИРАСПОЛЬ	50	181,000.00
ПОДЬЕЗДНОЙ ПУТЬ НОВОЙ БАЗЫ ПМС-130	50	112,922.00
ПОДЬЕЗДНОЙ ПУТЬ КОНСЕРВН. З-ДА ТИРАСПОЛЬ	50	179,099.00
ПОДЬЕЗДНОЙ ПУТЬ КОМБИКОРМ. З-Д ТИРАСПОЛЬ	50	10,860.00
ПОДЬЕЗДНОЙ ПУТЬ КРАХМАЛОПАТОЧНЫЙ З-ДА БЕНДЕРЫ	50	44,979.00
ПОДЬЕЗДНОЙ ПУТЬ К-Т ХЛЕБОПРОДУКТОВ ВАРНИЦА	50	297,745.00
ПОДЬЕЗДНОЙ ПУТЬ МЕБЕЛЬНОЙ Ф-КИ N4 ТИРАСПОЛЬ	50	35,747.00
ПОДЬЕЗДНОЙ ПУТЬ МОЛДСЕЛЬХОЗТЕХТИКА БЕНДЕРЫ	50	514,402.00
ПОДЬЕЗДНОЙ ПУТЬ МОЛДПЛОДООВОЩ КОРОТНОЕ	50	46,698.00
ПОДЬЕЗДНОЙ ПУТЬ МЯСОКОМБИНАТ БЕНДЕРЫ	50	212,935.00
ПОДЬЕЗДНОЙ ПУТЬ ТИРАСПОЛЬ НЕФТЕБАЗА	50	149,415.00
ПОДЬЕЗДНОЙ ПУТЬ ХЛОПКОПРЯД. Ф-КИ БЕНДЕРЫ	50	51,223.00
ПОДЬЕЗДНОЙ ПУТЬ ГАЗОКОНТОРЫ БЕНДЕРЫ	50	13,575.00
ПОДЬЕЗДНОЙ ПУТЬ ГОРТОРГА БЕНДЕРЫ	50	46,607.00
ПОДЬЕЗДНОЙ ПУТЬ ДЕРЕВООБР. КОМБИНАТ ТИРАСПОЛЬ	50	106,338.00
ПОДЬЕЗДНОЙ ПУТЬ ЗАВОД ИМ. КИРОВА ТИРАСПОЛЬ	50	232,028.00
ПОДЬЕЗДНОЙ ПУТЬ З-ДА МОЛДАВКАБЕЛЬ БЕНДЕРЫ	50	162,900.00
ПОДЬЕЗДНОЙ ПУТЬ З-ДА ОКТЯБРЬ ТИРАСПОЛЬ	50	25,250.00
ПОДЬЕЗДНОЙ ПУТЬ З-ДА Ж/Б КОНСТР N1 ТИРАСПОЛЬ	50	28,095.00
ПОДЬЕЗДНОЙ ПУТЬ З-ДА ИМ ТКАЧЕНКО ТИРАСПОЛЬ	50	62,173.00
ПОДЬЕЗДНОЙ ПУТЬ ПЛОДОКОМБИНАТ ТИРАСПОЛЬ	50	63,933.00
ПОДЬЕЗДНОЙ ПУТЬ ФАНЕРО-ДВЕРЕВООБР К-ТА	50	84,436.00
ПОДЬЕЗДНЫЕ ПУТИ МЭЗА БЕНДЕРЫ	50	142,513.00
ПОЛУВАГОН 60496643	50	80,000.00
ПОЛУВАГОН 60541729	50	80,000.00
ПОЛУВАГОН 60543576	50	80,000.00
ПОЛУВАГОН 62916069	50	80,000.00
ПОЛУВАГОН 67684886	50	80,000.00
ПОПЕРЕЧНО-СТРОГАЛЬНЫЙ СТАНОК	50	12,279.00
ПРЕСС	50	2,483.00
ПРЕСС ГИДРАВЛ.	50	3,881.00
ПРЕСС ДЛЯ ВЫСАДКИ КОНУСОВ	50	2,529.00

ПРЕСС ДЛЯ ЗАПРЕС И РАСПРЕС РУБАШЕК ГИЛЬЗ ЦИЛИНДРОВ	50	3,881.00
ПРЕСС ДЛЯ ЗАПРЕС.И РАСПРЕС. ДЕТАЛЕЙ	50	5,285.00
ПРЕСС ПНЕВМАТИЧЕСКИЙ	50	4,505.00
ПРЕСС-НОЖНИЦЫ ПВ	50	41,001.00
ПРЕОБРАЗОВАТЕЛЬ ТОКА	50	3,116.00
ПРОМЕЖУТОЧНАЯ СТОЙКА ПЕРЕКЛЮЧЕНИЙ 3 шт	50	9,750.00
ПРОДОЛЬНАЯ ЛЭП 10КВ КУЧУРГАН КОРОТНОЕ 22.970КМ	50	1,928,980.00
ПРОЖЕКТОРНЫЕ МАЧТЫ ОСВ. ЗВ. СБОРОЧНАЯ ПМС-130	50	56,256.00
ПРОИЗВОДСТВЕННАЯ КАНАЛИЗАЦИЯ	50	136,823.00
ПРИВОД УМП-11	50	3,444.00
ПРИБОР ДЛЯ РИХТОВКИ ПУТИ РГУ-1	50	1,450.00
ПРИЦЕП	50	1,476.00
ПРИЦЕП 2ПТС-4М К ТРАКТОРУ	50	8,779.00
ПРИЦЕП АВТОМОБИЛЬНЫЙ	50	20,200.00
ПРИЦЕП АВТОМОБИЛЬНЫЙ 1-Р-3 51-82	50	10,100.00
ПРИЦЕП АВТОМОБИЛЬНЫЙ ОДНООСНЫЙ	50	20,200.00
ПРИЦЕП ТРАКТОРН ПТС-9526 11-89 ЛЧ	50	19,500.00
ПРИЦЕП ТРАКТОРНЫЙ 24-49	50	14,805.00
ПРИЦЕП ТРАКТОРНЫЙ	50	8,800.00
ПРИЦЕП УП-2 ГРЯЗИ-ОРЛОВСКОЙ	50	80,800.00
ПРИЦЕП УП-2 ДЛЯ АГМУ	50	82,820.00
ПРИЦЕП ЧМЗАП-5523 ЗАВ N 2533	50	18,900.00
ПАНЕЛЬ ПРПП-65 СТ РЫБНИЦА	50	5,000.00
ПАНЕЛЬ РАСПРЕДЕЛЕНИЯ ПЕРЕМЕННОГО ТОКА ПРПТ-65 СТ КОЛ	50	3,000.00
ПАННО	50	2,359.00
ПАРАФИНОНАГРЕВАТЕЛЬ	50	1,541.00
Парковая связь для громкоговорящего повещания Тир	50	75,400.00
Патрон токарный 250	50	7,035.00
Патрон токарный 315	50	3,555.00
ПАТАЛОГОАНАТОМИЧЕСКИЙ КОРПУС	50	5,582.00
ПАТРОН ТОКАРНЫЙ	50	1,622.00
ПЕРЕГОВОРНОЕ УСТРОЙСТВО	50	11,304.00
ПЕРЕГОВОРНОЕ УСТРОЙСТВО	50	11,304.00
ПЕРЕГОВОРНОЕ УСТРОЙСТВО	50	11,305.00
ПЕРЕГОВОРНОЕ УСТРОЙСТВО	50	11,305.00
ПЕРЕГОВОРНОЕ УСТРОЙСТВО	50	11,305.00
ПЕРЕГОРОДКИ ИЗ АЛЛЮМИНИЯ	50	39,213.00
ПЕРЕД. ПАЛАТ.РЕНТ.	50	1,603.00
ПЕРЕДВИЖНОЕ ОБЩЕЖИТИЕ ВАГОНОГО ТИПА	50	14,216.00
ПЕРЕДВИЖНОЕ ОБЩЕЖИТИЕ ПО-274 СТ БЕНДЕРЫ ПЕР ВОКЗАЛЬН	50	5,145.00
ПЕРЕДВИЖНОЕ ОБЩЕЖИТИЕ ПО-274 СТ БЕНДЕРЫ ПЕР ВОКЗАЛЬН	50	5,145.00
Переустройство АБ перегон Бендеры-Калфа	50	50,989.00
ПЕРЕХОД ВОДОПРОВОДА	50	56,448.00
Переходные устройства ПУ-4Д	50	15,500.00
ПИЛА ЭЛЕКТРИЧЕСКАЯ *БОЛГАРКА*	50	1,684.00
ПИТАЮЩИЙ КАБЕЛЬ 19 КВТ	50	291,322.00
ПИШУЩАЯ МАШ."ЭЛЕМА"	50	7,191.00
ПИШУЩАЯ МАШИНКА "ЯТРАНЬ"	50	1,450.00
ПИШУЩАЯ МАШИНКА	50	2,794.00
ПИШУЩАЯ МАШИНКА	50	1,123.00

ПИШУЩАЯ МАШИНКА *ОКА 400*	50	2,200.00
ПИШУЩАЯ МАШИНКА *ОКА 400*	50	1,120.00
ПИШУЩАЯ МАШИНКА *ОКА 400*	50	1,120.00
ПИШУЩАЯ МАШИНКА *ОКА 400*	50	1,120.00
ПИШУЩАЯ МАШИНКА *ОКА-400*	50	2,200.00
ПИШУЩАЯ МАШИНА ЯТРАНЬ	50	2,349.00
ПИШУЩАЯ МАШИНКА РЭНГ-КСЕРОКС	50	1,100.00
ПИШУЩАЯ МАШИНКА РЭНГ-КСЕРОКС	50	1,100.00
ПИЩЕБЛОК	50	19,355.00
ПЛАТФОРМА ПАС.ПЕРОН.	50	121,588.00
ПЛОСКОШЛИФОВАЛЬНЫЙ СТАНОК	50	57,005.00
ПЛОЩАДКА В Р-НЕ ПЕСКОСУШИЛКИ	50	34,635.00
ПЛОЩАДКА ОБМЫВОЧ. ТЧ БЕНДЕРЫ	50	129,327.00
ПЛОЩАДКА У СМОТРОВОЙ КАНАВЫ	50	14,097.00
ПЛОЩАДКИ	50	66,775.00
ПЛАЗМЕННАЯ УСТАНОВКА	50	2,871,509.00
ПЛАТФ ДЛЯ РЕМОНТА ДИЗ	50	15,134.00
ПЛАТФОРМА 4-Х ОСНАЯ 40042384	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42288738	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42331116	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42332445	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42337113	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42340257	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42343533	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42345017	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42346908	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42347161	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42347930	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42348276	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42348672	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42348714	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42350520	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42350918	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42351213	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42351650	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42353375	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42353912	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42355941	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42362046	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42362830	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42362905	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42368118	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42368258	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42378612	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42381772	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42381889	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42448332	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42580852	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42640714	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42645077	50	80,000.00

ПЛАТФОРМА 4-Х ОСНАЯ 42651562	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42670729	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42671644	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42748913	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42766816	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42767244	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42796870	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 42943431	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 43155357	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 43225531	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 43277656	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 43288810	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 43366418	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 43477348	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44033066	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44034544	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44042117	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44110211	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44110245	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44110369	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44181501	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44181543	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44181568	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44314169	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44391076	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44393635	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44458602	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44645471	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44769008	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44771822	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44776664	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44958411	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44960649	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44971141	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44977254	50	80,000.00
ПЛАТФОРМА 4-Х ОСНАЯ 44977270	50	103,222.00
ПЛАТФОРМА Д/СРЕДНЕТОН. КОНТ. 92124841	50	40,000.00
ПЛИТА ГАЗОВАЯ ДРУЖКОВКА	50	1,291.00
ПЛОЩАДКА ЛЬДОХРАНИЛИЩА СТ БЕНДЕРЫ ПЕР ВОКЗАЛЬНЫЙ 8	50	45,170.00
ПЛОЩАДКА ПРОИЗВОД НА БАЗЕ	50	29,680.00
ПЛОЩАДКА ТНТС [НА ТЕРРИТОРИИ ТЧ]	50	54,625.00
ПЛУГ ПН-3-35 ПМР	50	6,500.00
ПЛУГ РЫХЛИТЕЛЬ ПМР	50	6,500.00
ПНЕВМОШЛИФ.МАШИНА	50	1,200.00
ПОГРУЗЧИК ФРОНТАЛЬНЫЙ ОДНОКОВШОВЫЙ ТО-18Б	50	95,240.00
ПОГРУЗЧИК ФРОНТАЛЬНЫЙ ОДНОКОВШОВЫЙ ТО-18Б	50	126,780.00
ПОД ПУТЬ В-Ч ТИРАСПОЛЬ vПРОДСКЛАД v	50	116,530.00
ПОД ПУТЬ З-Д ПЛОДООВОЩ ТИРАСПОЛЬ	50	162,167.00
ПОД ПУТЬ МЕБ Ф-КИ СТ БЕНДЕРЫ	50	40,745.00
ПОД.РЕМ.32,46,70,73 ПУТЕЙ ПО ДЕПО И СП 222,238,258,260,СТ.БЕНД	50	10,508.00

ПОД.РЕМ.ПУТ.НА Ж/Б ШП.И ЩЕБ.НА 47 СП N 264.266 ПО СТ.ТИРАС	50	10,265.00
ПОД.РЕМ.ПУТИ N11.12 СТ БЕНД-1 И СП N 32.42.80.222НА ЩЕБ И Ж/Б	50	13,171.00
ПОД.РЕМ.ПУТИ N15.11.6.24ПУТЬ КПД НА ДЕР.И Ж/Б ШП И ЩЕБНЕ	50	10,120.00
ПОД.РЕМ.ПУТИ НА 10 КМ ПК 7-9,11КМ ПК1-5,ПК 7-8	50	15,039.00
ПОД.РЕМ.ПУТИ НА 4КМ НАПР.КУЧУРГАНЫ-ЛИВАДА /ПРОТ.0.7КМ	50	24,900.00
ПОД.РЕМ.ПУТИ НА ДЕР И ЩЕБ.6 КМ ПЕРЕГ.БЕНД-ХАДЖ./0.1КМ/	50	9,357.00
ПОДЗЕМНЫЙ ГАЗОПРОВОД 255М	50	41,648.00
ПОДКРАНОВЫЕ ПУТИ	50	19,135.00
Подменный фонд	50	5,400.00
ПОДСТАНЦИЯ ТРАНСФ ТП-128	50	3,800.00
ПОДСТАВКА МОП	50	3,448.00
ПОДСТАНЦИЯ ТРАНСФОРМАТОРНАЯ ТП 10/04	50	32,202.00
ПОДЪЕЗДНОЙ ПУТЬ БОЭРЗ	50	60,710.00
ПОДЪЕМ РЕМ НЕЧЕТ.ПУТИ НОВОСОВ.-ТИРАСПОЛЬ НА 1480.1481К	50	11,379.00
ПОДЪЕМ РЕМ ПУТИ БЕНДЕРЫ-I	50	17,304.00
ПОДЪЕМ РЕМ ПУТИ НА 34.10.11.12КМ БЕНД.-ХАДЖИМУС /ПРОТ.0.	50	11,004.00
ПОДЪЕМОЧН РЕМ НАПР КУЧУРГАНЫ-НОВ.САВИЦ-БЕНДЕРЫ 1457	50	32,450.00
ПОДЪЕМОЧН РЕМ СТ БЕНД-I /7.10.42ПУТЬ/ СП N 10.24 /КАПИТАЛИ	50	26,416.00
ПОДЪЕМОЧН.РЕМ .ПУТИ НА 17КМ .18КМ ПК1-2 НАПР ЛИВ-ГРЭС	50	17,995.00
ПОДЪЕМОЧН.РЕМ.11 ПУТИ 12 ПУТИ.СП N 252 СТ.БЕНДЕРЫ-I	50	53,878.00
ПОДЪЕМОЧНЫЙ РЕМОНТ 12 ПУТИ СТ БЕНДЕРЫ-I	50	28,990.00
ПОДЬЕЗДНОЙ ПУТЬ ЗАВОДА *ЭЛЕКТРОФАРФОР*	50	40,224.00
ПОДЬЕЗДНОЙ ПУТЬ З-ДА ЖБИ И КПД N 3	50	31,245.00
ПОДЬЕЗДНОЙ ПУТЬ ШЕЛКОВОГО КОМБИНАТА г.БЕНДЕРЫ	50	576,485.00
ПОДЬЕМНОЕ УСТ-ВО	50	6,868.00
ПОДЬЕМОЧНЫЙ РЕМОНТ СТ НОВОСАВИЦКАЯ	50	87,500.00
ПОЖАРНО-ОХРАННЫЙ СИГНАЛ	50	26,148.00
ПОЛИВОЧНОЕ УСТРОЙСТВО НА ЖЕЛ.ДОРОЖН.ХОДУ	50	54,059.00
ПОЛИКЛИНИЧНЫЙ НАБОР	50	12,877.00
ПОЛКА -ВЕРТУШКА	50	1,546.00
Полуавтоматика ПАБ ГТСС Новос-Кучурган 725км	50	21,351.00
Полукомплект В-3-3	50	8,060.00
ПОМЕЩЕНИЕ ДЛЯ МОНТЕРОВ ПУТИ СТВАРНИЦА {ПД-13}	50	60,944.00
ПОМЕЩЕНИЕ ДЛЯ ХРАНЕНИЯ ГСМ МЧУ	50	34,384.00
ПОМОСТИ ПЕРЕДВИЖНЫЕ	50	16,590.00
ПОНИЖАЮЩИЙ ТРАНСФОРМАТОР	50	31,551.00
ПОРТАЛЬНЫЙ КРАН	50	6,113.00
ПОРТАЛЬНЫЙ КРАН	50	7,280.00
ПОРТАЛЬНЫЙ КРАН { С КАП РЕМОНТА }	50	4,607.00
ПОРТАЛЬНЫЙ КРАН { С КАП РЕМОНТА}	50	4,676.00
ПОРТАЛЬНЫЙ КРАН {С КАП РЕМ }	50	6,113.00
ПОРТАЛЬНЫЙ КРАН {С КАП РЕМОНТА }	50	4,677.00
ПОРТАЛЬНЫЙ КРАН {С КАП РЕМОНТА}	50	4,677.00
ПОРТАЛЬНЫЙ КРАН {С КАП РЕМОНТА}	50	4,676.00
ПОРШ.ГРУППА ГАЗ-52	50	1,763.00
ПОРШН.ГРУППА ГАЗ	50	1,805.00
ПОСАДОЧНАЯ ПАС ПЛАТФОРМА v 7й КМ .ШЕЛК.К-Tv БЕНД-БЕСС	50	19,329.00
ПОЩАДКА ДЛЯ СТОЯНКИ АВТОТРАНСПОРТА	50	7,000.00
ПОЯС МОНТАЖНЫЙ	50	5,800.00
П-ПРИЦЕП ОДАЗ-9370 ААА 227	50	5,940.00

ПРАЧЕЧНАЯ	50	3,450.00
Преобразователь ППВ-1	50	3,570.00
ПРЕСС ГИДРАВЛИЧЕСКИЙ ЛАБОР	50	4,180.00
ПРИНТЕР	50	2,928.00
ПРИНТЕР	50	3,968.00
ПРИНТЕР	50	3,717.00
ПРИНТЕР	50	3,717.00
ПРИНТЕР *EPSON*	50	2,843.00
ПРИНТЕР *САМСУНГ*	50	3,181.00
ПРИНТЕР *ЭПСОН*	50	2,550.00
ПРИНТЕР *ЭПСОН*	50	2,268.00
ПРИНТЕР EPSO N LX-1050	50	5,551.00
ПРИНТЕР H8 1100 A	50	6,150.00
ПРИНТЕР ЛАЗЕРНЫЙ	50	5,509.00
ПРИНТЕР ЛАЗЕРНЫЙ	50	5,056.00
ПРИНТЕР ЛАЗЕРНЫЙ HP	50	9,129.00
ПРИНТЕР ЛАЗЕРНЫЙ HP 1000	50	5,007.00
ПРИНТЕР МАТРИГ УЗК EPSON LX-300	50	2,339.00
ПРИНТЕР МАТРИЧНЫЙ	50	3,872.00
ПРИНТЕР МАТРИЧНЫЙ *EPSON LK*	50	2,010.00
ПРИНТЕР МАТРИЧНЫЙ *EPSON LK*	50	2,010.00
ПРИНТЕР МАТРИЧНЫЙ EPSON LX-300	50	2,406.00
ПРИНТЕР МАТРИЧНЫЙ EX1170	50	3,600.00
ПРИНТЕР МАТРИЧНЫЙ УЗК EPSON LX-300	50	2,217.00
ПРИНТЕР МАТРИЧНЫЙ УЗКEPSON LX-300	50	2,217.00
ПРИНТЕР СТР."EPSON"	50	6,170.00
ПРИНТЕР СТРУЙНЫЙ * EPSON *	50	2,883.00
ПРИБОР КОНТРОЛЯ РОЛИКОВ СФЕР ПОДШИПНИКОВ	50	52,713.00
ПРИБОР Ф 34.2	50	5,908.00
ПРИВОД МОТОР ПВМ-600-400	50	8,196.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ЗАКРЫТОГО ТИПА	50	2,257.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ОТКРЫТОГО ТИПА	50	1,693.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ОТКРЫТОГО ТИПА	50	1,692.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ОТКРЫТОГО ТИПА	50	1,692.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ОТКРЫТОГО ТИПА	50	1,693.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ОТКРЫТОГО ТИПА	50	1,693.00
ПРИЛАВОК ХОЛОДИЛЬНЫЙ ОТКРЫТОГО ТИПА	50	1,693.00
Принтер	50	1,862.00
ПРИНТЕР	50	3,680.00
ПРИНТЕР *САМСУНГ*	50	3,101.00
ПРИНТЕР *САМСУНГ*	50	2,466.00
ПРИНТЕР CANONI-810	50	3,372.00
ПРИНТЕР EPSON ST C82	50	2,078.00
ПРИНТЕР SAMSUNG	50	4,593.00
ПРИНТЕР SAMSUNG ML 1210	50	2,999.00
ПРИНТЕР МАТРИЧНЫЙ EPSON 300 PLUS	50	2,469.00
ПРИНТЕР МАТРИЧНЫЙ EPSON LX-300	50	2,635.00
ПРИСБ.СБОРКИ ПОВОДКА	50	12,940.00
ПРИСТРОЙКА АБК МЧУ	50	75,008.00
ПРИСТРОЙКА ВОКЗАЛА	50	618,347.00

ПРИХОЖАЯ *БЕНДЕРОЧКА*	50	1,602.00
ПРИЦЕП 2 ПТС -4 61-11 МП	50	12,000.00
ПРИЦЕП 2 ПТС 4М-887 24-48	50	31,110.00
ПРИЦЕП 2 ПТС 61-10 МП	50	12,000.00
ПРИЦЕП ПТС-4	50	24,917.00
ПРИЦЕП ПТС-М-9526	50	18,900.00
ПРИЦЕП ТРАКТОРНЫЙ 2ПТС-Ч CU-RT 524	50	6,992.00
ПРИЦЕП-РОСПУСКА 1-Р-3 АВТОМОБИЛЬНЫЙ ОДНООСЬЕВОЙ РОС	50	750.00
ПРОБООТБОРНИК	50	2,000.00
ПРОМ ПУНКТ {ТАИВ-М1 АППАРАТ ЛИНЕЙНОЙ ПУТЕВОЙ СВЯЗИ	50	1,267.00
ПРОМ ПУНКТ ТАИВ -М1	50	1,267.00
ПРОМ ПУНКТ ТАИВ -М1 (АППАРАТ ЛИНЕЙНО-ПУТЕВОЙ СВЯЗИ)	50	1,267.00
ПРОМПУНКТ ТАИВ -М1 /АППАРАТ ЛИН-ПУТЕВОЙ СВЯЗИ/	50	1,150.00
ПРОМПУНКТ ТАИВ -М1 { АППАРАТ ЛИНЕЙНО-ПУТЕВОЙ СВЯЗИ}	50	1,267.00
ПРОМПУНКТ ТАИВ-М1 /АППАРАТ ЛИН-ПУТЕВОЙ СВЯЗИ/	50	1,150.00
ПРОМПУНКТ ТАИВ-М1 {АППАРАТ ЛИНЕЙНО-ПУТЕВОЙ СВЯЗИ }	50	1,267.00
ПРОМПУНКТ ТАИВ-М1 {АППАРАТ ЛИНЕЙНО-ПУТЕВОЙ СВЯЗИ }	50	1,267.00
Промпункт	50	3,776.00
ПРОМПУНКТ *ТАИВ*	50	1,150.00
ПРОМПУНКТ *ТАИВ*	50	1,150.00
ПРОМПУНКТ ТАИВ-М1 /АППАРАТ ЛИНЕЙНО -ПУТЕВОЙ СВЯЗИ	50	1,150.00
ПРОТИВОГАЗ	50	3,556.00
ПРОФИЛАКТ.ДЛЯ РЕМОНТА АВТОТРАНС.С ОЧИСТ СООРУЖ ПЛ.2.	50	66,700.00
ПРОХОДНАЯ	50	945.00
ПРОХОДНАЯ СТРОЙ ДВОРА Г БЕНДЕРЫ ПЕР ВОКЗАЛЬНЫЙ 8	50	1,565.00
ПРОХОДНАЯ МП-1	50	43,373.00
ПРОЦЕССОР	50	3,072.00
ПУНКТ ХРАНЕНИЯ ПУТЕВЫХ ИНСТРУМ. ЛИВАДА	50	42,192.00
ПУТЕВЫЕ ЗНАКИ Ж/Б	50	600,813.00
ПУЛЬТ УПРАВЛЕНИЯ С БЛОКОМ ДЛЯ СВЕТОФОРНОГО ОГРАЖДЕ	50	26,000.00
ПУСКОВОЕ УСТРОЙСТВО УП-220-24-300	50	3,097.00
ПЫЛЕСОС	50	2,708.00
ПЫЛЕСОС	50	1,084.00
ПЭВМ	50	1,867.00
ПЭВМ	50	1,356.00
ПЭВМ МАНИТОР ЦВЕТНОЙ	50	40,891.00
ПЭВМ МАНИТОР ЧЕРНО-БЕЛЫЙ	50	12,224.00
ПЭВМ *CELERON-333* В ПРИБ ИСПОЛНЕНИИ	50	7,529.00
ПЭВМ CEI2000 /256/ 60/17"/MMKIT	50	12,699.00
ПЭВМ AT-386	50	10,188.00
ПЭВМ P4 1,6/384/40/	50	13,327.00
ПЭВМ PC INTER 366-64 CELERAU	50	9,535.00
РvУДЛИНИТЕЛЬ-ТРУБКА СН-258 018 В 0012	50	2,544.00
РАНЕТ ДМВ 20-1	50	7,043.00
РАДИОПРИЕМНИК	50	2,784.00
РАДИОСВЯЗЬ	50	334.00
РАДИОСТАНЦИЯ	50	2,928.00
РАДИОСТАНЦИЯ	50	2,928.00
РАДИОСТАНЦИЯ	50	2,928.00
РАДИОСТАНЦИЯ	50	3,432.00

РАДИОСТАНЦИЯ *ТРАНСПОРТ*	50	2,782.00
РАДИОСТАНЦИЯ *ТРАНСПОРТ*	50	2,782.00
РАДИОСТАНЦИЯ KENWOOD	50	2,448.00
РАДИОСТАНЦИЯ KENWOOD	50	2,448.00
РАДИОСТАНЦИЯ KENWOOD	50	2,448.00
РАДИОСТАНЦИЯ KENWOOD	50	2,448.00
РАДИОСТАНЦИЯ KENWOOD 2701	50	2,520.00
РАДИОСТАНЦИЯ KENWOOD N 20404651	50	2,448.00
РАДИОСТАНЦИЯ*ТРАНСПОРТ*	50	2,782.00
РАДИОСТАНЦИЯ*ТРАНСПОРТ*	50	2,782.00
Радиостанции 71PTC	50	6,500.00
Радиостанции 71PTC	50	9,750.00
РАДИОСТАНЦИИ ICOM В ЧЕХЛЕ - 2 шт.	50	5,470.00
РАДИОСТАНЦИЯ	50	3,661.00
РАДИОСТАНЦИЯ	50	6,974.00
Радиостанция 71 PTC 1	50	11,160.00
Радиостанция ICOM	50	3,661.00
Радиостанция 43	50	1,066.00
Радиостанция 71PTC	50	22,940.00
РАДИОСТАНЦИЯ ICOM ICF II/S	50	2,565.00
РАДИОСТАНЦИЯ ICOM ICF II/S	50	2,565.00
Радиостанция ICOM-F-11	50	7,321.00
Радиостанция РС-2,5	50	33,600.00
РАДИОСТАНЦИЯ ТС-Е-11	50	2,565.00
РАДИОТЕЛЕФОН	50	4,822.00
РАДИОТЕЛЕФОН	50	4,822.00
РАДИОТЕЛЕФОН	50	8,276.00
РАДИОТЕЛЕФОН	50	4,957.00
РАДИОТЕЛЕФОН	50	8,276.00
РАДИОТЕЛЕФОН NOKIA 5180 N 3389810	50	2,281.00
РАДИОТЕЛЕФОН SN258	50	5,517.00
РАДИОТЕЛЕФОН СИ 358	50	3,963.00
РАДИОТЕЛЕФОН	50	4,937.00
РАДИОТЕЛЕФОН	50	4,612.00
РАДИОТЕЛЕФОН SENAO 258+	50	7,556.00
РАДИОУДЛ ТЕЛ СЕТИ РАДИУС ДЕЙСТ 15КМ	50	5,191.00
РАДИОУДЛИНИТЕЛЬ С71-258 SN:00B007488F8	50	3,953.00
Радиоудлинитель SENAO	50	5,246.00
РАДИОУДЛИНИТЕЛЬ РИДИУСНОГО ДЕЙСТВИЯ 15 КМ	50	5,172.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	6,775.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	5,745.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	5,745.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	5,745.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	5,745.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	5,745.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ	50	9,980.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ	50	9,980.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ	50	9,980.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ	50	9,980.00
РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ	50	9,980.00

РАЗГОНЩИК ГИДРАВЛИЧЕСКИЙ РН-03	50	6,775.00
РАСПРЕДЕЛИТЕЛЬНОЕ УСТРОЙСТВО	50	14,027.00
РАСТВОРО-БЕТОННЫЙ УЗЕЛ БЕНД	50	167,963.00
РАФ 220-21	50	19,844.00
РЕНТГЕН.АППАРАТ РУМ	50	18,541.00
РЕНТГЕН.АППАРАТ ФЛЮ.	50	3,815.00
РЕГУЛЯТОР Р25.2	50	8,664.00
РЕДУКТОР 85-08-007	50	36,815.00
РЕДУКТОР ЗАДН.МОСТА	50	3,310.00
РЕЗАК КИСЛОРОДНЫЙ	50	1,042.00
РЕЗЕРВУАР	50	4,653.00
РЕКТОСКОП СМОТРОВОЙ	50	34,986.00
РЕЛЬСОРЕЗНЫЙ СТАНОК	50	13,570.00
РЕЛЬСОРЕЗНЫЙ СТАНОК РМ 5ГМ	50	13,570.00
РЕЛЬСОРЕЗНЫЙ СТАНОК РМ-4	50	3,828.00
РЕЛЬСОСВЕРЛИЛКА	50	4,661.00
РЕЛЬСОСВЕРЛИЛКА 1024 В	50	5,467.00
РЕЛЬСОСВЕРЛИЛКА 1024 В	50	5,467.00
РЕЛЬСОСВЕРЛИЛКА 1024 В	50	4,661.00
РЕЛЬСОСВЕРЛИЛЬНЫЙ СТАНОК	50	1,224.00
РЕЛЬСОСМАЗЫВАТЕЛЬ	50	11,733.00
РЕЛЬСОСМАЗЫВАТЕЛЬ	50	11,733.00
РЕЛЬСОСМАЗЫВАТЕЛЬ	50	6,243.00
РЕЛЬСОСМАЗЫВАТЕЛЬ /ЛУБРИКАТОР/	50	11,594.00
РЕЛЬСОСМАЗЫВАТЕЛЬ /ЛУБРИКАТОР/	50	11,594.00
РЕЛЬСОШЛИФОВАЛКА МРМ3	50	2,891.00
РЕЛЬСОШЛИФОВАЛКА МРШ-3	50	2,891.00
РЕЛЬСОШЛИФОВАЛЬНАЯ МАШИНА	50	2,570.00
РЕЛЬСОШЛИФОВАЛЬНЫЙ СТАНОК РТ-2М	50	7,346.00
РЕМ.КОМПЛЕКТ	50	1,541.00
РИХТОВЩИК	50	4,457.00
РИХТОВЩИК	50	4,457.00
РИХТОВЩИК	50	4,457.00
РИХТОВЩИК	50	4,457.00
РИХТОВЩИК	50	4,457.00
РИХТОВЩИК	50	4,457.00
РИХТОВЩИК	50	4,786.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	2,110.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	2,110.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	4,220.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	4,220.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	2,110.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	2,110.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ	50	6,330.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,484.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,484.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,484.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00

РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РИХТОВЩИК ГИДРАВЛИЧЕСКИЙ ГР-2065	50	4,483.00
РОТОР ВОЗБУДИТЕЛЯ	50	65,009.00
РУКАВ ВОДЯНОЙ	50	1,080.00
РУЧНОЙ РЕЗАК	50	1,673.00
CLADIREA PENTRUECHIPA DE CONSTRUCTIE 010102	50	408,233.00
СВАЕБ.УСТ-КА НА БАЗЕ Т-100	50	27,140.00
СВАРНОЙ КОТЕЛ ВДМ-402	50	2,020.00
СВАРОЧ.ВЫПР.ВД 306Б	50	14,800.00
СВАРОЧНЫЙ АГРЕГАТ	50	10,792.00
СВАРОЧНЫЙ АГРЕГАТ ТМ 18-18	50	8,620.00
СВАРОЧНЫЙ АППАРАТ	50	1,965.00
СВАРОЧНЫЙ АППАРАТ АДД-400-1У1	50	2,800.00
СВАРОЧНЫЙ ТРАНСФОРМАТОР ТСБ 201-204	50	1,328.00
СВАРОЧНЫЙ АГРЕГАТ НА СОЛЯРКЕ	50	4,920.00
СВАРОЧНЫЙ ВЫПРЯМИТЕЛЬ	50	20,400.00
СВАРОЧНЫЙ ТРАНСФОРМАТОР ДМ-У2-501	50	9,673.00
СВЕРЛИЛЬНЫЙ СТАНОК	50	3,353.00
СЕТИ ВЫСОКОГО И НИЗКОГО ДАВЛЕНИЯ ДЛЯ ГАЗОПРОВОДА	50	98,010.00
СЕТИ ГАЗОСНАБЖЕНИЯ	50	25,280.00
СИСТЕМНЫЙ БЛОК	50	12,797.00
СИСТЕМНЫЙ БЛОК	50	12,797.00
СИСТЕМНЫЙ БЛОК	50	6,293.00
СИСТЕМНЫЙ ТЕЛЕФОН "PANASONIC KX-T 7431"	50	2,257.00
СИСТЕМА КОНДИЦИОНИРОВАНИЯ ВОЗДУХА	50	64,286.00
СИСТЕМНЫЙ БЛОК	50	8,763.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,119.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00

СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКАМЬЯ ДЛЯ ПАССАЖИРОВ	50	10,110.00
СКЛАД ГОРЮЧЕСМАЗОЧНЫХ МАТЕРИАЛОВ	50	4,293.00
СКЛАД ДЛЯ УГЛЯ	50	2,651.00
СКЛАД ЦЕМЕНТА	50	20,962.00
СКЛАД ЦЕМЕНТА ПНЕВМ	50	14,340.00
СКЛАДСКОЕ ПОМЕЩЕНИЕ ГСМ	50	5,390.00
СКРЕПЕР Д-357 П	50	61,274.00
СКРЕПЕР Д-357 П	50	29,155.00
СКРЕПЕР Д-357 П	50	36,840.00
СКРЕПЕР Д-357 П	50	17,729.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667607	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667631	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667680	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667573	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667581	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667615	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667623	50	80,000.00
СЛУЖЕБНЫЙ ТЕХ. 2-Х СЕКЦ. ВАГОН ДЛЯ ЖИВОЙ РЫБЫ 37667763	50	80,000.00
СЛУЖЕБНЫЙ ВАГОН N37417995	50	424,320.00
СМ СП N20,22,33,35,НА Ж/Б БРУС.СТ.ТИРАСПОЛЬ	50	55,483.00
СМ.СП N 425 СТ.БЕНДЕРЫ -2	50	7,393.00
СОЛЕХРАНИЛИЩЕ ПРИ ПЛОЩАД.ЛЬДОПУНКТА СТ БЕНДЕРЫ ПЕ	50	28,450.00
СОТОВЫЙ ТЕРМИНАЛ	50	7,280.00
СПИРОМЕТР ДИАГНОСТИЧЕСКИЙ	50	63,969.00
СПЛИТСИСТЕМА ВК-070 /КОНДИЦИОНЕР/	50	4,329.00
СПУН	50	1,000.00
СПУА К60	50	1,000.00
СР.РЕМ.15 ПУТИ БЕНД-1 [ПРОТЯЖ.853,5 М.П]	50	271,727.00
СР.РЕМ.23 ПУТИ СТ.БЕНД-1 [ПРОТЯЖ.0.082]	50	27,527.00
СР.РЕМ.ПУТИ NНА Ж/Б ШП.И ЩЕБНЕ ПО СТ.БЕНД-1 /0.845КМ/	50	1,009.00
СР.РЕМ.ПУТИ НА ДЕР.И ЩЕБ.1502 КМ ПЕР.БЕНД-РАЗЪ.1507КМ ПР	50	5,750.00
СР.РЕМ.ПУТИ НА Ж/Б ШП.И ЩЕБ.НА 14 ПУТИ ПО СТ БЕНДЕРЫ-1	50	18,309.00
СР.РЕМ.ЧЕТ.ПУТИ НА 1479.1481КМ НАПР.ТИРАСПОЛЬ-Н.САВИЦК/	50	78,661.00
СРЕДНИЙ РЕМОНТ 13 ПУТИ НА Ж/Б ШПАЛАХ СТ БЕНДЕРЫ	50	267,554.00
СРЕДНИЙ РЕМОНТ НА Ж/Б И ЩЕБНЕ 7.9 КМ ПЕРЕГОНА БЕНДЕРЫ -	50	67,353.00
СТ НОВОСАВИЦКАЯ-КАПИТ-РЕМ.СП N 3.5.6./КАПИТ/	50	613,378.00
СТ НОВОСОВИЦКАЯ СМЕНА СП N 1 И ПЕРЕВОДНЫХ БРУСЬЕВ /К	50	214,872.00
СТ БЕНДЕРЫ II-КАПИТ.РЕМ.СП N 117 /КАПИТ /	50	197,035.00
СТ БЕНДЕРЫ-1{КАП РЕМ 30 ПУТЬ.ПОД РЕМ 73 ПУТИ-ДЕПО}	50	14,840.00
СТ БЕНДЕРЫ-1{КАП-РЕМ 2 ПУТИ.СР РЕМ.8 ПУТИ.ПОД РЕМ 3 ПУТИ	50	113,045.00
СТ БЕНДЕРЫ-I КАПИТ.РЕМОНТ СП N 203 /КАПИТАЛИЗАЦИЯ /	50	218,326.00

СТ БЕНДЕРЫ-II /СРЕДНИЙ РЕМОНТ 2 ПУТИ ПОСЛЕ ДЕМ СП N280 /Б	50	40,944.00
СТ БЕНДЕРЫ-II КАПИТ.РЕМОНТ СП N 101.103 /КАПИТАЛИЗАЦИЯ /	50	478,159.00
СТ БЕНД.-1 СМ.СП N 7 Р-50 НА Р-65.СМЕНА ПЕРЕВОДН.БРУСЬЕВ НА	50	7,714.00
СТ БЕНД-1 ПОДЪЕМ РЕМ 32 ПУТ.СМ.СП N 32.28.228.250.252.234 /0.02	50	24,780.00
СТ ТИРАСПОЛЬ -СПЛОШН.СМЕНА Р43-НА Р50 С/Г	50	52,114.00
СТ.БЕНДЕРЫ-СМЕНА НА Ж/Б БРУСЬЯХ СП N 119.202.204 /651/11/	50	650,023.00
СТ.БЕНД-2 СМ БРУСЬЕВ НА СП N106.124.140.133.105.15.39.СМ СПN1	50	43,493.00
СТ.БЕНДЕР-1 СР.РЕМ.74 ПУТИ НА ДЕРЕВ.И ЩЕБНЕ/ПРОТ.0.050КМ/Б	50	66,321.00
СТ.БЕНДЕРЫ 1 ПОД РЕМ. 11,12,62 ПУТЕЙ,СТАН.2,3,5,7 И СП55,66,59,	50	106,085.00
СТ.БЕНДЕРЫ-1 СМ.СП N7 Р-50 НА Р65. СМЕНА ПЕРЕВОД.БРУСЬЕВ Н	50	2,876.00
СТ.Н.САВИЦ. СМЕНА СП N3.5.6 НА Ж/Б БРУСЬЯХ	50	12,307.00
СТ.ТИРАСПОЛЬ СМЕНА СП N32,58,73,74,80	50	24,584.00
СТ.ТИРАСПОЛЬ; СМ СП N 20.22.33.35	50	833,813.00
СТ.ТИРАСПОЛЬ-СМЕНА СП N62.СП N16 НА Ж/Б БРУСЬЯХ	50	437,128.00
СТ.ТИРАС-СПЛОШ.СМЕН.Р-45 НА Р-65 25ПУТИ.СМ ПЕР.БРУС.НА СП	50	1,804.00
СТ.ТИРАС-СПЛОШ.СМЕН.Р-45 НА Р-65 25ПУТИ.СМ.ПЕР.БРУС.НА СП	50	10,065.00
СТАНОК ВЕРТИКАЛЬНО-СВЕРЛИЛЬНЫЙ	50	12,400.00
СТАНОК ДЛЯ ЗАТОЧКИ РЕЖУЩИХ ИНСТРУМЕНТОВ	50	2,600.00
СТАНОК ДЛЯ РЕЗКИ АРМАТУРЫ БЕНДЕРЫ	50	5,265.00
СТАНОК ДЛЯ РЕЗКИ И ПРАВКИ АРМСТАЛИ ГД-162	50	18,340.00
СТАНОК ДЛЯ ШЛИФОВАНИЯ КОЛЕНЧАТЫХ ВАЛОВ ЗА-423	50	9,431.00
СТАНОК КОМБИНИРОВАННЫЙ БЕНД	50	4,550.00
СТАНОК КС ТРЕХОПЕРАЦИОННЫЙ ДЕРЕВООБРАБАТ СТАНОК	50	1,743.00
СТАНОК ОТДЕЛОЧНО-РАСТОЧНЫЙ 2 78П N4754	50	5,091.00
СТАНОК РЕЙСМУСНЫЙ БЕНДЕРЫ	50	10,010.00
СТАНОК РЕЙСМУСОВЫЙ ОДНОСТОРОННИЙ	50	6,502.00
СТАНОК РЕЛЬСОРЕЗНЫЙ	50	13,570.00
СТАНОК РЕЛЬСОРЕЗНЫЙ РМ-5	50	13,275.00
СТАНОК РЕЛЬСОРЕЗНЫЙ РМ-5	50	13,275.00
СТАНОК РЕЛЬСОСВЕРЛИЛЬНЫЙ	50	2,138.00
СТАНОК РЕЛЬСОСВЕРЛИЛЬНЫЙ	50	4,475.00
СТАНОК РЕЛЬСОСВЕРЛИЛЬНЫЙ	50	4,475.00
СТАНОК РЕЛЬСОШЛИФОВАЛЬНЫЙ 2152	50	1,400.00
СТАНОК РЕЛЬСОШЛИФОВАЛЬНЫЙ 2152	50	1,400.00
СТАНОК РЕЛЬСОШЛИФОВАЛЬНЫЙ МРШ-3	50	2,891.00
СТАНОК СВЕРЛИЛЬНЫЙ	50	2,592.00
СТАНОК СВЕРЛИЛЬНЫЙ	50	1,229.00
СТАНОК СМЖ-175А	50	2,200.00
СТАНОК СМЖ-214А	50	1,200.00
СТАНОК ТОКАРНЫЙ УНИВЕРС	50	5,800.00
СТАНОК ФУГОВАЛЬНЫЙ БЕНДЕРЫ	50	7,150.00
СТАНОК ХОНИНГОВАЛЬНЫЙ 3 Г -833	50	3,246.00
СТАНЦИОН.ПУТИ В-СТРОЕНИЕ РЫБНИЦА	50	8,558,803.00
СТАНЦИЯ 3Х КАНАЛЬНАЯ ПВ-3-3-Р КОЛБАСНАЯ	50	12,350.00
СТАНЦИЯ ЗАПРАВКИ	50	2,876.00
СТАНЦИЯ ЗАПРАВКИ	50	2,833.00
СТАНЦИЯ ТРАНСФ КТП РУ-04	50	2,060.00
СТАБИЛИЗАТОР	50	2,219.00
СТАНОК СВЕРЛИЛЬНЫЙ НА СТ РЫБНИЦА	50	1,950.00
СТЕНКА ЮНИОР	50	3,008.00

СТЕЛАЖ ОУ-5	50	1,125.00
СТЕЛЛАЖ	50	1,028.00
СТЕЛЛАЖ	50	5,912.00
СТЕНД	50	4,070.00
СТЕНД ДЛЯ РАСПИСАНИЯ	50	6,067.00
СТЕНД ДЛЯ СТЕНГАЗЕТЫ	50	2,768.00
СТЕНКА *АСТЕРИКЕ*	50	2,728.00
СТЕНКА КАБИНЕТНАЯ	50	2,119.00
СТЕНКА КАБИНЕТНАЯ	50	2,536.00
СТЕНКА МЕБЕЛЬНАЯ	50	4,385.00
СТЕНКА*ДНЕСТРЯНКА*	50	1,345.00
СТЕРЕЛИЗАТОР ВОЗД.	50	1,798.00
СТЕРИЛИЗАТОР АОБ-75	50	1,863.00
СТЕРИЛИЗАТОР С/Ж ГП-40	50	4,700.00
СТИРАЛЬНАЯ МАШИНА	50	5,468.00
СТИРАЛЬНАЯ МАШИНА	50	60,652.00
СТИРАЛЬНАЯ МАШИНА	50	60,652.00
Стойка	50	12,350.00
СТОЙКА ВЫПРЯМИТЕЛЯ СВСП-24v30 СВСВ-24v30 СТ КОЛБАСНАЯ	50	3,500.00
СТОЙКА СВСП 24v3 СТ РЫБНИЦА	50	5,700.00
СТОЛ	50	2,929.00
СТОЛ	50	1,077.00
СТОЛ 2 Х ТУМБОВЫЙ	50	1,187.00
СТОЛ ДЕРЕВЯННЫЙ 2Х ТУМБ.	50	1,675.00
СТОЛ ДЛЯ ЗАСЕДАНИЙ	50	1,048.00
СТОЛ ДЛЯ ЗАСЕДАНИЙ	50	2,502.00
СТОЛ ДЛЯ ЗАСЕДАНИЙ L 2500	50	3,120.00
СТОЛ ДЛЯ КОМПЬЮТЕРА	50	1,944.00
СТОЛ ДЛЯ КОМПЬЮТЕРА	50	1,389.00
СТОЛ ЗАСЕДАНИЙ	50	3,597.00
СТОЛ ЗАСЕДАНИЙ	50	1,836.00
СТОЛ КАНЦЕЛЯРСКИЙ	50	3,466.00
СТОЛ КОМПЬЮТ	50	1,475.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	1,030.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	1,106.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	2,204.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	1,071.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	3,993.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	1,123.00
СТОЛ КОМПЬЮТЕРНЫЙ ЭТАЖЕРКА	50	1,114.00
СТОЛ КОМПЬЮТЕРА	50	1,235.00
СТОЛ КОМПЬЮТЕРА	50	1,235.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	1,237.00
СТОЛ КОМПЬЮТЕРНЫЙ	50	1,267.00
СТОЛ ОБЕДЕННЫЙ	50	4,985.00
СТОЛ ОБЕДЕННЫЙ	50	1,616.00
СТОЛ ОФИСНЫЙ	50	3,439.00
СТОЛ ОФИСНЫЙ	50	14,289.00
СТОЛ ОФИСНЫЙ	50	2,679.00
СТОЛ ПИСЬМЕННЫЙ	50	2,687.00

СТОЛ ПИСЬМЕННЫЙ	50	2,705.00
СТОЛ ПИСЬМЕННЫЙ	50	2,020.00
СТОЛ ПИСЬМЕННЫЙ	50	5,406.00
СТОЛ ПИСЬМЕННЫЙ	50	2,626.00
СТОЛ ПИСЬМЕННЫЙ	50	2,705.00
СТОЛ ПИСЬМЕННЫЙ	50	3,010.00
СТОЛ ПИСЬМЕННЫЙ	50	3,277.00
СТОЛ ПИСЬМЕННЫЙ	50	3,277.00
СТОЛ ПИСЬМЕННЫЙ	50	2,720.00
СТОЛ ПИСЬМЕННЫЙ	50	2,720.00
СТОЛ ПРЕДСЕДАТЕЛЯ	50	1,700.00
СТОЛ ПРИСТАВКА	50	1,102.00
СТОЛ РАБОЧИЙ	50	3,205.00
СТОЛ РАБОЧИЙ	50	3,443.00
СТОЛ РАБОЧИЙ	50	4,847.00
СТОЛ РАБОЧИЙ	50	4,323.00
СТОЛ РАБОЧИЙ	50	4,323.00
СТОЛ РАБОЧИЙ	50	4,323.00
СТОЛ РАБОЧИЙ	50	4,847.00
СТОЛ РАБОЧИЙ	50	4,064.00
СТОЛ РАБОЧИЙ	50	4,577.00
СТОЛ РАБОЧИЙ	50	4,299.00
СТОЛ РУКОВОДИТЕЛЯ	50	1,272.00
СТОЛ РУКОВОДИТЕЛЯ	50	1,890.00
СТОЛ РУКОВОДИТЕЛЯ С ТУМБОЧКОЙ	50	1,655.00
СТОЛ СЕКРЕТАРЯ	50	2,000.00
СТОЛ УГДОВОЙ ПОД ПК	50	2,996.00
СТОЛ УГЛОВОЙ	50	6,621.00
СТОЛ УГЛОВОЙ	50	3,112.00
СТОЛ УГЛОВОЙ	50	3,112.00
СТОЛ-ПРИСТАВКА	50	1,147.00
СТОЛ-ПУЛЬТ МАНЕВРОВОГО ДИСПЕТЧЕРА	50	3,014.00
СТОМАТОЛОГИЧЕСКАЯ УСТАНОВКА CAMBA COMBI	50	104,615.00
СТУЛ	50	2,019.00
СТУЛ	50	2,018.00
СТУЛ	50	2,018.00
СТУЛ	50	2,018.00
СТУЛ КРУТ.	50	1,106.00
СТУЛ КРУТ.	50	1,106.00
СТУЛ ОФИСНЫЙ	50	1,397.00
СТУЛ ОФИСНЫЙ	50	1,397.00
СТУЛ СПЕЦ	50	1,110.00
СУХОЖАРОЧНЫЙ ШКАФ ГП40	50	11,129.00
СХЕМА ПРОХОДОВ	50	2,768.00
СЧЕТЧИК ТЕПЛОЭНЕРГЕТИЧЕСКИЙ	50	12,948.00
СЪЕЗДЫ НАПРАВЛЕНИЯ НОВОСАВИЦКАЯ-БЕНДЕРЫ	50	184,660.00
ТЕПЛОТРАССА ЗВ ПМС-130 БЕНДЕРЫ	50	105,000.00
ТРАНСФОРМАТОР СВАРОЧНЫЙ ВД-301УЭ	50	2,460.00
ТРОТУАРЫ АСФАЛЬТОВЫЕ БАЗА ПМС-130 БЕДЕРЫ	50	56,256.00
ТАБЛО ИНФОРМАЦИОННОЕ	50	8,076.00

ТАБЛО ИНФОРМАЦИОННОЕ	50	8,076.00
ТАБЛО РАСПИСАНИЯ	50	21,483.00
ТАБЛО РАСПИСАНИЯ	50	21,482.00
ТАЛЬ ЭЛЕКТРИЧЕСКАЯ 13-5.82Г/П 5ТН Н-12.5	50	30,417.00
ТАЛЬ ЭЛЕКТРИЧЕСКАЯ Г/П 5 ТС	50	1,440.00
ТЕЛЕВИЗОР	50	3,366.00
ТЕЛЕВИЗОР	50	3,708.00
ТЕЛЕВИЗОР	50	2,950.00
ТЕЛЕВИЗОР "САМСУНГ"	50	3,698.00
ТЕЛЕВИЗОР "ФИЛИПС"	50	2,461.00
ТЕЛЕВИЗОР *ГОРИЗОНТ *61 ТЦ-460	50	1,456.00
ТЕЛЕВИЗОР *САМСУНГ*	50	3,224.00
ТЕЛЕВИЗОР *УФОН*	50	5,183.00
ТЕЛЕВИЗОР PANASONIK TX-21S4TR	50	3,852.00
ТЕЛЕВИЗОР ДАО	50	2,370.00
Телеграфный электронный аппарат F-1100	50	178,560.00
ТЕЛЕЖ.САМОХ СМЖ-151	50	10,372.00
ТЕЛЕЖКА ГРУЗОВАЯ	50	1,741.00
ТЕЛЕЖКА ЭД-550	50	1,000.00
ТЕЛЕФОН *ПАНАСОНИК-130*	50	3,100.00
ТЕЛЕФОН БК-258	50	6,709.00
ТЕЛЕФОН МОБ. ТЕРМИНАЛ LG RD5130	50	2,175.00
ТЕЛЕФОН ПРОМЕЖУТОЧНОЙ СВЯЗИ vСЕЛЕКТОРv	50	1,266.00
ТЕЛЕФОН РАДИОУДЛИНИТЕЛЬ SN258	50	7,602.00
ТЕЛЕФОН СОТОВЫЙ	50	2,067.00
ТЕЛЕФОН СОТОВЫЙ	50	2,067.00
ТЕЛЕФОННАЯ КАНАЛИЗАЦИЯ СТ РЫБНИЦА	50	157,827.00
ТЕЛЕФОННАЯ СВЯЗЬ	50	6,359.00
ТЕЛЕФОННЫЙ АППАРАТ	50	1,267.00
ТЕЛЕФОН *PANASONIK* [2-Х ЛИНЕЙНЫЙ]	50	2,403.00
ТЕЛЕФОН *SNAO 258 PLUC*	50	5,367.00
Телефонный аппарат SENAO	50	7,000.00
ТЕЛЕФОННЫЙ АППАРАТ *PANASONIK*	50	2,500.00
Телефонный аппарат Радио	50	1,300.00
ТЕЛЬФЕР ЭЛЕКТРИЧЕСКИЙ	50	2,295.00
ТЕПЛОВОЗ 2ТЭ10 Л 2145 АБ	50	2,739,120.00
ТЕПЛОВОЗ СЕРИИ ЧМЭ-3 N 2454	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 N 375	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 N 815	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 4702	50	1,100,000.00
ТЕПЛОВОЗ ЧМЭ-3 5335	50	1,100,000.00
ТЕПЛОВЫЕ СЕТИ	50	32,997.00
ТЕПЛОПУНКТ	50	20,837.00
ТЕПЛОТРАССА	50	23,254.00
ТЕРИТОРИЯ ПЧ-2 {АСФАЛЬТИРОВАНИЕ}-КАПИТАЛИЗАЦИЯ	50	77,885.00
ТЕРМИНАЛ SKY	50	7,851.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2А-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2А-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2А-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2А-Z	50	4,425.00

ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ БКА ЭКСПРЕСС 2A-Z	50	4,425.00
ТЕРМИНАЛ -ТЕЛЕФОН *NOKIA 7210 VOXTEL*	50	3,953.00
ТЕРМИНАЛ -ТЕЛЕФОН CDMA	50	3,506.00
ТЕРМИНАЛ-ТЕЛЕФОН	50	3,413.00
ТЕРМОС 36Л	50	1,610.00
ТЕРМОС 36Л	50	1,610.00
ТЕРМОС 36Л	50	1,610.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 36Л	50	1,600.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 24Л	50	1,100.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 24Л	50	1,100.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 24Л	50	1,100.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 24Л	50	1,100.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 36Л	50	1,600.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 36Л	50	1,600.00
ТЕРМОС АЛЮМИНЕВЫЙ ЕМК 36Л	50	1,600.00
ТЕРМОС АЮМИНЕВЫЙ ЕМК 24Л	50	1,100.00
ТЕРМОСТАТ С ПРОЗР. С	50	4,154.00
ТЕХНОЛОГИЧЕСКИЙ ПРОЕЗД БЕНДЕРЫ .55 ПУТЬ НХЧ	50	14,684.00
ТЕХНОЛОГИЧЕСКИЙ ПРОЕЗД БЕНДЕРЫ.36 ПУТЬ	50	14,684.00
ТЕХНОЛОГИЧЕСКИЙ ПРОЕЗД БЕНДЕРЫ.38 ПУТЬ .ВО ДВОРЕ ПЧ-2	50	14,684.00
ТЕХНОЛОГИЧЕСКИЙ ПРОЕЗД БЕНДЕРЫ.ТЧ-2	50	20,969.00
ТИСКИ	50	5,025.00
ТИСКИ	50	3,310.00
ТИСКИ	50	3,310.00
ТИСКИ 100ММ	50	4,824.00
ТИСКИ 160ММ	50	7,772.00
ТИСКИ 200ММ	50	11,426.00
ТИСКИ 250ММ	50	12,248.00
ТИСКИ 320ММ	50	14,284.00
ТИСКИ СЛЕСАР	50	1,200.00
ТИСКИ СЛЕСАР	50	4,800.00
ТИСКИ СЛЕСАРНЫЕ	50	1,200.00
ТИСКИ СЛЕСАРНЫЕ	50	2,004.00
ТИСКИ СТАНОЧНЫЕ	50	5,502.00
ТКМБА	50	3,643.00
ТОКАРНО -ВИНТОРЕЗНЫЙ СТАНОК	50	79,554.00
ТОКАРНО-ВИНТОРЕЗНЫЙ СТАНОК	50	6,500.00
ТОКООТБОРНЫЕ ТОЧКИ 1492КМ СТ.БЕНДЕРЫ /КАПИТАЛИЗАЦ/	50	1,831.00
ТОКООТБОРНЫЕ ТОЧКИ СТ ЛИВАДА	50	16,716.00
ТОКООТБОРНЫЕ ТОЧКИ	50	66,265.00
ТОКООТБОРНЫЕ ТОЧКИ	50	27,659.00
ТОПЛИВНАЯ КОЛОНКА	50	1,404.00

ТОПЛИВО-РАЗДАТ КОЛОНКА 1 КАР-58	50	3,200.00
ТРАНСФОРМАТОР	50	4,924.00
ТРАНСФОРМАТОР	50	2,134.00
ТРАНСФОРМАТОР	50	10,000.00
ТРАНСФОРМАТОР	50	1,576.00
ТРАНСФОРМАТОР	50	1,889.00
ТРАНСФОРМАТОР 380/220	50	2,500.00
ТРАНСФОРМАТОР ПОНИЖАЮЩИЙ ТСЗИ 380Х36	50	1,634.00
ТРАНСФОРМАТОР СВАР ТС-500	50	2,682.00
ТРАНСФОРМАТОР СВАРОЧНЫЙ	50	2,570.00
ТРАНСФОРМАТОР СВАРОЧНЫЙ BDU-50B U3	50	13,000.00
ТРАНСФОРМАТОР СИЛОВОЙ	50	8,240.00
ТРАНСФОРМАТОР ТД1-302М	50	7,300.00
ТРАНСФОРМАТОР ТС 22013610	50	1,576.00
ТРАНСФОРМАТОР ТС 380v220	50	1,576.00
ТРАНСФОРМАТОР ТС 380v220 25ВТ	50	12,174.00
ТРАНСФОРМАТОР ТС 380v220 25ВТ	50	13,809.00
ТРАНСФОРМАТОР ТС 380v220.25ВТ	50	12,500.00
ТРАНСФОРМАТОР ТС-34	50	1,891.00
ТРАНСФОРМАТОР ТСЗИ 380Х36	50	1,891.00
ТРАВОКОСИЛКА	50	4,660.00
ТРАКТОР МТЗ-80 ПМР	50	24,600.00
ТРАКТОР МТЗ-82 CUB-143	50	40,160.00
ТРАНСФОРМАТОР	50	2,134.00
ТРАНСФОРМАТОР	50	2,167.00
ТРАНСФОРМАТОР	50	2,167.00
ТРАНСФОРМАТОР	50	2,474.00
ТРАНСФОРМАТОР	50	5,454.00
ТРАНСФОРМАТОР	50	2,942.00
ТРАНСФОРМАТОР ГС 380/220	50	5,455.00
ТРАНСФОРМАТОР ПОНИЖАЮЩИЙ ГСЗИ-2.5 КВА 380/36	50	2,333.00
ТРАНСФОРМАТОР СВАРОЧНЫЙ ГД-500I-2 380/220	50	5,758.00
ТРАНСФОРМАТОР ТСЗИ-2.5 КВТ 380/36	50	2,375.00
ТРАНСФОРМАТОР ТСЗИ-2.5КВТ 380/36	50	2,375.00
ТРАНСФОРМАТОР ТЧ 160/10	50	22,036.00
ТРАП	50	1,311.00
ТРУБА ДЫМОВАЯ	50	6,546.00
ТРУБА Ж.Б УЧ.БЕЛЬЦЫ-СЛОБОДКА	50	42,192.00
ТРУБА Ж/Б 1486+166 ТИРАСПОЛЬ-БЕНДЕРЫ	50	57,240.00
ТРУБКА *КОМТЕЛ*	50	2,555.00
ТРУБОЧНЫЙ КОМПЛЕКТ *SENAO 258*	50	2,858.00
ТРУБОЧНЫЙ КОМПЛЕКТ SENAO 258	50	3,137.00
ТУМБА	50	3,838.00
ТУМБА	50	3,642.00
ТУМБА	50	3,642.00
ТУМБА	50	3,643.00
ТУМБА	50	3,643.00
ТУМБА МОБИЛЬНАЯ	50	3,906.00
ТУМБА МОБИЛЬНАЯ	50	3,906.00
ТУМБА МОБИЛЬНАЯ	50	3,906.00

ТУМБА МОБИЛЬНАЯ	50	3,905.00
ТУМБА МОБИЛЬНАЯ	50	3,454.00
ТУМБА МОБИЛЬНАЯ	50	3,454.00
ТУМБА МОБИЛЬНАЯ	50	3,454.00
ТУМБА МОБИЛЬНАЯ	50	3,454.00
ТУМБА МОБИЛЬНАЯ	50	3,454.00
ТУМБА МОБИЛЬНАЯ	50	3,454.00
ТЭД ЭД 118А б/у	50	108,750.00
ТЯГ.ДВИГ.ЭД 118 А Б/У	50	130,348.00
УСТАНОВКА КОНДЕНСАТОРА	50	7,283.00
УСТАНОВКА ДЛЯ МОЙКИ ПАРТЕРОВ	50	4,836.00
УСТАНОВКА ДЛЯ ОЧИСТКИ ГИЛЬЗ ЦИЛИН.	50	44,101.00
УСТАНОВКА ДЛЯ ОЧИСТКИ ДИЗТОПЛИВА	50	6,888.00
УСТАНОВКА ДЛЯ РАЗРАБОТКИ ТЯГ.ДВИГАТЕЛЕЙ	50	11,210.00
УСТАНОВКА ДЛЯ ПРОМЫВКИ ДЕТАЛЕЙ	50	7,694.00
УСТАНОВКА ПЕРЕДВИЖНАЯ А-1570	50	2,251.00
УСТАНОВКА ПРОМ. МАСЛ. СИСТЕМ	50	17,385.00
УСТАНОВКА У-100 2 ТЕЛЕФОНА	50	1,064.00
УСТ-ВО ТКСМ	50	1,386.00
УСТ-ВО ДИАГНОСТИРОВАНИЯ ДИЗЕЛЕЙ	50	1,368.00
УСТРОЙСТВО ПОДГОТОВКИ ДАННЫХ НА МАГНИТНОЙ ЛЕНТЕ ЕС	50	2,006.00
УСТРОЙСТВО ПОДГОТОВКИ ДАННЫХ НА МАГНИТНОЙ ЛЕНТЕ ЕС	50	1,998.00
УСТРОЙСТВО ПОДГОТОВКИ ДАННЫХ НА МАГНИТНОЙ ЛЕНТЕ ЕС	50	1,998.00
УСТРОЙСТВО ПОДГОТОВКИ ДАННЫХ НА МАГНИТНОЙ ЛЕНТЕ ЕС	50	1,998.00
УНИВЕР. ФРЕЗЕРНЫЙ СТАНОК	50	17,056.00
УНИВЕРС СТАНОК ПО ДЕРЕВУ N100	50	2,600.00
УНИВЕРС ГОРИЗОНТ ФРЕЗ 6М8П	50	13,650.00
УНИФИЦИРОВАННОЕ СЪЕМНОЕ ОБОРУДОВАНИЕ	50	22,113.34
УНИФИЦИРОВАННОЕ СЪЕМНОЕ ОБОРУДОВАНИЕ	50	22,526.68
УНИФИЦИРОВАННОЕ СЪЕМНОЕ ОБОРУДОВАНИЕ	50	22,113.33
УНИФИЦИРОВАННОЕ СЪЕМНОЕ ОБОРУДОВАНИЕ	50	22,113.33
УНИФИЦИРОВАННОЕ СЪЕМНОЕ ОБОРУДОВАНИЕ	50	22,526.66
УНИФИЦИРОВАННОЕ СЪЕМНОЕ ОБОРУДОВАНИЕ	50	22,526.66
УКЛАДОЧНЫЙ КРАН 168	50	661,050.00
УАЗ 31-52	50	11,651.00
УАЗ 33-03	50	14,912.00
УАЗ 39-62	50	14,175.00
УБОРНАЯ ДЛЯ МК-15	50	1,817.00
УБОРНАЯ НА 2 ОЧКА	50	36,884.00
УБП APC-BACK-VPS	50	1,198.00
УГОЛОК ОТДЫХА МЯГКАЯ МЕБЕЛЬ	50	5,250.00
УЗЕЛ УЧЕТА	50	23,232.00
УКЛАДКА ПУТИ N 15 НА ЗВЕНОСБОРОЧН.БАЗЕ ПМС-130 [ПРОТ.0,3	50	78,676.00
УКЛАДКА ПУТИ N14А НА ЗВЕНОСБОР .БАЗЕ ПМС-130 [ПРОТЯЖ.0,4	50	97,748.00
УКРЕПЛЕНИЕ КЮВЕТОВ КУЧУРГАН-БЕНДЕРЫ	50	9,011.00
УПАКОВОЧНАЯ МАШИНА	50	2,323.00
УПАКОВОЧНАЯ МАШИНА	50	2,323.00
УСИЛИТЕЛЬ	50	9,307.00
УСИЛИТЕЛЬ	50	4,723.00
УСИЛИТЕЛЬ	50	1,409.00

УСИЛИТЕЛЬ 1х350ВТ,100В	50	17,490.00
УСИЛИТЕЛЬ 70В,100В С ЗАЩИТОЙ	50	1,894.00
УСИЛИТЕЛЬ 70В,100В	50	12,323.00
Усилитель CFM	50	5,410.00
Усилитель ТУ-100	50	7,440.00
УСТАНОВКА ЛАЗЕР УСК	50	7,453.00
УСТАНОВКА РЕКУПЕРАТИВНАЯ	50	563,331.00
УСТАНОВКА ЯВЬ-1	50	4,148.00
УСТАНОВКА ЛУБРИКАТОРА	50	11,996.00
УСТАНОВКА СВУ-М	50	11,612.00
УСТ-КА ОБРАТН.ОСМОСА	50	183,091.00
УСТР.БЫТОВОЕ ДЕРЕВООБРАБАТЫВАЮЩЕЕ НАСТОЛЬНОЕ v УБД	50	1,348.00
Устройства связи каб магистраль Бендеры-Раздельная	50	32,240.00
УСТРОЙСТВО ВАСК PRO-420	50	2,104.00
УСТРОЙСТВО БЕСПЕР.ПИТАНИЯ ВАС PRO-420	50	2,104.00
УСТРОЙСТВО БЕСПЕРЕБ. ПИТАНИЯ	50	1,492.00
УСТРОЙСТВО БЕСПЕРЕБ. ПИТАНИЯ	50	1,492.00
УСТРОЙСТВО БЕСПЕРЕБОЙНОГО ПИТАНИЯ ДЛЯ ПВМ ВОСК PRO-	50	2,104.00
УСТРОЙСТВО ВЕСПЕР.ПИТАНИЯ ВАС PRO-420	50	2,104.00
Устройство выпрямительное кремневое Бендеры	50	3,060.00
Устройство выпрямительное кремневое ЛАЗ Бендеры	50	3,060.00
Устройство выпрямительное кремневое ЛАЗ Бендеры	50	4,080.00
Устройство для централизованного ограждения	50	1,306.00
УСТРОЙСТВО ПИТАНИЯ СВАРОЧНОЙ ДУГИ И 120 УЗ	50	8,061.00
Устройство ПУ-4Д	50	11,160.00
ФАКС МОДЕМНАЯ ПЛАТА ZIHEL	50	2,310.00
ФАКС-7210	50	8,473.00
ФАКС-7210	50	8,473.00
ФАКС-7210	50	8,473.00
ФАКС "ПАНАСОНИК"	50	2,562.00
ФАКС 130 ПАНАСОНИК	50	2,820.00
ФАКС-МОДЕМ ВНЕШН.	50	2,782.00
ФАКС-МОДЕМ ВНЕШН.	50	2,782.00
ФИЛЬТРЫ	50	2,002.00
ФИТИНГОВЫЕ ПЛАТФОРМЫ 94559978	50	104,000.00
ФИТИНГОВЫЕ ПЛАТФОРМЫ 94642048	50	104,000.00
ФОРМ БАЛКИ НИЗКОЙ ПАССАЖИРСКОЙ ПЛАТФОРМЫ	50	77,838.00
ФОРМ БАЛКИ НИЗКОЙ ПАССАЖИРСКОЙ ПЛАТФОРМЫ	50	77,838.00
ФОРМ ПАНЕЛЕЙ ОГРАЖДЕНИЯ [ЗАБОРНАЯ ПЛИТА]	50	51,711.00
ФОРМ ПАНЕЛЕЙ ОГРАЖДЕНИЯ [ЗАБОРНАЯ ПЛИТА]	50	51,712.00
ФОРМА КОЛЕЦ ВОДООТ ТРУБ N 86	50	1,080.00
ФОРМА КОЛЕЦ ВОДООТ ТРУБ N89	50	1,236.00
ФОТОКАЛОРИМЕТР КФК	50	1,753.00
ХОЗЯЙСТВЕННЫЙ КОРПУС	50	11,178.00
ХОЛОДИЛЬНИК	50	2,992.00
ХОЛОДИЛЬНИК "НОРД"	50	1,271.00
ХОЛОДИЛЬНИК "НОРД"	50	2,099.00
ХОЛОДИЛЬНИК "СТИНОЛ"	50	3,638.00
ХОЛОДИЛЬНИК "СТИНОЛ"	50	4,070.00
ХОЛОДИЛЬНИК "СТИНОЛ"	50	4,006.00

ХОЛОДИЛЬНИК "СТИНОЛ"	50	3,638.00
ХОЛОДИЛЬНИК *НОРД*	50	2,958.00
ХОЛОДИЛЬНИК *АРДО*	50	2,863.00
ХОЛОДИЛЬНИК *АРДО*	50	2,863.00
ХОЛОДИЛЬНИК *АРДО*	50	3,173.00
ХОЛОДИЛЬНИК *АРДО* МР-185-1	50	3,241.00
ХОЛОДИЛЬНИК *МИНСК*	50	2,500.00
ХОЛОДИЛЬНИК *МИНСК* КОМПРЕСИОНЫЙ 2Х КАМЕРНЫЙ ЗАВ N	50	3,119.00
ХОЛОДИЛЬНИК *САРАТОВ*БЫТОВОЙ { ЗАВ N 78535 }	50	1,513.00
ХОЛОДИЛЬНИК НОРД-431	50	6,798.00
ХОЛОДИЛЬНИК АРДО	50	3,443.00
ХОЛОДИЛЬНИК АРДО	50	3,231.00
ХОЛОДИЛЬНИК БЫТОВОЙ * ДНЕПР -442 *	50	2,518.00
ХОЛОДИЛЬНИК БЫТОВОЙ *LG-151 SF* ЗАВ N 203 КР00280	50	3,137.00
ХОЛОДИЛЬНИК БЫТОВОЙ *NORD-428* ЗАВ N 687247	50	2,219.00
ХОЛОДИЛЬНИК БЫТОВОЙ *ДНЕПР -442 *ЗАВ N 922156	50	2,518.00
ХОЛОДИЛЬНИК БЫТОВОЙ *ДНЕПР-442* ЗАВ N 922154	50	2,518.00
ХОЛОДИЛЬНИК БЫТОВОЙ *ДНЕПР-442* ЗАВ N 922157	50	2,518.00
ХОЛОДИЛЬНИК ДНЕПР	50	2,628.00
ХОЛОДИЛЬНИК ДНЕПР	50	2,871.00
ХОЛОДИЛЬНИК ДНЕПР	50	2,871.00
ХОЛОДИЛЬНИК КС-200	50	1,418.00
ХОЛОДИЛЬНИК -МОРОЗИЛЬНИК *STINOL-242Q*	50	3,477.00
ХОЛОДИЛЬНИК СТИНОЛ	50	2,853.00
ХОЛОДИЛЬНИК-МОРОЗИЛЬНИК *STINOL-242 Q*	50	3,477.00
ХОЛОДИЛЬНИК	50	3,692.00
ХОЛОДИЛЬНИК	50	4,978.00
ХОЛОДИЛЬНИК	50	1,328.00
ХОЛОДИЛЬНИК *АРИСТОН *	50	7,111.00
ХОЛОДИЛЬНИК *НОРД-240-3*	50	8,707.00
ХОЛОДИЛЬНИК *СТИНОЛ* 242	50	4,395.00
ХОЛОДИЛЬНИК НОРД 431	50	1,408.00
ХОППЕР-ЦЕМЕНТОВОЗ 97160279	50	82,000.00
ЦЕНТРИФУГА	50	2,620.00
ЦЕНТРИФУГА	50	5,105.00
ЦЕНТРИФУГА	50	35,045.00
ЦЕНТРИФУГА	50	10,226.00
ЦИСТЕРНА ОТ ОДЕССЫ МАЛАЯ ТНТС	50	5,813.00
ЦИСТЕРНА 70110739	50	82,000.00
ЦИСТЕРНА 70111257	50	82,000.00
ЦИСТЕРНА 70155429	50	82,000.00
ЦИСТЕРНА 70163332	50	82,000.00
ЦИСТЕРНА 70583174	50	82,000.00
ЦИСТЕРНА 72311764	50	82,000.00
ЦИСТЕРНА 72316375	50	82,000.00
ЦИСТЕРНА 73139131	50	82,000.00
ЦИСТЕРНА 73151474	50	82,000.00
ЦИСТЕРНА 73152373	50	82,000.00
ЦИСТЕРНА 73178345	50	82,000.00
ЦИСТЕРНА 74186941	50	82,000.00

ЦИСТЕРНА ДЛЯ ПЕРЕВ. КАЛЬЦИНИРОВАННОЙ СОДЫ 97000152	50	82,000.00
ЦИСТЕРНА ДЛЯ ПЕРЕВОЗ. КАЛЬЦИНИРОВАННОЙ СОДЫ 97001937	50	82,000.00
ЦИСТЕРНА ДЛЯ ПЕРЕВОЗКИ ВИНОМАТЕРИАЛОВ 77344349	50	85,000.00
ЦИСТЕРНА -РЕЗЕРВУАР	50	22,740.00
ЦИСТЕРНА МЕТАЛЛИЧЕСКАЯ 28м3	50	1,375.00
ЦИФРОВАЯ ЛИНИЯ АТС "PANASONIC-KXTP 1232"	50	25,045.00
ЦИФРОВОЙ ФОТОАППАРАТ *AGFA *	50	6,828.00
ЧАСФ "GIGANTE"	50	5,927.00
ЧАСЫ НАСТЕННЫЕ	50	1,797.00
ЧЕТНЫЙ ПУТЬ НАПРАВЛЕНИЯ НОВОСАВИЦКАЯ-БЕНДЕРЫ	50	9,319,260.00
ШКАФ	50	5,525.00
ШКАФ ВЫТЯЖНОЙ	50	1,176.00
ШКАФ ВЫТЯЖНОЙ	50	3,250.00
ШКАФ ХОЛОДИЛЬНЫЙ ШХ-08	50	2,604.00
ШКАФ ШХ-080М	50	2,860.00
ШКАФ ШХ-1,3	50	14,300.00
ШКАФЫ КТПП-250	50	10,765.00
ШАБЛОН МАСТЕР	50	3,226.00
ШАБЛОН ПУТЕВОЙ ЦУП -1	50	3,293.00
ШАБЛОН ПУТЕВОЙ ЦУП-3	50	2,483.00
ШАБЛОН ПУТЕВОЙ ЦУП-3	50	2,483.00
ШАБЛОН ПУТЕВОЙ ЦУП-3	50	2,483.00
ШАБЛОН ПУТЕВОЙ ЦУП-3	50	2,483.00
ШАБЛОН ПУТЕИЗМ ЦУП-3	50	2,980.00
ШАБЛОН ПУТВОЙ	50	2,754.00
ШКАФ	50	1,071.00
ШКАФ	50	1,382.00
ШКАФ	50	1,382.00
ШКАФ	50	6,129.00
ШКАФ	50	6,129.00
ШКАФ	50	6,129.00
ШКАФ	50	6,129.00
ШКАФ	50	6,130.00
ШКАФ	50	6,130.00
ШКАФ	50	1,184.00
ШКАФ	50	1,089.00
ШКАФ	50	1,220.00
ШКАФ 2-Х ДВ.С АНТРЕСОЛЬЮ	50	1,478.00
ШКАФ 2Х ДВЕРНЫЙ С АНТРЕСОЛЬЮ	50	1,507.00
ШКАФ КНИЖНЫЙ	50	1,051.00
ШКАФ КНИЖНЫЙ	50	2,826.00
ШКАФ КОМБИНИРОВАННЫЙ	50	2,078.00
ШКАФ КОМБИНИРОВАННЫЙ	50	2,078.00
ШКАФ КОМБИНИРОВАННЫЙ	50	2,078.00
ШКАФ КОМБИНИРОВАННЫЙ	50	3,494.00
ШКАФ КОМБИНИРОВАННЫЙ	50	2,395.00
ШКАФ КОМБИНИРОВАННЫЙ	50	3,744.00
ШКАФ КОМБИНИРОВАННЫЙ	50	3,264.00
ШКАФ КОМБИНИРОВАННЫЙ	50	4,474.00
ШКАФ КОМБИНИРОВАННЫЙ	50	1,616.00

ШКАФ КОМБИНИРОВАННЫЙ	50	3,204.00
ШКАФ КОМБИНИРОВАННЫЙ	50	6,449.00
ШКАФ КОМБИНИРОВАННЫЙ	50	5,348.00
ШКАФ КОМБИНИРОВАННЫЙ	50	2,078.00
ШКАФ КОМБИНИРОВАННЫЙ	50	4,178.00
ШКАФ КУПЕ	50	10,579.00
ШКАФ МЕТАЛЛИЧЕСКИЙ	50	49,651.00
ШКАФ ОФИСНЫЙ	50	2,529.00
ШКАФ ПЛАТЕНОЙ	50	1,280.00
ШКАФ СУХОЖАР.HS-200	50	21,397.00
ШКАФ ШГГП РДНХ-400	50	30,874.00
Шкаф ШРШ- 4 переезд 1455КМ	50	18,166.00
ШКАФНАЯ УСТАНОВКА {ГАЗОВАЯ} БЕНДЕРЫ УЛ КИШИНЕВСКА	50	25,776.00
ШКАФ-ТУМБА ПОД МОДЕМ	50	2,219.00
ШКАФЫ-ШТ2	50	2,152.00
ШЛИФ.МАШИНА /УГЛ/	50	2,581.00
ШЛИФОВАЛЬНАЯ МАШИНА	50	1,244.00
ШЛИФОВАЛЬНАЯ МАШИНА МРШ-3	50	2,756.00
ШЛИФОВАЛЬНЫЕ МАШИНКИ	50	3,811.00
ШЛИФОВАЛЬНЫЕ МАШИНКИ	50	3,811.00
ШЛФ МАШИНА	50	4,800.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА	50	2,773.00
ШПАЛОПОДБОЙКА ЗИЛ 9М	50	2,773.00
ШПАЛОПОДБОЙКА ЗИЛ 9М	50	2,773.00
ШПАЛОПОДБОЙКА ЗИЛ 9М	50	2,773.00
ШПАЛОПОДБОЙКА ЗИЛ-9М	50	2,773.00
ШУРУПОВЕРТ	50	13,721.00
ШУРУПОВЕРТ	50	6,483.00
ШУРУПОВЕРТ	50	13,721.00
ШУРУПОВЕРТ	50	13,721.00
ШУРУПОВЕРТ	50	13,721.00
ШУРУПОВЕРТ ШВ2М	50	12,768.00
ЩЕТКИ КАПРОНОВЫЕ С РАМОЙ И ПРИВОДОМ	50	21,206.00
ЩИТ РАСПРЕДЕЛИТЕЛЬНЫЙ И ПУЛЬТ УПРАВЛЕНИЯ	50	42,922.00
ЩИТ УПРАВЛЕНИЯ	50	16,713.00
ЩИТЫ УПРАВЛ.	50	3,454.00
ЩИТ	50	2,009.00
Щит переменного тока автомат. ЛАЗ Бендеры	50	2,550.00
ЩИТ-СТЕЛЛАЖ	50	2,986.00
ЭСТАКАДА	50	51,446.00
ЭКСКАВАТОР ЭО 2621 CUB-142	50	36,155.00
ЭКСПЛУТАЦИОННАЯ БАЗА ПЧ-2 БЕНДЕРЫ {МЕХ.МАСТЕР}	50	593,050.00
ЭКИПИРОВОЧНОЕ УСТ-ВО ТНТС БЕНДЕРЫ	50	328,338.00

ЭКГ ESAOTS-P80	50	9,266.00
ЭКРАН Д/КОМПЮТЕРА	50	2,300.00
ЭКСКАВАТОР НА ПНЕВ/ХОДУ	50	30,500.00
ЭЛ СВАРОЧНЫЙ АГРЕГАТ АДД-3112	50	9,840.00
ЭЛ ЩИТОВАЯ	50	2,920.00
ЭЛ. СЕТЬ КАБЕЛЬНАЯ 6КВ ТИРАСПОЛЬ 2.060КМ	50	23,100.00
ЭЛ. СЕТЬ КАБЕЛЬНАЯ 0,4КВ ОСВ. МОСТА ДНЕСТР СТ БЕНДЕРЫ 0.4	50	14,700.00
ЭЛ. СЕТЬ КАБЕЛЬНАЯ 0,4КВ ПЕРРОНА СТ.ТИРАСПОЛЬ 0.400КМ	50	157,500.00
ЭЛ. СЕТЬ КАБЕЛЬНАЯ В/ВОЛЬТНАЯ 6КВ БЕНДЕРЫ 11.078КМ	50	150,150.00
ЭЛ. СЕТЬ КАБЕЛЬНАЯ НИЗКОВОЛЬТНАЯ БЕНДЕРЫ 6.765	50	313,950.00
ЭЛ. СНАБЖЕНИЕ	50	676,733.00
ЭЛ. СКОВОРОДА	50	2,685.00
ЭЛ. СТАНЦИЯ ПЕРЕНОСНАЯ АБ 8Т/230	50	5,766.00
ЭЛ. КАРА	50	27,510.00
ЭЛ. КАРА ЭК.-2	50	27,528.00
ЭЛ. КРАН МОСТОВОЙ	50	48,393.00
ЭЛ. КРАН МОСТОВОЙ	50	52,923.00
ЭЛ. КРАН МОСТОВОЙ	50	11,570.00
ЭЛ. КРАН МОСТОВОЙ	50	60,509.00
ЭЛ. ОСВЕЩЕНИЕ ЛЕВАДА ЛЭП 0.4КВ 1.260КМ	50	140,760.00
ЭЛ. ТЕЛЬФЕР	50	6,467.00
ЭЛ. ТЕЛЬФЕР	50	6,500.00
ЭЛ. ГРУЗОПОД. 2Т	50	4,737.00
ЭЛ. ДВИГАТЕЛЬ	50	1,968.00
ЭЛ. ДВИГАТЕЛЬ	50	1,968.00
ЭЛ. ДВИГАТЕЛЬ С ГЕНЕРАТОРОМ	50	4,787.00
ЭЛ. ДВИГАТЕЛЬ МТР-01-261	50	1,816.00
ЭЛ. ЛИНИЯ КАБЕЛЬНАЯ В/ВОЛЬТНАЯ 6КВ БЕНДЕРЫ-II 0.270КМ	50	17,850.00
ЭЛ. ПОГРУЗЧИК ЭП-1633	50	27,497.00
ЭЛ.ТЕЛЬФЕР	50	2,048.00
ЭЛ.ДВИГ 118 Б	50	474,498.00
ЭЛ.КАРА	50	27,528.00
ЭЛ.КАРДИОГРАФ	50	28,332.00
ЭЛ.ПОГРУЗЧИК	50	1,860.00
ЭЛ.ПОГРУЗЧИК ЭП-806	50	30,875.00
ЭЛ.СВЕРЛ МАШИНА	50	1,815.00
ЭЛ.СТАНЦИЯ АБ-4	50	4,080.00
ЭЛ.ШКАФ	50	1,316.00
ЭЛЕКТРОСЕТЬ 0,4КВ 1477КМ 12КВАРТ.ДОМ ТИРАСПОЛЬ НОВОСА	50	16,320.00
ЭЛЕКТРОСКАТОПОДЬЕМНИК	50	20,962.00
ЭЛЕКТРОКАРА	50	27,000.00
ЭЛЕКТРОКАРА ЭК-2	50	11,000.00
ЭЛЕКТРОКАРА ЭК-2	50	11,000.00
ЭЛЕКТРОКОСТЫЛЕЗАБИВЩИК ЭПК-3	50	1,500.00
ЭЛЕКТРОКОСТЫЛЕЗАБИВЩИК ЭПК-3	50	1,500.00
ЭЛЕКТРОКОСТЫЛЕЗАБИВЩИК ЭПК-3	50	1,500.00
ЭЛЕКТРОГАЕЧНЫЙ КЛЮЧ ПГК-1	50	2,000.00
ЭЛЕКТРОГАЕЧНЫЙ КЛЮЧ ПГК-1	50	2,000.00
ЭЛЕКТРОГАЕЧНЫЙ КЛЮЧ ПГК-1	50	2,000.00
ЭЛЕКТРОГАЕЧНЫЙ КЛЮЧ ЭК-1	50	2,000.00

ЭЛЕКТРОГАЕЧНЫЙ КЛЮЧ ЭК-1	50	2,000.00
ЭЛЕКТРОПРИВОД К ВАЛОПОВОРОТНОМУ МЕХАНИЗМУ	50	10,050.00
ЭЛЕКТРИЧЕСКАЯ ПИШУЩАЯ МАШИНКА 6012	50	5,063.00
ЭЛЕКТРИЧЕСКАЯ ЦЕНТРОЛИЗАЦИЯ СТ. КОЛБАСНАЯ	50	2,696.00
ЭЛЕК РАСПРЕД ЩИТ ПР-2	50	1,240.00
ЭЛЕКТОПОДЬЕМНИК	50	1,000.00
ЭЛЕКТРОЛИНИЯ КАБ.10КВ БЕНДЕРЫ ТП 177 ЦЕНТР 0.790КМ	50	306,000.00
ЭЛЕКТРИЧЕСКАЯ ЦЕНТРАЛИЗАЦИЯ СТ РЫБНИЦА	50	8,783,276.00
ЭЛЕКТРИЧЕСКИЙ ДОМКРАТ ТЭД-30	50	3,250.00
ЭЛЕКТРИЧЕСКИЙ ДОМКРАТ ТЭД-30	50	3,250.00
ЭЛЕКТРИЧЕСКИЙ ДОМКРАТ ТЭД-30	50	3,250.00
ЭЛЕКТРИЧЕСКИЙ ДОМКРАТ ТЭД-30	50	3,250.00
ЭЛЕКТРО НАСОС К-45-30	50	4,333.00
ЭЛЕКТРО -ПОЛОМОЕЧНАЯ МАШИНА	50	9,145.00
ЭЛЕКТРО.ЩИТ	50	6,094.00
ЭЛЕКТРОННОЕ ТАБЛО	50	325,600.00
ЭЛЕКТРОННОЕ ТАБЛО	50	355,090.00
ЭЛЕКТРОНАГРЕВАТЕЛЬ "ARISTON"	50	1,916.00
ЭЛЕКТРОНАГРЕВАТЕЛЬ "ARISTON"	50	1,403.00
ЭЛЕКТРОНАГРЕВАТЕЛЬ "ARISTON"	50	1,500.00
ЭЛЕКТРОАГРЕГАТ БЕН.АБ-4	50	11,656.00
ЭЛЕКТРОГАЗОНОКОСИЛКА	50	1,058.00
ЭЛЕКТРОДВИГАТЕЛЬ 22КВТ	50	1,695.00
ЭЛЕКТРОДРЕЛЬ	50	1,431.00
ЭЛЕКТРОКАРА	50	27,510.00
ЭЛЕКТРОКАРА	50	27,528.00
ЭЛЕКТРОКАРДИОГРАФ ЭК-1 К01	50	2,439.00
ЭЛЕКТРОКАРДИОГРАФ ЭК-1Т-03	50	3,689.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН Г/П 5 Т	50	39,000.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН КДКК-10 СТАНЦИИ ТИРАСПОЛЬ	50	134,896.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН КК ЗАВ N 1576	50	187,178.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН КК-20	50	209,950.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН КК-6	50	157,300.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН КК-6	50	147,300.00
ЭЛЕКТРОКОЗЛОВОЙ КРАН КПБ-10	50	102,787.00
ЭЛЕКТРО-КОЗЛОВОЙ КРАН ЭКК-12.5	50	137,000.00
ЭЛЕКТРООБОГРЕВАТЕЛЬ ВОДЫ	50	6,389.00
ЭЛЕКТРОПОГРУЗЧИК	50	50,139.00
ЭЛЕКТРОПОГРУЗЧИК В СБОРЕ	50	91,971.00
ЭЛЕКТРОПОГРУЗЧИК ЭП-103К	50	48,820.00
ЭЛЕКТРО-СТОЛ МАСТ	50	10,470.00
ЭЛЕКТРОСЧЕТЧИК 10Х20	50	1,117.00
ЭЛЕКТРОСЧЕТЧИК 20Х50	50	1,590.00
ЭЛЕКТРОСЧЕТЧИК 50Х108	50	1,923.00
ЭЛЕКТРОШПАЛОПЛДБОЙКА ЭШП- 9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП -9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП -9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП -9М	50	3,021.00

ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП -9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП -9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	2,917.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭЛЕКТРОШПАЛОПОДБОЙКА-ЭШП-9М	50	2,917.00
ЭЛЕКТРОЩИТОВАЯ	50	6,600.00
ЭЛЕКТРОЩИТОВАЯ	50	6,600.00
ЭЛКТРОШПАЛОПОДБОЙКА ЭШП-9М	50	3,021.00
ЭСТАКАДА ПОВЫШЕН.ПУТИ СО СКЛАДАМИ	50	215,280.00
ЭЦ 62 стр. Тирасполь	50	11,422.00
ЭЦ Новосавицая 11 стр.	50	3,110.00
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ЯКОРЯ ТЭД 118А	50	375,590.00
ЯКОРЯ ТЭД 118А	50	594,356.00
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CFM Restructuring Support

Divestment of Non-core Activities

Draft version

London 21st April, 2023

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GLOSSARY OF TERMS

APP	Agenția Proprietăți Publice (Public Property Agency)
CFM	Calea Ferata din Moldova
EBRD	European Bank for Reconstruction and Development
EU	European Union
GOM	Government of Moldova
MAIC	Multi-Annual Infrastructure Contract
MEI	Ministry of Economy and Infrastructure
MF	Ministry of Finance
MIRD	Ministry of Infrastructure and Regional Development
PPE	Personal Protective Equipment
PSO	Public Service Obligation
PSP	Private Sector Participation
RA	Railway Authority (Safety Regulator)
MRB	Market Regulation Body (Economic Regulator)
TEN-T	Trans-European Transport Network
TOR	Terms of Reference

Where needed the exchange rate is used at EUR 1 = MDL 20.1

EXECUTIVE SUMMARY

This report is the third deliverable on the assignment and is developed to help CFM and the Ministry of Infrastructure and Regional Development (MIRD) prepare and execute the process of divestment of the following activities and assets:

- Non-railway: these include the Railway Culture Palace (Chisinau), Spitalul (Bender), and any non-operational assets associated with running of the two activities.
- Non-core railway: these activities cover the Railway Technical School (Besarabeasca), the conserved sleeper factory (Balti), and any supporting non-operational assets.
- Core railway: the assets considered here are those assessed by CFM Working Group either as non-operational or not required for the core activities by CFM.

There are three specific divestment objectives that CFM is aiming to meet:

- generate revenue for the new railway companies.
- enable the new railway companies to focus on core railway services from their start.
- support the railway reform process by introducing opportunities for the private sector to deploy its resources for the benefit of CFM and the MIRD.

An analytical framework was deployed to establish a divestment argument and roadmap for each group of activities and assets was identified. The roadmap assumes the following transfers:

- all non-operational[1] are transferred to the CFM Fourth Company for divestment by auctions.
- all non-railway and non-core activities and the related assets[2] are transferred to the GoM so that APP can deploy a unified approach to their divestment.

Table A – Proposed Divestment Plan

Element	Transfer to	Argument in support	Approach
Railway Culture Palace (PCF)	• Government of Moldova	• Availability of resources and deployment of common commercialization approach for all GoM assets	• Tender process, where PSP is sought
Spitalul Bender	• Government of Moldova	• Availability of resources and deployment of common commercialization approach for all GoM assets	• Tender process, where PSP is sought
Railway Technical School (STF)	• Government of Moldova	• Availability of resources and deployment of common commercialization approach for all GoM assets	• Tender process, where PSP is sought
Conserved Sleeper Factory (Balti)	• CFM Fourth Company	• Familiarity of CFM with the asset, industry, and end user	• Auction (different lots)
Non-operational, not required and surplus assets	• CFM Fourth Company	• Familiarity of CFM with the asset, industry, and end user	• Auction (different lots)
Unallocated core and non-core assets	• CFM Fourth Company	• Familiarity of CFM with the asset, industry, and end user	• Auction (different lots)
Assets in Group 50 (Transnistrian region)	• Government of Moldova	• Resolution of asset ownership approach at GoM level	• To be determined in due course

Although roadmaps of steps differ for the activities and assets suggested for transfer to the GoM and the Fourth Company in CFM, the overall durations of the preparatory stage for divestment are estimated to be the same - 6 months. It is suggested that the transfer of activities and assets to the Fourth Company and/or GoM is completed before the separation balance sheets of the new railway companies are assembled. The report includes an updated timeline of the reform wherein the timing of divestment work is highlighted.

CFM, through its senior team and its Working Group supported work on the report through data provision, clarifications, and ongoing review of the various analytical submissions. The Consultant wishes to formally recognise the assistance extended to its team.

[1] Include the Conserved Sleeper Factory, non-operational, not required (surplus) assets, and unallocated core and non-core assets

[2] Include the Railway Culture Palace, Spitalul Bender, Technical School, and Assets in Group 50

CHAPTER 1 INTRODUCTION

1.1 PURPOSE OF THE REPORT

The process of railway reform in Moldova is significantly guided and facilitated with the passing of the new Railway Code in February 2022. The code stipulates that three new companies will be established with the following goals:

- CFM Passenger will be established as the national railway passenger services company. The company will assume responsibility for operation of passenger services and maintenance of its fleet and fixed assets.
- CFM Freight will be established as the national railway freight services company. The company will assume responsibility for operation of freight services including the maintenance of its fleet of locomotives and wagons and fixed assets.
- CFM Infrastructure will be established as the national railway infrastructure manager. The company will assume responsibility for railway infrastructure asset management.

Comment [A1]: Doar două companii confor Codului

Comment [A2]: O singură companie

Separation of the railway businesses in CFM required allocation of CFM's labour force, fixed assets, rolling stock, and other items to the new businesses. Avistum Ltd was retained[3] to provide support with operational separation of CFM's business units.

This report, being the third deliverable on the assignment, is developed to help CFM and the Ministry of Infrastructure and Regional Development (MIRD) prepare and execute the process of divestment of various non railway and non-core activities and the related assets.

1.2 STRUCTURE OF THE REPORT

The report is structured along four additional chapters as follows:

- ***Chapter 2: Overview of operational separation plan***: The chapter summarizes on the adopted operational separation plan in CFM and identifies the activities and assets for divestment.
- ***Chapter 3: Divestment principles***: The chapter discusses the objectives and principles of divestment and the decision-making framework deployed in the analysis.
- ***Chapter 4: Divestment roadmap***: The report identifies the specific steps for each group of assets for which divestment is considered.
- ***Chapter 5: Implementation Plan***: The report summarizes the proposed implementation aspects.

While appendix A provides a reference to the adopted allocation of assets, Appendix B details on options and roadmap for the introduction of private sector on the railway[4]. Appendix C addresses the specific types of PSP targeted by CFM and provides case studies and details of supporting analytical and contractual frameworks.

[3] The European Bank for Reconstruction and Development ('EBRD') is providing support to the Government of Moldova ('GoM') in the form of a loan designed to finance the purchase of 12 new diesel multifunctional locomotives and the reconstruction of the railway infrastructure of the Bender-Basarabeasca-Etulia-Giurgiulesti section to help the national railway company Calea Ferata din Moldova ('CFM') provide better and more competitive transportation services. The loan is also designed to support the railway restructuring process and the separation of CFM into three independent businesses.

[4] Following the consultation with senior management of CFM, the report is augmented to include a detailed roadmap for introduction of PSP in the railway sector. This is presented in Appendix B. Although the topic is beyond the scope of the ToR, the text should be of practical help to CFM and MIRD both (1) in relation to the divestment of the assets discussed in this report and (2) later on, in considerations around introducing PSP in non-core and core railway services

CHAPTER 2 OVERVIEW OF OPERATION SEPARATION PLAN

2.1 SUMMARY OF OPERATION SEPARATION PLAN

There are three key drivers behind the separation of CFM asserts and staff – introduction of the new Railway Code (Code), limited resourcing requirements available to the new companies, and the practicalities of executing the separation exercise.

The Code is adopted on 03/02/2022 and provides the legislative framework to guide the reform of the national railway sector. The Code assumes separation of infrastructure management and railway operations and establishment of three independent companies for infrastructure management, railway freight and railway passenger and services.

Mapping and allocation of CFM assets is undertaken using the list of 40 asset categories. Firstly, CFM assets were mapped across the standard asset categories. Allocation of assets per railway company is then undertaken in line with the EU Directive and agreed with the CFM experts. Specifically, in completing the exercise of asset allocation, the following “destinations” for assets have been deployed, over and above the three core railway companies – infrastructure management, railway passenger and freight services:

- Assets currently allocated to the Fourth Company include non-railway assets, non-core assets, and non-operational assets that could be divested.
- ATM: The specific allocation of the procurement assets needs to be completed in detail by the CFM Working Group as this requires precise decisions on an asset-by-asset basis.
- IS Calea Ferata din Moldova: This organisational location covers a spectrum of different assets. The CFM Working Group needs to specifically identify assets that to be transferred to the four companies.
- Unallocated assets: This group involves various assets that based on the register could not be singularly allocated to one or more of the new railway companies. The assets in question include as example, assets from groups 23 (non-core fixed assets), 30 (other rolling stock related assets) 32 (rolling stock maintenance equipment), and others.
- Group 50 assets: These are assets that are listed in the CFM asset registers but CFM exercises no control over them, as it is the case with the assets in the Transnistrian region.

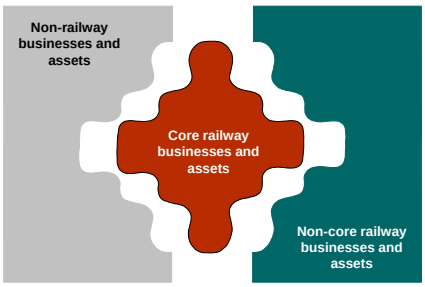
2.2 ACTIVITIES AND ASSETS CONSIDERED FOR DIVESTMENT

2.2.1 Classification of components of the railway business and international experience

As part of day-to-day focus on sustainable financial and operational performance, every railway company should be looking how to increase its own efficiency and improve financial performance by reducing the cost of inputs through competitive supply, and generating resources for investments through divestment of activities and/or assets.

The standard approach to railway restructuring involves classifying all components of the railway business into (1) non-railway activities such as hotels, hospitals, non-transport retail facilities, (2) non-core railway activities such as manufacturing of transport equipment and other inputs, railway owned schools, and (3) core railway activities.

Figure 1: Classification of activities and assets on the railway



2.2.2 CFM activities and assets considered for divestment

CFM have already reduced the number of non-core activities the railway is involved with. As part of detailed work on the Operation Separation Plan, together with the CFM Working Group, the Consultant gained good understanding of activities and assets divestiture could help. As such these activities and assets are the focus of this report and include the following:

- Non-railway: these include the Railway Culture Palace (Chisinau), Spitalul (Bender), and any non-operational assets associated with running of the two activities.
- Non-core railway: these activities cover the Railway Technical School (Besarabeasca), the conserved sleeper factory (Balti), and any non-operational assets associated with running of the two activities.
- Core railway: seeing that the core railway activities remain with the CFM companies, the assets considered here are those assessed by CFM Working Group either as non-operational or not required for the core activities by CFM.

CHAPTER 3 DIVESTMENT PRINCIPLES

3.1 DIVESTMENT OBJECTIVES

There are three specific divestment objectives that CFM is aiming to meet:

- generate revenue for the new railway companies from activities and/or assets currently unused or not required.
- enable the newly established railway companies to solely focus on core railway services from the start of their incorporation.
- Support the railway reform process by introducing opportunities for the private sector to deploy its resources[5] for the benefit of CFM and the MIRD.

3.1.1 Maximise revenue generation for the railway sector

CFM's divestment of various activities and assets needs to be seen with an objective of increasing their efficiency and improving financial performance by reducing the cost of inputs through competitive supply.

Most importantly, surplus and non-operational assets can be an important source of one-off funding for CFM capital investment secured through Divestment of public assets.

3.1.2 Focus on core railway activity

Maintaining the momentum of the reform and achieving the "quick wins" require the new railway companies to be fully focused on their respective core businesses, as soon as it is practical. In doing so, the process of divestment of activities and assets can be assessed to dilute the management focus from running the core business to the one-off task of divestment. As a result, divestment of activities and assets needs to be undertaken in parallel with running the core railway businesses.

The most efficient way of achieving this is for divestment to be completed by parties other than the three core railway businesses.

3.1.3 Private sector participation in the railway sector

General considerations

Increased participation of the private sector on the railway is an important pillar of every railway reform. As part of the national rail reform, MIRD and CFN will be looking to increase private sector participation (PSP) in the railway sector with a view to introduce competition, accelerate sectoral growth by bringing investment in infrastructure and rolling stock at a time when the GoM has limited additional funds available for investment, and bring "hands-on" private sector's expertise and capabilities to the railway sector.

International experience shows that opportunities for PSP on the railway may be classified into core, supporting, and ancillary services.

Table 1: Spectrum of PSP Opportunities in the Railway Sector

Area	Opportunity for Private Sector Participation
Core railway services	• Passenger services under a Public Service Obligation (PSO) arrangement • Freight services • "Last mile" infrastructure development and/or supporting railway freight services • Financing and development of railway infrastructure and stations • Disposal of surplus core and non-core assets • Sale of ownership rights
Supporting services	• Rolling stock leasing • Commercial management of railway stations • Provision of logistics and intermodal services
Ancillary services	• Right-of-way • Advertising on/inside the trains and in stations

[5] The private sector's resources that are important for CFM and MIRD and include financial, HR, and organisational "know-how".

Discussions with CFM established that the railway is interested in pursuing further opportunities to engage with the private sector in the areas of (1) railway "last mile" connectivity, (2) commercial management of passenger stations and (3) private sector's management of freight stations. As a follow-on to the PPP concepts and alternatives discussed in Appendix B, Appendix C provides an overview of concepts and frameworks that could be deployed for the three private sector participation areas of CFM's particular interest.

Ongoing CFM initiatives with the private sector – Railway "Last Mile Connectivity"
Given the lack of MIRD's affordability, CFM was proactive and already engaged with the private sector interested in growing their railway freight volumes by improving the railway connectivity to their own freight nodes. The recent examples of such railway „last-mile-connectivity" implemented to grow the railway traffic with minimized financial implication for CFM, include the following:

- Repair of railway access for Vero-Nadina SRL at the Dondușeni station. The company and CFM jointly financed the railway infrastructure works – the company financed the cost of materials for the refurbishment works while CFM carried out the necessary works.
- Construction of a mixed-gauge railway line at the Bereşti station to connect the grain terminal of the Trans-Oil SRL with the railway network. The private sector financed the works.
- Repair of railway access and its extension at Bucovăț station for the construction of a grain terminal. The agreed plans were for the private sector, Diaz-Chim SRL, to finance the cost of all materials and for CFM to carry out the necessary construction works.
- CFM and Lukoil SRL are discussing the proposal for financing the refurbishment of railway access to the oil depot in the vicinity of the Balti-Slobozia station.

Ongoing CFM initiatives with the private sector – Sale of non-operational assets
In an attempt to generate revenue from its non-operational assets, CFM has already convened an auction for 17th May 2023 to sell its 99 non-operational Russian-produced locomotives[6].

Table 2 – Breakdown of locomotives to be auctioned

Model	Production year*	Besarabeasca	Balti	Untesti	Subtotal
3ТЭ10М	1980 (36), 1981 (11), 1982 (7), 1983 (8), 1984 (8), 1985 (2), 1986 (14), 1987 (6)	19		73	72
2ТЭ10Л	1973 (2) 1975 (1)	3			3
ЧМЭ 3	1977 (1) 1980 (1) 1983 (1)		2	1	3
М62	1977 (1)			1	1
Total		**22**	**2**	**75**	**99**

3.2 DIVESTMENT PRINCIPLES

3.2.1 Non-railway activities and assets

Non-railway activities are generally uncontroversial choices for disposal and are allocated to the parties outside of the three core railway businesses[7] for divestment. The non-railway activities could be disposed of to release funds for investment in the railway or, as a minimum, pass on to stakeholders outside CFM so that CFN cost base is reduced. This may be crucial at the time when the capability of CFM and the Moldovan Government to take up additional loans is constrained. As a matter of principle, operational non-railway assets should be passed on to parties outside of CFM and non-operational assets should be passed on to the Fourth Company for divestment.

[6] The locomotives are non-operational due to the combination of asset age, asset condition, and problems with spare parts. Age-wise 78% of locomotives are 40+ years old and 22% of the locomotives are between 36 and 38 years old.

[7] CFM Infrastructure, CFM Calatori, and CFM Marfa

3.2.2 Non-core railway activities and assets

Achieving benefits for the railway from divesting suppliers, such as for example, workshops, engineering, technical and research services, and support services such as human resources and finance, will depend on the development of competitive markets in these services.

Disposal of the non-core railway activities depends much more on the other actual and potential stakeholders in the sector, some of which may not yet be separated from their own national railway companies. The choices in this regard also depend on the nature of inter-trading arrangements being set up between the infrastructure manager and operating companies.

Experience has shown that many of the non-core railway activities can be undertaken more efficiently by non-railway enterprises in the private sector. This approach allows the railway to benefit from competitive supply of non-core railway services. With the railway's aspiration to move towards commercial management of its operations, the range of activities undertaken in-house needs to be rethought with a view to the following:

- can external private sector deliver the required services more cheaply and efficiently?
- what are the strategic benefits of the railway's involvement in these activities?

Upon identifying candidates for disposal, a strategy for each activity and/or asset would need to be identified, to manage the market for ex-railway activities effectively, and to minimise transaction costs. As a matter of principle, operational non-railway assets should be passed on to parties outside of CFM and non-operational assets should be passed on to the Fourth Company for divestment.

Surplus land and non-core railway property assets, can be an important source of funding for future capital investment in the railway. CFM should identify land and property, which are not required for railway operational purposes and separately manage these assets. In case of surplus land, CFM should inform Agenția Proprietăți Publice (APP), as the owner of land, that (1) the land is no longer required for railway purposes and (2) can be disposed of. The Fourth Company should be given the remit of commercial exploitation of surplus property and the related earnings should be returned to the core railway businesses.

3.2.3 Core railway activities and assets

While parts of the core railway activities may also be candidates for divestment to private sector, the current status of reform and MIRD aspirations suggest a practical approach whereby all core railway activities and the supporting operational assets remain with the CFM companies.

The single group of core railway assets considered for divestment are those assessed by CFM Working Group[8] as non-operational or not required for the core railway activities. As such, these assets should be passed on to the Fourth Company for divestment.

3.3 SUMMARY OF DIVESTMENT APPROACH

Table below provides a summary of the divestment approach recommended for the CFM assets.

Table 3 – Divestment approach for CFM assets

Activity and related assets		Transfer to				
Activity	**Asset status**	**CFM Calatori**	**CFM Marfa**	**CFM Infrastructure**	**CFM Fourth Company**	**Stakeholder Outside CFM**
Core railway	Operational	YES	YES	YES		
	Non-operational				YES	
Non-core railway	Operational					YES
	Non-operational				YES	YES
Non-railway	Operational					YES
	Non-operational				YES	

[8] CFM Working Group was established for the purpose of the operational separation plan and included a variety of senior functional experts from CFM. CFM Working Group also assumed the role of a day-to-day client for the operational separation work.

3.4 SUPPORTING DECISION MAKING FRAMEWORK

The decision framework in respect of each activity and/or asset needs to address three fundamental aspects:

1. Internal considerations:
   - Strategic importance of the activity
   - Ability to properly and sufficiently define the activity
2. Market considerations:
   - Availability of quality suppliers that can meet acceptable standards of service.
   - Competitiveness of the market for these services
3. Economic considerations:
   - Ability of supplier to provide the service at a lower cost than it can be achieved in-house.

Where all three dimensions are acceptable, CFM should consider approving the outsourcing decision and transfer the specific activity outside of its own organisation. Application of the above framework on the CFM activities and assets considered for divestment is presented below.

Table 4 – Decision making framework applied to CFM assets

Type	Activity	Consideration	Assessment
Non-railway	Railway Culture Palace	Internal	The Culture Palace is not a strategic activity for CFM and currently acts a cost center. The palace occupies a prime real-estate location in Chisinau but needs considerable maintenance in order to be able to command increased rental charges. In order to secure this, the activity needs to be transferred to the Fourth Company or the Ministry of Culture and get PSP involved. The palace is an example of how CFM can extract value from its assets for the benefit of core railway business
		Market	Managing a real-estate asset and developing efficient facility management is a capability that is in considerable supply in Moldova by the construction companies and/or facility operators.
		Economic	The fundamental premise is that commercial pressures to deliver high quality service that the real estate asset can provide in return for increased rental charges, will drive private sector's cost base at a lower level than CFM's.
	Spitalul Bender	Internal	The hospital is not a strategic activity for CFM. CFM only benefits when its staff use the hospital. In order to benefit from medical services provided on time, CFM does not need to own a hospital.
		Market	Managing a hospital asset and developing efficient patient services is a capability that is in considerable supply in Moldova by the private medical operators.
		Economic	Commercial pressures on the private sector will drive provision of competitive services to the general public and CFM, if outsourced to the private sector.
Non-core railway	Railway Technical School	Internal	The school is not a strategic activity for CFM and currently acts a cost center.
		Market	Managing an education asset and developing services to customers (students, adults) is a capability that is in considerable supply in Moldova by the private operators.
		Economic	Commercial pressures on the private sector will drive provision of competitive services to the general public and CFM, if outsourced to the private sector.
	Conserved sleeper factory	Internal	Production of sleepers is a source of input for CFM and not a strategic activity for CFM. At present, the asset is conserved and CFM does not benefit from it.
		Market	Managing a construction-factory and delivering cost efficient products is a capability that is in considerable supply in Moldova by the construction companies. The sleeper factory is a standalone facility, has its own railway access and is relatively close to Ukraine, where in the future, a massive railway infrastructure effort is envisaged.
		Economic	The fundamental premise is that commercial pressures to deliver high quality products that the factory can provide in return for increased prices, will drive private sector's cost base at a lower level than CFM's. In addition, the private construction companies can also enjoy the greater benefit of economy of scale and lower unit cost of inputs for the production of sleepers.

CHAPTER 4 DIVESTMENT ROADMAP

4.1 DIVESTMENT OF NON-RAILWAY ACTIVITIES AND ASSETS

Divestment of activities and/or assets is presented and assessed with a view to maximize the value-for-money from each activity and/or asse based on selection of the least complex implementation approach.

4.1.1 Railway Culture Palace (Chisinau)

Activity details
The Railway Culture Palace (PCF) is situated in central Chisinau. CFM's data show that the operation involves 37 staff. The specific current value of the related assets will be identified by the CFM working group as part of developing the opening balance sheets for the new railway companies.

Recommendation and argument
It is recommended that, in co-operation with the APP, the activity is considered for transfer to (a) the Government of Moldova (GoM), either to the APP or the Ministry of Culture, or to (b) the Fourth Company.

- Transferring the activity to the GoM, whichever the proper institutional path is, would remove the related assets form the CFM balance sheet and would allow CFM to reduce its overall cost base. The option assumes GoM's responsibility over the activity and an opportunity to deploy a systematic approach by the GoM to the divestment of its publicly owned resources. This is particularly important in case of more complex transactions – operating concession over a period of time or privatisation.
- Transferring the activity to the Fourth Company, would result in CFM commercializing the asset using its own resources. This option is likely to be constrained with the availability of economic, financial, technical and other sector specific resources that may not be readily available within CFM.

Activity transfer to the GoM is recommended based on availability of resources, ability to deploy a nationally uniform commercialization approach[9], and overall practicality of implementation.

Next steps
The next steps involve the following:

- CFM approval of the proposal for the PCF.
- Discussion with the APP and preparation of the proposal for activity transfer to the GoM.
- APP's, with CFM's operational support, preparation of the enabling act for the transfer.
- GoM's approval of the said PCF enabling act.
- Transfer of assets to the balance sheet of the GoM.
- Implementation of a GoM-driven tender procedure for the PCF.

4.1.2 Spitalul (Bender)

Activity details
The asset, Spitalul, is situated in Bender. CFM's data show that there is no staff in bender. If possible, given the situation of assets in the Transnistrian region, the current value of the related assets will be identified by the CFM working group as part of developing the opening balance sheets for the new railway companies.

Recommendation and argument
It is recommended that, in co-operation with the APP, the activity is considered for transfer to (a) the Government of Moldova (GoM), either to the APP or the Ministry of Health, or to (b) the Fourth Company.

- Transferring the activity to the GoM, whichever the proper institutional path is, would remove the related assets form the CFM balance sheet and would allow CFM to reduce its overall cost base. The option assumes GoM's responsibility over the activity and an opportunity to deploy a systematic approach by the GoM to the divestment of its publicly owned resources. This is particularly important because outsourcing of the medical facility to the private sector will undoubtedly require a complex transaction – operating concession over a period of time or privatisation.

[9] Two generic options exist for commercialisation - auction or tender.

- Transferring the activity to the Fourth Company, would result in CFM commercializing the asset using its own resources. Implementation of this option is likely to be severely constrained, if not impossible, with the availability of economic, financial, technical and other sector specific resources that may not be readily available within CFM.

Activity transfer to the GoM is strongly recommended based on availability of resources, uniform commercialization approach, and overall practicality of implementation.

Next steps
The next steps involve the following:

- CFM approval of the proposal for Spitalul Bender.
- Discussion with the APP and preparation of the proposal for activity transfer to the Fourth Company.
- APP's, with CFM's operational support, preparation of the enabling act for the transfer, including any changes and/or amendments to the scope of responsibility of the Fourth Company.
- GoM's approval of the said enabling act.
- Transfer of assets to the balance sheet of the GoM.
- Implementation of a GoM-driven tender procedure for the hospital.
- Alternatively, if the future analysis supports the approach, the GoM may decide to keep the hospital and resume its operations without CFM's ownership.

4.2 DIVESTMENT OF NON-CORE RAILWAY ACTIVITIES AND ASSETS

4.2.1 Railway Technical School (Besarabeasca)

Activity details
The Railway Technical School in Besarabeasca, based on CFM data show that its operation involves 18 staff. The specific current value of the related assets will be identified by the CFM working group as part of developing the opening balance sheets for the new railway companies.

Recommendation and argument
It is recommended that, in co-operation with the APP, the activity is considered for transfer to (a) the Government of Moldova (GoM), either to the APP or the Ministry of Education and Research, or to (b) the Fourth Company.

- Transferring the activity to the GoM, whichever the proper institutional path is, would remove the related assets form the CFM balance sheet and would allow CFM to reduce its overall cost base. The option assumes GoM's responsibility over the activity and an opportunity to deploy a systematic approach by the GoM to the divestment of its publicly owned resources. This is particularly important in case of more complex transactions – operating concession over a period of time or privatisation.
- Transferring the activity to the Fourth Company, would result in CFM commercializing the asset using its own resources. This option is likely to be constrained with the availability of economic, financial, technical and any sector specific resources that may not be readily available within CFM.

Activity transfer to the GoM is strongly recommended based on availability of resources, uniform commercialization approach, and overall practicality of implementation.

Next steps
The next steps involve the following:

- CFM approval of the proposal for the Technical School.
- Discussion with the APP and preparation of the proposal for activity transfer to the GoM.
- APP's, with CFM's operational support, preparation of the enabling act for the transfer.
- GoM's approval of the said enabling act.
- Transfer of assets to the balance sheet of the GoM.
- Implementation of a GoM-driven tender procedure the Technical School.
- Alternatively, if the future analysis supports the approach, the GoM may decide to introduce changes to the school's education scope prior to normal resumption of its education activities as a public sector entity.

4.2.2 Conserved Sleeper Factory (Balti)

Activity details
The Conserved Sleeper Factory is located in Bati. Given its conserved status, by implication, its operation currently does not involve any staff. CFM reported the current value for all the infrastructure in Balti node with no specific data reported for the value of the sleeper factory's assets as such. This will be identified by the CFM working group as part of developing the opening balance sheets for the new railway companies.

Recommendation and argument
It is recommended that, in co-operation with the APP, the activity is considered for transfer to (a) the Government of Moldova (GoM), either to the APP or the MIRD, or to (b) the Fourth Company.

- Similar to all prior cases, transferring the activity to the GoM, whichever the proper institutional path is, would remove the related assets form the CFM balance sheet and would allow CFM to reduce its overall cost base. The option assumes GoM's responsibility over the activity and an opportunity to deploy a systematic approach by the GoM to the divestment of its publicly owned resources. This is particularly important in case of more complex transactions – operating concession over a period of time or privatisation.
- Transferring the activity to the Fourth Company, would result in CFM commercializing the asset using its own resources. This option could be constrained with the availability of economic, financial, technical and other resources within CFM. However, familiarity of CFM with the production process in the sleeper factory is a good risk mitigation factor.

Activity transfer to the GoM is recommended based on availability of resources, common approach, and overall practicality of implementation. On the other hand, CFM's familiarity with the sleeper production process and the end user market, offer significant benefits and provide an opportunity for CFM to extract higher value from the factory. If acceptable to APP, the latter approach may help reduce the drain on GoM' limited resources and offer CFM an opportunity to divest its own asset.

Next steps
The next steps involve the following:

- CFM approval of the proposal for the Sleeper Factory.
- Discussion with the APP and preparation of the proposal for activity transfer to the GoM.
- APP's, with CFM's operational support, preparation of the enabling act for the transfer.
- GoM's approval of the said enabling act.
- Transfer of assets to the balance sheet of the GoM.
- Implementation of a GoM-driven tender procedure the identified assets.

4.3 DIVESTMENT OF CORE RAILWAY ASSETS

Asset details
The core railway activities and the supporting operational assets will remain with the three CFM companies.

The single group of assets, considered for divestment within core railway assets are those assessed by CFM Working Group as non-operational or not required for the core railway activities. As such, these assets should be passed on to the Fourth Company for divestment.

Recommendation and argument
CFM's familiarity with its own core railway assets and with the railway industry and the end user market, offers significant benefits and provide an opportunity for CFM to extract reasonable value from divesting such non-operational (scrap) and/or non-required assets.

If acceptable to APP, the latter approach may reduce the drain on GoM' limited resources and offer CFM an opportunity to transfer the assets to the Fourth Company, which would result in CFM commercializing the assets using its own resources.

Next steps
The next steps involve the following:

- CFM approval of the proposal for the non-operational core railway assets.
- Discussion with the APP and preparation of the proposal for activity transfer to the Fourth Company.

- APP's approval of the proposal.
- GoM's approval of the said enabling act.
- Transfer of assets to the balance sheet of the Fourth Company and implementation of an auction for different lots of identified assets.

4.4 DIVESTMENT OF CURRENTLY UNALLOCATED ASSETS

4.4.1 Core and non-core railway assets

Asset identification and recommendation

As a result of an ongoing detailed identification and allocation of the currently unallocated assets by the CFM Working Group, the list of assets that could be divested by CFM, is in development by the working group. Once the list is completed, the non-operational and/or surplus assets will be transferred to the Fourth Company for divestment.

Next steps

The next steps involve the following:

- CFM approval of the proposal for the unallocated non-operational core and non-core railway assets.
- Discussion with the APP and preparation of the proposal for activity transfer to the Fourth Company.
- APP's approval of the proposal.
- GoM's approval of the said enabling act.
- Transfer of assets to the balance sheet of the Fourth Company and implementation of an auction for different lots of identified assets.

4.4.2 Assets in Group 50

Asset identification and recommendation

Work on the Operational Separation Plan established that, at present, CFM have no control of nor have information updates on its assets located in the Transnistrian region. These assets are therefore classified as Group 50 in the Operational Separation Plan. CFM's asset register shows a total of 3,931 assets across all asset groups[10]. All of the identified assets should be transferred to the GoM for a systematic and unified approach for addressing the ownership of the assets located in the Transnistrian region.

The next steps involve the following:

- CFM approval of the proposal for the transfer of assets in Group 50 to the GoM/APP, being the party with the highest level of negotiating power in the circumstances. This also enables the GoM to adopt a centralized approach for all its assets in the Transnistrian region.
- Discussion with the APP and preparation of the proposal for transfer of assets to the GoM.
- APP's, with CFM's operational support, preparation of the enabling act for the transfer.
- GoM's approval of the said enabling act.
- Transfer of assets to the balance sheet of the GoM.
- Resolution of the asset ownership approach at the GoM level.

10 CFM assets classified in group 50 include track, administrative, residential and technical buildings, facilities, rolling stock, equipment, tools, utilities, IT etc.

CHAPTER 5 IMPLEMENTATION

The proposed divestment plan and the implementation roadmap are shown below.

Table 5 – Proposed divestment plan for the CFM assets

Element	Transfer to	Argument in support	Approach
Railway Culture Palace (PCF)	• Government of Moldova	• Availability of resources and deployment of common commercialization approach for all GoM assets	• Tender process, where PSP is sought
Spitalul Bender	• Government of Moldova	• Availability of resources and deployment of common commercialization approach for all GoM assets	• Tender process, where PSP is sought
Railway Technical School (STF)	• Government of Moldova	• Availability of resources and deployment of common commercialization approach for all GoM assets	• Tender process, where PSP is sought
Conserved Sleeper Factory (Balti)	• CFM Fourth Company	• Familiarity of CFM with the asset, industry, and end user	• Auction (different lots)
Non-operational, not required and surplus assets	• CFM Fourth Company	• Familiarity of CFM with the asset, industry, and end user	• Auction (different lots)
Unallocated core and non-core assets	• CFM Fourth Company	• Familiarity of CFM with the asset, industry, and end user	• Auction (different lots)
Assets in Group 50 (Transnistrian region)	• Government of Moldova	• Resolution of asset ownership approach at GoM level	• To be determined in due course

While roadmaps of steps differ for the assets suggested for transfer to the GoM and the Fourth Company in CFM, the overall durations of the preparatory stage for divestment are estimated to be the same - 6 months.

Figure 2 – Transfer of assets to the GoM and divestment process for the Railway Culture Palace, Spitalul Bender, Technical School, and Assets in Group 50

Activity	M1	M2	M3	M4	M5	M6
CFM approval of the proposal asset divestment						
Prepare proposal for transfer to GoM						
Prepare enabling and other acts						
GoM's approval of the enabling act						
Transfer of assets to the GoM balance sheet						
Commence auction/tender by GoM						

Figure 3 – Transfer of assets to CFM Fourth Co and divestment process for the Conserved Sleeper Factory, non-operational, not required or surplus assets, and unallocated core and non-core assets

Activity	M1	M2	M3	M4	M5	M6
CFM approval of the proposal asset divestment						
Prepare proposal for transfer to CFM Fourth Co						
Prepare enabling and other acts						
GoM's approval of the enabling act						
Transfer of assets to CFM Fourth Co						
Commence auction/tender by CFM Fourth Co						

Figure 4 – Transfer of assets and divestment (highlighted task) in the wider context of railway reform in Moldova (time measured from February 2022 when the GoM passed the Code)

			Year 1		Year 2		Year 3		Year 4		Year 5	
Task	**Owner**	**Status**	**H1**	**H2**	**H3**	**H4**	**H5**	**H6**	**H7**	**H8**	**H8**	**H9**
Pass New Railway Code	MIRD	Complete	◇									
Establish MIRD-led Reform Steering Committee	MIRD	TBC										
CFM-Internal Working Group for Reform (WGR)	CFM	Complete	◇									
Develop company statutes	CFM	Yet to start			■							
Confirm asset and staff separation proposals	CFM	Complete			■							
Transfer assets and divest (Figures 2 and 3 above)	CFM 4th Co / AIPP	Prep work complete			■							
Develop detailed separation balance sheets	CFM	CFM				■	■					
Develop detailed separation staff registers	CFM	CFM				■	■					
Draft "umbrella" contracts	CFM	CFM				■	■					
Establish Safety Regulator	MIRD	MIRD				◇						
Establish Accident Investigation Body	MIRD	MIRD				◇						
Incorporate Infrastructure Manager	CFM	Early prep work				■ ◇						
Incorporate Railway Undertakings	CFM	Early prep work				■						
Transfer and unbundling of contracts	CFM 4th Co	Yet to start			■	■						
Maximize revenue generation	CFM 4th Co	Yet to start					■	■	■	■		
Assist with labour restructuring	CFM 4th Co	Yet to start					■	■	■	■		
Assist with sectoral institutional development	CFM 4th Co	Yet to start					■	■				
Wind-down Fourth Company	CFM 4th Co	Yet to start								◇		

Number of rail companies in the sector	1	1	1	1	4	4	4	4	3	3
CFM	■	■	■	■	■	■	■	■		
CFM-Infrastructure					■	■	■	■	■	■
CFM-Calatori					■	■	■	■	■	■
CFM-Marfa					■	■	■	■	■	■

APPENDIX A: CLASSIFICATION AND ALLOCATION OF CFM ASSETS

A.1 GUIDANCE TABLE

LAND		**TEREN**
1	Land	Teren
FIXED ASSETS		**MIJLOACE FIXE**
2	Water utilities/ Gas utilities	Utilitati de apa / Utilitati de gaz
3	Power network transmission & distribution	Rețeaua de transport și distribuție a energiei electrice
4	Road structures	Structuri rutiere
5	Engineering structures	Structuri de inginerie
6	Track, crossings, platforms, switches	Până, treceri, platforme, comutatoare
7	Overhead power supply & other HV supply	Sursă de alimentare de deasupra capului și alte surse HV
8	Signalling	Semnalizarea
9	Communications	Comunicatii
10	Station buildings	Clădiri de gară
11	Admin buildings	Clădiri admin
12	Warehouses	Depozite
13	Depots, workshops etc	Depouri, ateliere etc
14	Garages	Garaje
15	Security cabins and related	Cabine de securitate și conexe
16	Other buildings	Alte clădiri
17	Hotels, restaurants, commercial property	Hoteluri, restaurante, proprietate comercială
18	Property (residential)	Proprietate (rezidențială)
19	Railway ambulance and medical facilities	Ambulanță feroviară și unități medicale
20	Leisure and cultural facilities	Facilități de agrement și culturale
21	Industrial, mining and other track	Căi industriale, miniere și altele
22	Other railway related fixed assets	Alte active fixe legate de calea ferată
23	Non-core assets	Active non-core
ROLLING STOCK		**MATERIAL RULANT**
24	Locomotives	Locomotive
25	Locomotives for track maintenance	Locomotive pentru intretinerea liniei
26	EMUs and DMUs	EMU-uri și DMU-uri
27	Non operational tractive vehicles	Vehicule de tracțiune nefuncționale
28	Passenger coaches	Autocare de pasageri
29	Wagons	Vagoane
30	Other rolling stock related assets	Alte active legate de materialul rulant
PLANT AND EQUIPMENT		**INSTALĂRI ȘI ECHIPAMENTE**
31	Track maintenance plant and equipment	Instalații și echipamente de întreținere a pistei
32	Rolling stock maintenance equipment	Echipamente de intretinere a materialului rulant
33	Signalling - power supply and other equipment	Semnalizare - alimentare și alte echipamente
34	Telecom plant and equipment	Instalatii si echipamente de telecomunicatii
35	Transf. stations, other power plant, equipment	Transf. statii, alte centrale electrice, echipamente
36	IT	ACEASTA
37	Tools - universal and specific	Instrumente - universale și specifice
38	Road vehicles	Vehicule rutiere
39	Other plant and equipment	Alte instalații și echipamente
40	Other assets	Alte bunuri

A.2 CORRELATION WITH THE NATIONAL ASSET CLASSIFICATION

1	Land	**Examples**	Teren	
	LAND - SUBTOTAL		**TEREN - SUBTOTAL**	
FIXED ASSETS			**MIJLOACE FIXE**	**Catalogului mijloacelor fixe categorii**
2	Utilities (water)	Seweragege, wastewater structures, pumping stations	Utilitati de apa / Utilitati de gaz	3
3	Power network transmission and distribution	Gas utilities, heating, thermal power plant, air conditioning	Rețeaua de transport și distribuție a energiei electrice	3, 4
4	Road and structures	Pedestrian paths	Structuri rutiere	2
5	Engineering structures	Retaining walls	Structuri de inginerie	2
6	Track, crossings, platforms, switches	Ramps, fencing, iron gate	Pănă, treceri, platforme, comutatoare	2, 6
7	Overhead power supply & other HV supply	-	Sursă de alimentare de deasupra capului și alte surse HV	3
8	Signalling	-	Semnalizarea	4
9	Communications	Telecommunication	Comunicatii	3
10	Station buildings	Passenger buildings	Clădiri de gară	1
11	Admin buildings	Social buildings, canteen	Clădiri admin	1
12	Warehouses	Sand storage, all kind of storage	Depozite	1
13	Depots, workshops etc	Sheds, technical service, hangars, overhaul and experimental sections, impregnation room, compressor buildings,	Depouri, ateliere etc	1
14	Garages	All type of garages	Garaje	1
15	Security cabins and related	Guirdian cabins, civil defense, fire tanks, fire train	Cabine de securitate și conexe	5, 4
16	Other buildings	Technical office, luggage, post and manoeuvring sheds	Alte clădiri	1
17	Hotels, restaurants, commercial property		Hoteluri, restaurante, proprietate comercială	1
18	Property (residential)		Proprietate (rezidențială)	1
19	Railway ambulance and medical facilities		Ambulanță feroviară și unități medicale	5, 6
20	Leisure and cultural facilities		Facilități de agrement și culturale	1, 2
21	Industrial, mining and other track		Căi industriale, miniere și altele	2
22	Other railway related fixed assets	Passenger benches, schedule board, info tables,	Alte active fixe legate de calea ferată	4,6
23	Non-core assets	Landfield, monuments, drainage, fields	Active non-core	2, 4, 7, 8, 9, 16

ROLLING STOCK			MATERIAL RULANT	
24	Locomotives		Locomotive	5
25	Locomotives for track maintenance		Locomotive pentru intretinerea liniei	5
26	EMUs and DMUs		EMU-uri și DMU-uri	5
27	Non operational tractive vehicles	Maneuvr machines	Vehicule de tracțiune nefuncționale	5
28	Passenger coaches		Autocare de pasageri	5
29	Wagons		Vagoane	5
30	Other rolling stock related assets	Wheels, batteries, engines, boogies, pumps	Alte active legate de materialul rulant	4, 5

PLANT AND EQUIPMENT			INSTALĂRI ȘI ECHIPAMENTE	
31	Track maintenance plant and equipment	Scales	Instalații și echipamente de întreținere a pistei	4
32	Rolling stock maintenance equipment	Welding maschines, cranes, wheel lathes	Echipamente de intretinere a materialului rulant	4, 5
33	Signalling - power supply and other equipment		Semnalizare - alimentare și alte echipamente	3, 4
34	Telecom plant and equipment		Instalatii si echipamente de telecomunicatii	4
35	Transf. stations, other power plant, equipment	Diesel agregat	Transf. statii, alte centrale electrice, echipamente	4
36	IT and office furnishing	Computer, phone, cash registers, video systems, printers, office desks	ACEASTA	4, 6
37	Tools - universal and specific		Instrumente - universale și specifice	6
38	Road vehicles	Tractors	Vehicule rutiere	4, 5
39	Other plant and equipment		Alte instalații și echipamente	6,
40	Other assets	Mud fields, furniture, refrigerators, washing machines	Alte bunuri	4, 6, 7, 8, 9

A.3 CLASSIFICATION OF CFM ASSETS

Group	DS	Track	Electro	SST	TCP1	Loco	Wagons	CSE	GFLVOK	SACI	SACL	SMC294	ATM	PCF	STF	SB	60 IS CFM	Subtotal	%
1	0	222	26,742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,963	0.44
2	0	14,621	3,548	13,112	0	0	3,198	0	0	0	0	0	145	0	0	51	15,030	49,703	0.81
3	353	78,147	46,795	8,914	5,771	2,792	12,806	0	0	305	2,231	276	6,300	0	0	307	17,293	182,289	2.98
4	0	10,652	4,164	1,722	1,499	0	1,841	0	0	0	1,167	0	476	0	0	0	2,511	24,032	0.39
5	0	64,304	7,469	17,814	37	0	229,554	0	0	19	0	0	21,540	0	0	0	62,150	402,886	6.59
6	0	432,706	327,666	96,451	163,888	837	19,707	0	0	22	11	0	229	0	0	0	63,278	1,104,794	18.08
7	0	0	0	21	0	0	1,010	0	0	0	0	0	0	0	0	0	0	1,031	0.02
8	0	7,283	1,157	690	112	9,311	1,497	0	0	1,753	5,342	0	0	999	0	0	1,285	29,430	0.48
9	0	59,277	547	300	102	30	24,855	0	0	375	48	88	23	0	0	0	15,078	100,723	1.65
10	0	29,715	2,010	4,699	986	0	1,669	0	0	0	0	0	0	0	0	0	681	39,760	0.65
11	0	76,860	381	5,641	0	0	1,087	0	0	0	0	0	0	0	0	0	85	84,054	1.38
12	0	35,284	1,702	1,465	1	0	910	0	0	248	0	156	15	0	0	0	1,992	41,773	0.68
13	0	62,737	5,415	13,542	0	26	1,633	0	0	38	0	0	80	0	0	0	20,597	104,066	1.70
14	0	16,015	758	0	877	0	2,666	0	0	0	0	0	0	0	0	0	0	20,317	0.33
15	0	3,038	1,386	4,256	0	51	2,172	0	0	273	0	0	121	0	0	0	1,068	12,365	0.20
16	0	50,353	1,216	10,860	5	0	4,943	0	0	0	0	0	7	0	0	16	4,701	72,097	1.18
17	0	902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	908	0.01
18	0	19,987	69	0	0	0	78,673	0	0	0	0	0	0	0	0	0	7	98,686	1.62
19	0	230	0	422	0	0	288	0	0	0	17	0	0	0	0	13	44	1,014	0.02
20	0	9,945	0	194	0	0	21	0	0	0	18	0	0	0	0	0	0	10,177	0.17
21	0	1,185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,185	0.02
22	0	434	0	37	0	0	642	0	0	91	0	0	0	0	0	0	194	1,399	0.02
23	0	10,517	906	389	39	0	2,504	0	0	0	0	0	0	0	0	0	1,696	16,051	0.26
24	0	2,381	143,730	0	0	0	940,939	0	0	0	0	0	0	0	0	0	0	1,087,650	17.80
25	0	17,971	0	106	590	0	5,695	0	0	0	0	0	0	0	0	0	23,451	48,764	0.80
26	0	255,606	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,405	257,011	4.21
27	0	0	12,327	0	0	0	11,395	0	0	0	0	0	0	0	0	0	0	23,722	0.39
28	0	67,667	19,870	72	0	0	2,125	0	0	0	2,113	0	0	0	0	0	353,552	440,398	7.21
29	0	67,905	35,571	3,883	0	0	136,727	5,130	0	45,650	0	0	2,690	0	0	0	355,731	653,288	10.69
30	14,757	9,338	8,896	3,018	2,560	22,415	162,076	0	0	5,614	32	3,499	146	0	34	278	10,013	242,677	3.97
31	925	11,476	756	526	3,440	1,669	17,120	0	1,881	2,662	524	0	0	772	43	0	11,966	53,759	0.88
32	0	39,961	16,347	9,115	1,299	1,764	30,203	0	0	142	529	372	130	91	0	7	31,062	131,023	2.14
33	0	1,272	9	0	0	0	792	0	0	17	20	0	0	0	0	0	1,213	3,324	0.05
34	210	25,171	4,248	4,611	228	0	6,036	0	0	4,790	274	181	841	0	0	0	7,180	53,970	0.88
35	0	9,769	12	497	131	1,118	1,474	0	0	31	59	14	261	20	21	0	7,131	20,490	0.34
36	100	3,735	743	2,220	0	23	651	0	0	378	84	1,297	0	0	0	7	5,475	14,713	0.24
37	9	1,566	395	100	1,388	20	5,291	0	1,020	997	171	7	0	0	0	0	1,765	12,679	0.21
38	0	15,289	12,078	18,260	0	210	6,522	0	0	0	2,105	0	1,234	0	46	0	4,342	60,086	0.98
39	133	8,338	1,247	1,824	158	1,136	6,504	62	0	1,446	0	1,130	97	6	0	950	8,566	31,992	0.52
40	60	93	770	711	192	52	13,227	0	0	1,201	86	39	24	0	0	15,321	4,567	36,344	0.59
50	1,501	155,210	101,202	18,738	27,365	11,586	89,175	82	0	11,052	3,627	1,210	41,712	84	974	139	48,001	511,656	8.38
Subtotal	18,046	1,667,710	790,124	244,210	210,669	53,242	1,827,526	5,274	2,901	77,105	18,405	8,470	76,067	1,972	1,119	17,089	1,089,316	6,109,247	100.00
%	0.30	27.30	12.93	4.00	3.45	0.87	29.91	0.09	0.05	1.26	0.30	0.14	1.25	0.03	0.02	0.28	17.83	100.00	

shown in MDL '00s

A.4 ALLOCATION OF CFM ASSETS

Group	CFM-Infrastructure	CFM-Calatori	CFM-Marfa	CFM 4th Company	ATM	IS CFM	Unallocated	Group 50	Subtotal	
1	26,963	0	0	0	0	0	0	0	26,963	*0.44*
2	31,280	724	2,473	51	145	15,030	0	0	49,703	*0.81*
3	142,791	3,508	12,090	307	6,300	17,293	0	0	182,289	*2.98*
4	19,204	353	1,487	0	476	2,511	0	0	24,032	*0.39*
5	85,697	14,098	215,456	0	25,485	62,150	0	0	402,886	*6.59*
6	1,020,744	9,153	11,391	0	229	63,278	0	0	1,104,794	*18.07*
7	21	1,010	0	0	0	0	0	0	1,031	*0.02*
8	16,337	1,270	9,538	999	0	1,285	0	0	29,430	*0.48*
9	60,737	654	24,230	0	23	15,078	0	0	100,723	*1.65*
10	39,760	0	0	0	0	0	0	0	39,760	*0.65*
11	82,887	0	1,087	0	0	85	0	0	84,054	*1.37*
12	38,856	721	190	0	15	1,992	0	0	41,773	*0.68*
13	81,731	0	393	0	80	21,862	0	0	104,066	*1.70*
14	17,651	2,542	123	0	0	0	0	0	20,317	*0.33*
15	9,004	1,954	217	0	121	1,068	0	0	12,365	*0.20*
16	62,434	2,082	2,861	16	2	4,701	0	0	72,097	*1.18*
17	0	0	0	902	0	5	0	0	908	*0.01*
18	20,056	0	78,623	0	0	7	0	0	98,686	*1.61*
19	669	254	34	13	0	44	0	0	1,014	*0.02*
20	0	0	0	10,177	0	0	0	0	10,177	*0.17*
21	1,185	0	0	0	0	0	0	0	1,185	*0.02*
22	567	402	240	0	0	194	0	0	1,399	*0.02*
23	0	0	0	16,051	0	0	0	0	16,051	*0.26*
24	0	0	1,087,650	0	0	0	0	0	1,087,650	*17.79*
25	48,764	0	0	0	0	0	0	0	48,764	*0.80*
26	0	255,606	0	0	0	1,405	0	0	257,011	*4.20*
27	0	0	0	23,722	0	0	0	0	23,722	*0.39*
28	0	440,398	0	0	0	0	0	0	440,398	*7.20*
29	0	0	653,288	0	0	0	0	0	653,288	*10.69*
30	0	0	0	0	0	0	242,677	0	242,677	*3.97*
31	53,759	0	0	0	0	0	0	0	53,759	*0.88*
32	0	0	0	0	0	0	131,023	0	131,023	*2.14*
33	3,324	0	0	0	0	0	0	0	3,324	*0.05*
34	53,970	0	0	0	0	0	0	0	53,970	*0.88*
35	20,490	0	0	0	0	0	0	0	20,490	*0.34*
36	0	0	0	0	0	0	14,713	0	14,713	*0.24*
37	0	0	0	0	0	0	12,679	0	12,679	*0.21*
38	47,732	5,399	1,333	46	1,234	4,342	0	0	60,086	*0.98*
39	14,533	4,707	3,133	956	97	8,566	0	0	31,992	*0.52*
40	7,127	8,614	4,666	15,321	24	4,567	0	0	40,320	*0.66*
50	0	0	0	0	0	0	0	511,656	511,656	*8.37*
Subtotal	2,008,263	753,450	2,110,504	68,563	34,232	225,463	401,091	511,656	6,113,223	*100.00*
%	*32.85*	*12.32*	*34.52*	*1.12*	*0.56*	*3.69*	*6.56*	*8.37*	*100.00*	

shown in MDL '00s

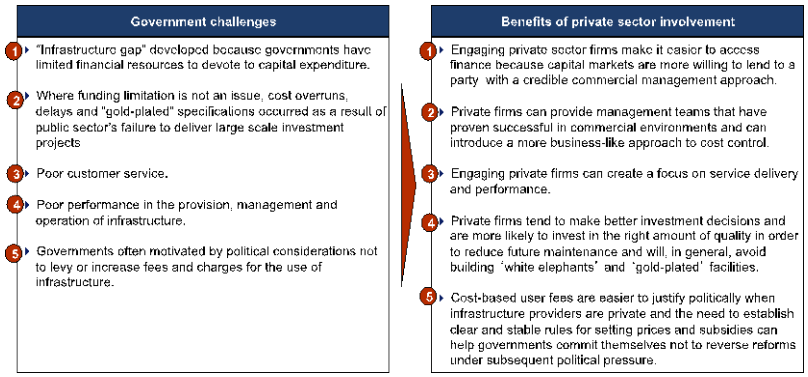
APPENDIX B: PRIVATE SECTOR PARTICIPATION IN THE RAILWAY SECTOR

The appendix provides a background on PPPs, discusses risk transfer, establishes option selection criteria, and outlines a detailed roadmap required to develop a commercial proposition for the PPP.

B.1 BACKGROUND ON PPP

Private Partnerships (PPPs) are a tool, which brings private sector finance and expertise to the development and management of public assets. The definition reflects the principal motivation for the introduction of private sector into infrastructure – "to get things done where public sector was unable to do so" because of various binding constraints.

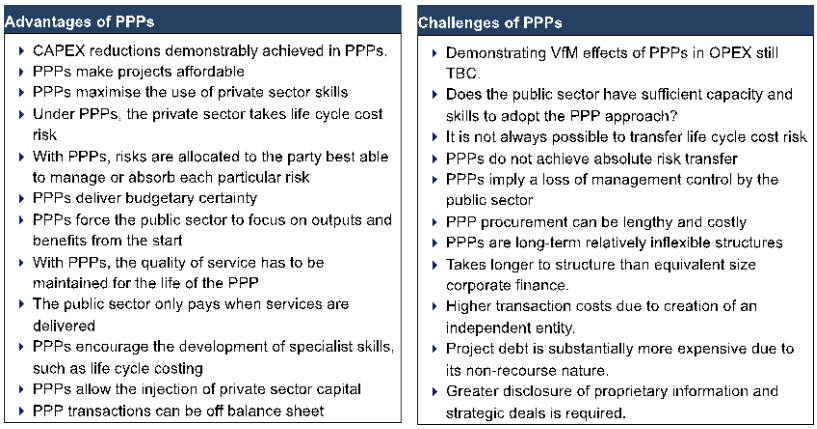
Figure B.1 – Overview of benefits of private sector involvement[11]



Although the approach behind private sector involvement is the same – addressing the shift in public procurement from buying an asset to buying an 'end-to-end' service, PPP practices vary between countries for cultural and legal reasons, which raises a number of complex issues and choices:

- Legal impediments and uncertainties regarding PPPs affect both the public and private sector;
- Accounting issues and balance sheet treatment provide;
- Procurement and State Aid, affordability, and speed and costs of a PPP procurement; and
- Focus on payment for service delivery and transfer of performance risk to the private sector.

Figure B.2 - Advantages and challenges of PPP projects



The key elements of a PPP project usually involve some or all of the following:

- Increased number of stakeholders involved in the project.

11 *Amended from Booz Allen (2006)*

- Promise to deliver Value-for-Money ("VfM") through reduced cost by efficiently allocating risks. It needs to be stressed that risks are not eliminated in PPP projects – but moved along the supply chain to those who are perceived as best able to mitigate them.
- Focus on payment for service delivery with the transfer of performance risk to the service provider (private sector).
- New source of capital for public sector authorities, who previously provided finance for projects on the basis of raised taxes (which immediately burdens the taxpayer) or issued tax-exempt bonds (which restricts the amount of debt to fund projects to a conservative level).
- Provision of known cash flows at a future date, without the initial capital cost as the construction of the facility funded through a mixture of debt and equity.
- Contractual structure based on a combination of the Design, Build, Finance and Operate/Maintain responsibilities.
- Payment based on performance against contractually committed service levels and facility conditions with incentive regimes to penalise underperformance.
- Refinancing of projects may lead to "refinancing gains" as project risk decreases (e.g. following a successful completion of construction and demonstration of successful operations).

B.2 IDENTIFICATION OF OPTIONS FOR PRIVATE SECTOR PARTICIPATION

B.2.1 Engagement options for the private sector

The options for the private and public sectors to engage in infrastructure sectors include public private partnerships (PPP), transnational projects and bilateral lending support, joint venture PPPs, dedicated funds, regulatory asset base, and divestiture of non-core activities.

B.2.1.1 Public Private Partnerships (PPP)

PPP projects represent a shift in public procurement from buying an 'asset' to buying a complete end to end 'service'. As such, they involve a change in the role of the public sector from being an owner (of assets) and provider (of a service) to being an enabler and procurer of a service in the interest of the 'public good'. In this new allocation of responsibilities, the role of the public sector is now to specify output requirements (service or facility standard) for the service while the private sector's role is to determine the best way to deliver the service and to provide, maintain and operate the assets for the delivery of the service.

The key elements of a PPP project usually involve the following:

- Promise to deliver value-for-money through reduced cost by efficiently allocating risks. It needs to be stressed that risks are not eliminated in PPP projects – they are merely moved along the supply chain to those who are perceived as best able to mitigate them;
- Focus on payment for service delivery with the transfer of performance risk to the service provider (private sector).
- New source of capital for state and local governments, who previously provided finance for projects on the basis of raised taxes (which immediately burdens the taxpayer) or issued tax-exempt bonds (which restricts the amount of debt to fund projects to a conservative level).
- Despite higher finance costs, the use of private finance and partnering mechanisms can create value but this needs to be demonstrated as part of value-for-money assessment.
- Provision of known cash flows at a future date, without the initial capital cost as the construction of the facility funded through a mixture of debt and equity

In selecting the most appropriate PSP option, focus is given to identification of aspects of the project where private sector involvement is possible. The main factors to consider include:

- Ability to transfer risk to the private sector;
- Flexibility for the Private Sector to provide appropriate innovation;
- Potential benefits to the Public Sector;
- Financial viability of the project as a stand-alone entity;
- Market and industry interest / appetite;
- Project whole-of-life costing; and
- Value for money outcome.

In general, the cost of the project to the public sector would be minimised with full public involvement, but the public sector's risk exposure to a project would be maximised, and vice versa. The methodology that

will ultimately be used to determine an optimal mixture of cost to the public sector and risk between the various options, will vary based on the precise circumstances.

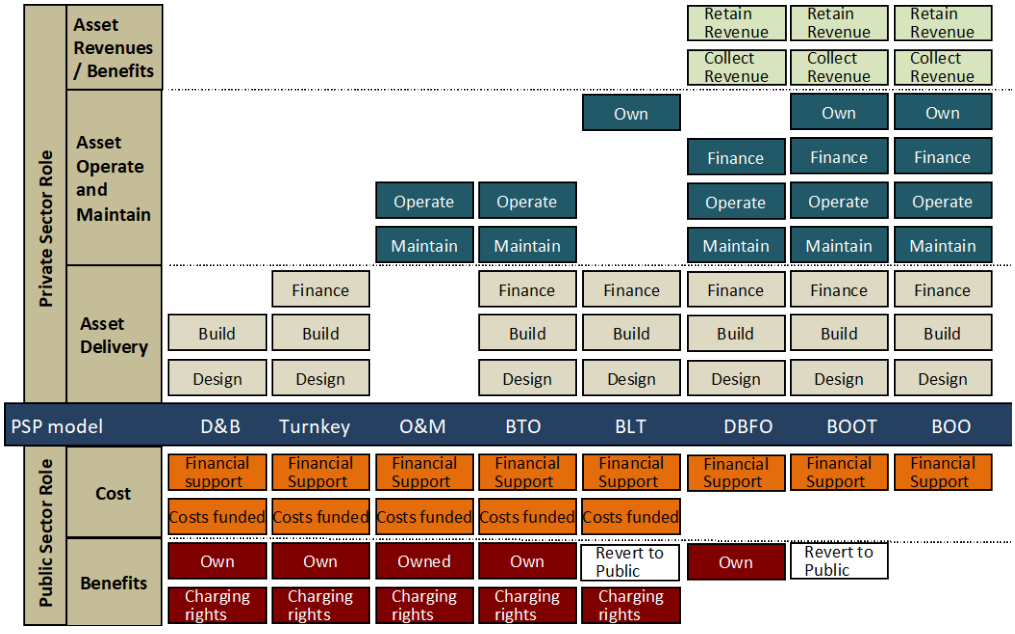
Although PPP is an alternative way to procure/deliver a public service and should only be selected if it can deliver Value-for-Money (VfM), risks tend to be poorly handled in comparator models. In the EU, formal methodologies have been developed to demonstrate whether a PPP delivers value for money. However, the public sector comparator models are often impacted by a number of technical and political challenges, such as (1) lack of hard evidence, (2) being treated as "political footballs" among public stakeholders as PPPs deal with public services; and (3) "facts" being distorted by the project sponsors, stakeholders, financiers, etc.

Over time, there has been an increase in the pool of data on actual life-cycle costs (LCC) delivered by the PPP projects. While it is claimed that LCC savings, as the key benefits of underlying the VfM approach promoted by the PPPs, will be captured as compared to traditional procurement, data obtained is insufficiently conclusive on the subject. "On a declarative level, there is a widespread embrace of life-cycle cost optimization principles in PPPs in the UK, but there are practical obstacles to its execution". The critical success factors include[12]:

- Contractual obligation and client-driven optimization;
- Good awareness and understanding of LCC;
- Encouragement of LCC through competitive bidding;
- Integration of all stakeholders in the Whole Life Cost (WLC);
- Early involvement of construction and facility management teams in the design process;
- Well-established procedures and methodologies;
- Reliability and accuracy of data;
- Regular monitoring the implementation of LCC.

The essential decision is, ultimately, between private or public sector funding – in whole or in part. The choice of alternative funding structures is firstly a policy decision, then a function of project economics and risk allocation. Taking into account all the factors, a multitude of possible permutations of responsibility allocation between the public and private sectors is available.

Figure B.3 - Overview of the spectrum of roles and responsibilities for private and public sector to engage on an infrastructure PPP project (adapted from Booz Allen 2006)



12 X. Meng and F. Harshaw: "The Application of Whole Life Costing in PFI/PPP projects", 2013. Lack of data and contractual incentives are often cited as drivers of LCC failure.

B.2.1.2 Transnational Projects and Bilateral Lending Support

Bilateral or transnational dimension adds additional complexity to project preparation. At an operating level, the project may be between two States or between two SoE, each from another country. This implies that there may be two or more sets of administrative and budgetary hurdles to clear for successful launch of the project. These may include difference in appraisal methodologies, strategic objectives, legislative and regulatory frameworks, decision-making rules and procedures, technical, safety, environmental, social and other operating standards.

The initiative currently pursued by the Government of PR China, "Belt and Road Initiative", is an example whereby finance for the construction of infrastructure assets is provided to the public sector that is unable to finance such investments on its own. As a condition of tied funding, Chinese construction companies assume the role of a prime contractor, with the local supply chain working under the subcontracting arrangements. In the example of southeast Europe, similar arrangements also apply on the bilateral loans[13] provided to countries in the region by Russia, Turkey and Azerbaijan.

Despite the complexity involved with such projects, the Government's own responsibility towards its taxpayers, mandates that due diligence and project appraisal of these projects are executed in the same, detailed and methodical manner, as when required by the lenders on a PPP project.

B.2.1.3 Joint Venture PPPs[14]

These are also known as institutional PPPs as they involve a Special Purpose Company (SPC) jointly owned by public and private sector parties. Whilst such vehicles successfully avoid the issues associated with refinancing and renegotiation of contracts as a consequence of windfall profits often seen in privately owned SPCs, there are some major aspects that often need to be resolved on a case-by-case basis:

- How is procurement executed, for the contract or for selecting the private partner?
- Role of the public partner in procurement?
- Contract negotiations and the potential issue of conflict of interest of the public partner?
- Project rescue in case of difficulties and the public sector role in such situation?

As a result of considerable maturity of legal and regulatory setup required and the complexity of decisions to be made, this option, while theoretically possible, will not be considered for practical applications in the economies in transition.

B.2.1.4 Dedicated Funds

Dedicated funds may also be used to channel private sector investments into infrastructure. Two examples of such funds include Thailand Future Fund and public trusts.

Thailand is an example of an innovative way of engaging private sector financing. In 2018, the government launched Thailand Future Fund[15] with an expectation to accelerate execution of the governmental infrastructure investment portfolio and enable private sector investment in infrastructure. The fund is traded at the Thailand Stock Exchange.

Public trusts[16] belong to 'not-for-profit' structures as they prevent highest returns to equity investors, which are often contentious and politically unacceptable. Under this structure, the project company is owned by a trust, an entity, which is independent of the procuring agency, not under the ownership or control of the private sector partner, and is not-for-profit organisation. In case of cash-flow surplus, instead of it being acquired by the project company's shareholders as profit it can be used to service debt, or spend on other related public services.

13 A quick review of publicly available data identified that China, Russia, Turkey and Azerbaijan provided a total of EUR 6.6bn to five countries in southeast Europe (Bosnia and Herzegovina, Montenegro, Serbia, Northern Macedonia, and Albania) with transport accounting for 75% of investment. The majority of finance is sourced from PR China (58% of total) and Russian Federation (22%).

14 E.R. Yescombe, Public Private Partnerships – Principles of Policy and Finance, BH 2007

15 Information on the fund, mostly in the local language, is available at http://www.tffif.com/en/home. Additional information is available at https://www.reuters.com/article/thailand-infrastructure-ipo/thailand-taps-equity-market-for-14-billion-infrastructure-fund-idUSL4N1WE2MD

16 E.R. Yescombe, Public Private Partnerships – Principles of Policy and Finance, BH 2007

B.2.1.5 Regulatory Asset Base

The approach known as the Regulatory Asset Base (RAB) approach is used in network industries where the infrastructure operator is not exposed to sufficient competition and is difficult to manage demand. The approach was developed in the UK to provide assurance to investors in privatised network utilities whereby the existing assets are valued as part of the privatisation process in the UK rather than part of stand-alone major investments. The approach does not preclude any particular form of ownership for the infrastructure company – its assets can in principle be privatised or remain in public ownership. The RAB simply assesses the value of the assets used in the performance of a regulated function. In practice, it is an accounting number that reflects the value of past investments into network infrastructure[17].

B.2.1.6 Divestiture of Non-core Activities

Divestiture of non-core activities is another vehicle to attract private sector investments. As such, divestiture is often a result of focusing the management's attention on the core business. In the railway sector, pursuing self-sufficiency as an objective and undertaking a considerable range of services in-house is not uncommon. Many Eastern European railways have historically adopted the same approach: railways have provided housing and health care for workers, their workshops have manufactured parts requirements and undertaken the full range of maintenance and construction activities, etc. In many geographies, poor financial and operational performance of the railways required that the non-railway activities are disposed of very early in the reform process

B.3 RISK TRANSFER

The concepts of risk transfer have become better understood in circumstances where failure simply results in the burdens being assumed by the State. This follows from the failure of structures, which impose too great a risk burden on the supplier, and one, which he cannot afford. Under certain conditions, considerable efficiency/quality gains can be obtained by allocating more responsibilities to the private sector. Implementing advanced risk sharing structures between public and private partners is not a goal in itself but a way to achieve efficiency and quality. The efficiency argument is generally predominant in making the case for PPPs, but delivering efficiency requires the management of a number of risks.

Optimal risk allocation is the critical path to achieving value for money (VfM), but the difficulties in achieving this have been recognised:

> "If too much risk transfer is sought in a contract the result is simple: either the price goes up at the start or during the course of negotiations…or the contractor finds, at some point during the life of the contract, that he cannot deliver the service provided (at the contracted price and still make a profit), and eventually there will be a problem which, to at least some extent, will land back in the public sector."
>
> *["Implementing public private partnerships to deliver new public infrastructure" (p2) in 'Privatisation & Public Private Partnership Review 2003/2004', Euromoney]*

As a consequence of poor risk management, a range of risks can impact the provision of assets or services, and this can make it difficult to accurately estimate or price this asset or service provision over the full term of the proposed contract. Furthermore, exposure to the risks that impact service provision can be magnified for the operator if elements of the operating or maintenance services are reliant on third parties and external inputs.

In a contractual context, the exposure to these risks is set out through a range of clauses in project documentation. Nevertheless, determining actual or perceived risk to the private sector supply chain remains quite complex because (1) construction risks in practice may dwarf operational risks, and (2) performance regimes are often complex and opaque – especially where the use of new technology is mandated.

B.4 INDUSTRY CONSULTATION

The industry consultation step is a structured activity designed to "gauge the pulse of the market" in relation to the project throughout its development. The step is likely to obtain input from the private sector on the policy regulatory framework and any innovative ideas for the realisation of the project. Importantly,

[17] Dejan Makovšek Daniel Veryard: The Regulatory Asset Base and Project Finance Models, ITF 2016

through industry consultation, the public sector project sponsors will be able understand degree to which the private sector would support and/or favour the proposed commercial proposition.
Discussion with the market should be approached as opportunities to generate interest in the project to stimulate private sector involvement, maximise competition for quality and cost effectiveness when the project is launched and obtain buy-in from the industry that the proposed procurement structure is likely to attract serious attention. The effort requires a structured and co-ordinated programme for communication with the market in the light of the developing procurement models. A consultation paper is then issued and followed up with direct meetings with selected private sector interests. The responses are analysed and incorporated into the development of the final commercial proposal.

B.5 ESTABLISH PSP OPTION SELECTION CRITERIA

The objective of this step is to define a set of criteria that will be used to evaluate options for PSP on the project. This is critical given the assumed strategic objective to attract PSP in infrastructure. Each PSP option needs to be assessed in terms of the extent it meets the requirements of the individual criteria. The potential criteria that should be considered are described below.

Table B.1 – Potential PSP selection criteria

Selection Criteria	
Political Focus and Public Accountability	The project often represents a significant transport investment decision for the public sector. In the wake of general difficulties with major transport undertakings worldwide, the public sector would need to ensure that its investment decision is based upon sound and robust advice.
Funding Sources	As part of a wide reach, various means of funding will ultimately need to be considered, including PPPs. Prospective funders need to be assured that the project proposals are realistic, the risks are understood and the cost and revenue forecasts are reliable.
Stakeholder Interests	The project may offer a step change in the transportation system and its benefits will be measured in commercial, economic and social terms. Its scale is such that it has a huge multitude of stakeholder interests, all of whom will have differing expectations from the project as part of project development.
Technology/ Technical Complexity	Large infrastructure projects are generally technically complex project with new build components interfacing with existing infrastructure and systems. Historically, there has been a tendency to underestimate the potential significance of the risks associated with major projects and their potential impact on cost and programme.
Operational Interfaces	Construction and operation of the project will involve interfaces with other transport networks, ongoing investment projects, and other transportation modes. These operational interfaces represent one of the major challenges for the Project, which will need to be understood and reflected in the forecasts and projections produced as part of the business case.
Technology/ Technical Complexity	Large infrastructure projects are generally technically complex project with new build components interfacing with existing infrastructure and systems. Historically, there has been a tendency to underestimate the potential significance of the risks associated with major projects and their potential impact on cost and programme.
Optioneering	The development process for a large scheme will involve the evaluation of multi-options for many of the elements of the scheme. With these options being developed by different groups of stakeholders there is a risk of both inconsistency and of preferred options being developed, which are subsequently challenged.
Scope Growth	One of the key concerns in a major infrastructure schemes is the potential for scope growth following the decision to proceed. Scope growth can lead to escalating costs and programme delays as changes are introduced as a result of emerging requirements and needs.
CAPEX	Historically, cost estimates and delivery programmes for major projects have failed to reflect the constraints and complexities involved in the implementation process. Issues such as third party approvals, access restrictions, testing and commissioning are often not sufficiently understood at the early stage of projects for realistic allowances to be made. In the situation of restricted funds, the ranking decision may be reduced to a question of “what is affordable?”. However, an understanding of the cost items plays a significant role in determining other key ranking criteria.

Table B.1 – Potential PSP selection criteria (continued)

Selection Criteria	
OPEX	Ability to design and run efficient operations will be amongst the key requirement for a successful project. Each option would need to be assessed in terms of the efficiency incentives it creates for the private sector.
Multi-annual budget commitments	Public sector's ability to budget for multi-annual commitments has a direct impact on the choice of the private sector participation option.
Financial Capacity	The capability of the financial market to carry risk and provide cash is finite. Putting subscriptions to the market of an excessive nature may result in increased cost to the project. In some cases, provision of mezzanine debt or secondary instruments could be required to ensure sufficient capital is available up front. Staging of projects allows risk premiums on borrowings to be adjusted to reflect implemented segments (construction risk being greater than operational risk), thereby opening up more potential for construction funding.
Economic/ Financial Assumptions	Many major projects suffer reportedly high cost overruns that can be traced back to inadequate or inappropriate economic or financial assumptions having been made in setting the original cost plan.
Supporting delivery capability	Success of the project is contingent on the ability of the public sector to support the project with proactive and timely leadership. Each option is assessed against the requirements imposed on the public side to efficiently support the private sector.
Capacity of the Project market	Engineering capacity is a potential restriction in cases where major projects are undertaken in parallel with others as this may require significant input from industry that the level of competition will be detrimentally affected resulting in more expensive contract.
Rolling stock procurement	Rolling stock (if applicable) would need to be procured with a view of the overall system operation. This will be reflected in the overall cost of the project. The effect is considered as a marginal as, if required, rolling stock would need to be procured under each project option.
Feeder systems	The usage of the finished system is a key driver in its profitability and consequently the risk premiums attracted by the private sector. Development of the potential feeder projects will have a direct effect on the overall success of the project.
Ancillary Opportunities	The development of activities that provide additional revenue for the private sector provider can be taken into account in the project cash flow projections and consequently as factors in the staging. The financial feasibility of the project can be enhanced through the implementation of ancillary businesses around transport hubs (parking, advertising, naming rights, catering, etc).
Co-ordination with other Infrastructure Projects	Development of infrastructure 'bundles' offers a significant opportunity for cost reduction based on 'economies of scale'. Situations where roads and rail share the same corridor open up opportunities to combine work programmes. Also, staging of project works, if carefully planned in consideration with other projects may result in significant cost savings.
Urban development	The introduction of the new infrastructure brings with it added value to the areas it services. Regional and local planning considerations could have a significant effect on the ranking of the segments in the staging. Enhancing the ability of people to live further away from the main city areas and still enjoy a feasible commute is a key driver in the economic equation. Each option should be assessed for any non-compliance with the current urban development plans.
Risk mitigation	The presence of high delivery risk can be mitigated through careful staging of the construction programme. Starting with a low risk section adds to the pool of experience able to address the high-risk segments later on.
Area development potential	Significant revenues may be captured through the commercial development of areas adjacent to any hubs created or served by the new project. The ability to have office, hotel and commercial property development, in the vicinity of a major transport hub and high quality transport link is a significant value driver. This is why supply-chain feedback is sought so as to maximize the project benefits.

Table B.1 – Potential PSP selection criteria (continued)

Selection Criteria	
Environment	The presence of endangered species or contaminated land along the route, or potential to create unacceptable levels of pollution (air, noise, water) and the time required to address the situation adds risk to project completion. Mitigation of the delay risk could be achieved by early involvement of key environmental stakeholders. In the case of Belgrade, there is evidence that early preparatory works in respect of the environment are on schedule.
Land acquisition	Areas of land required for the project (both in long term, and in short term) should be identified and secured at the earliest opportunities. Potential delays associated with acquisition of such land, or redesign of the system to avoid such land should be taken into account when reviewing the ranking of the segments in the staging.
Specific issues	The requirements for special groups or communities with interest in the project could influence the ranking decision in the staging process. Consideration may need to be given to the local representation demonstrating benefits from the segment. The benefits are attributed to the ranking argument for the segment as part of the social economic benefit to be gained by implementing the project

B.6 DEVELOPMENT OF COMMERCIAL PROPOSITION

It is likely that the project considered for PPP will be a major investment, and as such, would be expected to create a step change in the operational performance of the transport system. This requires that the project is defined at three levels:

- *Business Definition*: The business objectives of the investment project need to be reflected in the cost/benefit analysis relating to the investment decision.
- *System Definition*: System development in terms of operational changes through different stages, operational performance changes, and life-cycle changes.
- *Asset Definition*: Identification of key assets that make up the project.

The roadmap to project definition and developing a commercial proposition for the project requires an understanding of the assets that will need to be developed and a good understanding of the system. This is often achieved in 5 steps:

- Confirm the functionality required and the assets necessary to deliver the required services;
- Confirm appropriate PSP option;
- Develop a business case for the project, including demand forecast, recommendations for the level of service type and the related level of charges to be applied;
- Undertake formal risk and sensitivity analysis of the project; and
- Consider and recommend the optimal scheduling of the project.

B.6.1 Review functionality of the Project

Project functionality review will focus on the following:

- Key capabilities required, understanding of the capacity provided by the conceptual design solution, projected utilisation of the assets and facilities developed by the project;
- Performance aspects, e.g. availability, reliability, safety and quality;
- Operations – the principles and levels of efficiency assumed, understanding of safety regimes;
- Policy goals behind the project – accessibility, sustainable development, environmental and others.

B.6.2 Confirmation of the options for PSP

The focus of this activity will be to develop a detailed understanding of the proposed options (i.e. procurement model) for the project. This will involve identification of areas of the project where private sector involvement is possible and develop variants for each option. Factors to consider include:

- Ability to transfer risk to the private sector;
- Flexibility for the Private Sector to provide appropriate innovation;
- Potential benefits to the Public Sector;
- Financial viability of the project as a stand-alone entity;
- Market and industry interest / appetite;
- Project whole-of-life costing; and
- Value for money outcome (on the assumption that a PPP approach is used).

The selected procurement option will need to be designed to satisfy the following requirements:

- Demonstrate the approach offers the most economical and risk-efficient approach to the Public Sector based on (1) competition between suppliers, (2) suppliers' familiarity with the procurement route and committed engagement during development phase, (3) mobilisation of international and local resources, as appropriate, and (4) cost effective risk management in support of the desired risk transfer.
- Promise to deliver "value-for-money" for the public sector through reduced whole-life cost by generating sufficient market and industry interest and efficient allocation of Project risks.
- Deliver additional benefits such as (1) innovative design, construction and/or maintenance over the life of the asset (or operating contract), (2) greater efficiencies and synergies between design and operation by taking into account bus operator's needs during the design stage, (3) invest in the quality of the asset to reduce long term maintenance and operating costs, and (4) improved risk management through appropriately structured risk profile allocated between the Public and Private sector.

B.6.3 Development of detailed Business Case

This step will aim to bring together the technical, economic and financial information and analyses undertaken into a succinct package of quantitative and qualitative justifications and recommendations for investment, as well as procurement decisions making. This task also aims to feed two interrelated decisions on investment and procurement and a key issue is that the adopted methodology and the resulting outputs are "fit for purpose". This will require a methodology that is (a) compatible with the national practice and (b) able to satisfy international funders' and private sector expectations. The adopted methodology should be able to assess different technical options (e.g., different construction and/or staging sequences and and/or different service frequencies) and different procurement options (e.g. conventional procurement and other PSP alternatives involving various combinations of private sector provision and financing of infrastructure and other facilities).

Development of the business case will require the following as inputs:

- Robust project baseline (i.e., CAPEX, risk and schedule estimates) including the structural and operational design of infrastructure assets and facilities, and the method of construction suitable for the location's geotechnical conditions, are confirmed at this stage.
- Detailed traffic and revenue forecasts.
- Detailed understanding of operations and maintenance cost for the project estimated in consideration of projected traffic demand and quality of service requirements.
- Description of the procurement vehicle - the selected PSP option – and mechanisms for revenue capture and risk sharing that in combination promote focus on two possibly contrasting metrics - quality of service and efficiency.
- Description of the funding model selected.

As part of development of inputs for the business case, strong consideration should be given to the opportunity to enable the private sector's freedom to develop lateral scope that provides efficiencies and benefits to the public sector. The focus here should be on the performance criteria, specifications and expectations.

An economic and financial appraisal model will need to be in place to enable assessment of project economic and financial indicators (e.g IRR, NPV, BCR and WACC)[18], as well as a projection of annual financial statements for the project delivery vehicle[19]. For consistency of investment preparation with other major projects, the appraisal of the economic performance should take into account the national guidance on the evaluation of any public sector financial contribution to the private sector.

B.6.4 Completion of formal risk analysis

The formal risk analysis should be complementary to the business case and explicitly reflecting the following:

- The public sector's philosophy should be to gain the best outcome for the community as a whole, i.e. to achieve the "best value for money";
- The public sector will need to recognise that there is a link between the risks assumed and expected returns for project participants;

[18] IRR = Internal Rate of Return, NPV=Net Present Value, BCR=Benefit Cost Ratio, WACC = Weighted Average Cost of Capital

[19] The assumption is that a Special Purpose Company ('SPC') will be established as a result of a PPP approach

- All risks need to be allocated appropriately. In doing so, risk allocation should follow the principles of risks being allocated 'to those parties which are best positioned to assess and manage them. For example, where a PPP-type of project is considered, the generally accepted principle is that the risks associated with the design, construction, maintenance and operation of an asset should be borne by the private sector whenever possible;
- Risk assessment and allocation should be based on the "whole of life" cost of the project;

The output of the risk work, specifically the risk transfer plan, will inform on the capabilities (expertise, governance and control arrangements) required to successfully deliver the project.

B.6.5 Optimisation of project delivery arrangements

International evidence strongly points to the importance of the delivery schedule of major infrastructure works and the importance of schedule risks on the life of a major project. It is therefore necessary to devote a specific task to determine the impact of all project activities and their interrelationships on the delivery schedule for the recommended PSP option. In particular, it is expected that the focus of the task will be on the following:

- Sound commercial arrangements to provide for 'breaking up' the constituent elements of the project into work packages;
- Options for ranking the procurement of each work package in order of procurement;
- Proposals for the duration of procurement of each work package;
- Provisional dates for the overall planning of the work packages;
- Schedule of major connecting/adjoining infrastructure projects with key dates;
- Options for adjustments to programme or scope of connecting/adjoining infrastructure projects to provide overall cost effectiveness and coordination improvement;
- Acceleration review and options for future extensions;
- Specific options for retail area development;

Options to shorten the procurement cycle for the overall project through (1) early and continuous dialogue with the private sector to manage their risk perceptions, (2) use of standardised documents, (3) institutional strengthening of the relevant department within the public sector to ensure development of standardised forms and progressive approvals.

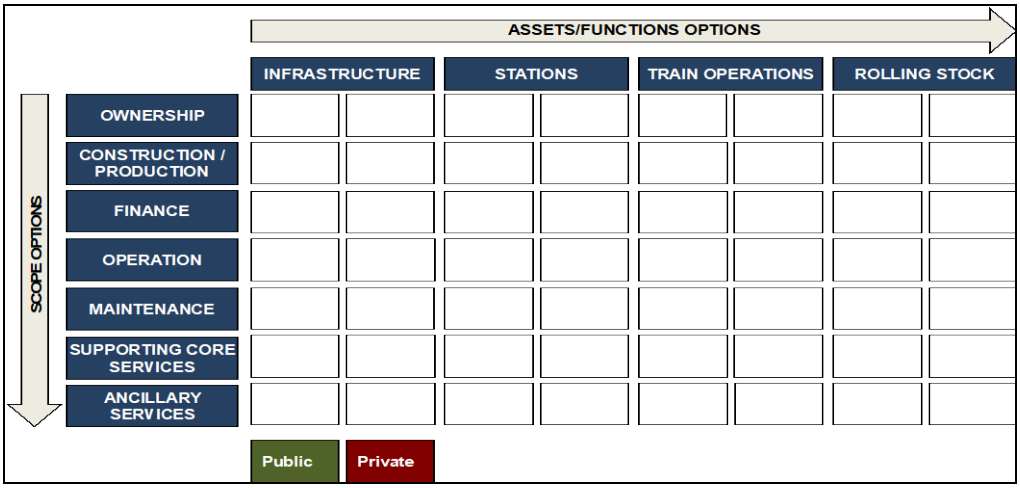
APPENDIX C: PRIVATE SECTOR PARTICIPATION (PSP) CONCEPTS TARGETED BY CFM

C.1 PSP ANALYTICAL FRAMEWORK AND

C.1.1 Analytical framework

Identification of the specific opportunities where private sector involvement on the rail is possible requires breaking down the rail value chain into its constituent assets and functions - infrastructure, stations, operations, and rolling stock and identifying options for each asset or function. Sections C.2 – C.4 of the Appendix present the CFM-targeted concepts of PSP in the railway sector and show the scope of activity mapped against the main assets and functions.

Figure C.1: Railway Value Chain – Framework for assessing opportunities for Private and Public Sector Involvement



C.1.2 Implications from PSP on European railways for CFM

Analysis of the genesis of the relatively developed railway markets in Europe revealed several points of relevance for CFM on the subject of PSP:

- Apart from the UK, the incumbent rail operators, traditionally the national railway companies, dominate the passenger services segment.
- Incumbent operators also dominate in the freight sector, albeit a little less than in the passenger segment.
- "Open access" arrangements, through presence of other operators, create a degree of contestability in the market.
- Successful private railway freight operators tend to specialize and focus on specific routes, type of traffic, and/or are linked to a production center.
- There is a direct correlation between the complexity of contract under which the private sector engaged with the public client and the length of the contract – complexity increases with the length of the contract and the associated level of investment.
- Where infrastructure investment is required, the private sector typically seeks return on investment well above 15%.

The consolidated overview of the international examples of PSP in rail shows that there are many different options through which private sector resources can be successfully deployed in core, supporting, and ancillary services. The specific options to be implemented and the timing of their implementation are moderated by many factors, the most important of which are traffic on the network, maturity of institutional development, and the GoM's affordability to implement the project. The last factor, is particularly important as the GoM needs to be mindful of the obligations it may need to assume, in support of creating a sufficiently attractive project for PSP[20].

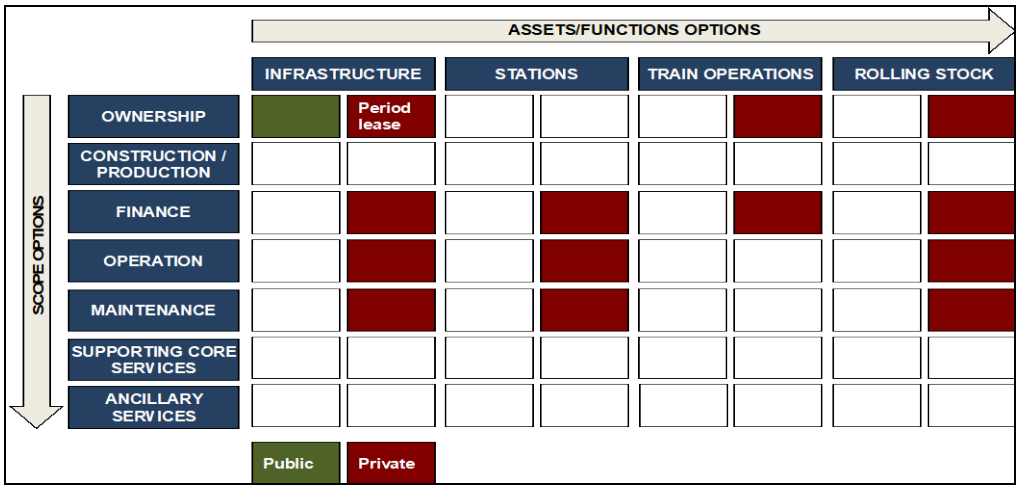
[20] The long list enabling steps that the GoM could consider for a PSP project include a combination of policy and/or legal changes, direct financial support, contingent financial support, and other forms of support to the private sector.

C.2 RAILWAY LAST MILE CONNECTIVITY (LMC)

C.2.1 Short Line Tax Credits – "Last Mile Connectivity" in the US

Short Lines in the US are an example of privately owned vertically integrated railway companies. The short lines faced massive maintenance backlog and were required to invest 25-33% of annual revenue in maintenance, and improvement in structures along the route, to support the rural economies. The Short Line 45G Tax Credit was passed in 2019 to support the industry. It allowed for a credit of US$ 0.5 for each dollar that small railroads invest in maintenance and renewals. The legislation was in place until January 01, 2023 and was expected to secure US$ 200 million.

Figure C.2.1: Short Line Tax Credits - Private and Public Sector Involvement



C.2.2 European experience of last mile connectivity (LMC)

There are numerous positives examples of last mile connectivity in the EU:

- ***Beneficiaries***: The beneficiaries include railway freight operators, railway infrastructure managers who benefit from increased volume of traffic on their networks.
- ***Method of calculating financial assistance***: Performance-based financial assistance applies in Germany and Switzerland. In Austria, subsidy is determined based on the eligible costs and the financing quotas.
- ***Success rate***: the ratio of submitted vs approved applications was estimated to be close to 100%.
- ***Shift of freight volumes from road to rail***: Germany benefited from a sustainable shift of freight volumes from road to rail. The program also supported growth of conventional rail transport.
- ***Benefits for the country***: The German program succeeded avoiding 450 millions of truck trips[21] during the period 2004-2010. Available research[22] suggests that a funding volume of EUR 48 million enabled investments of EUR 130 million. This resulted in modal shift achieved, CO2 savings and employment effects that total benefits for the economy of EUR 25.5 per EUR of funding.
- ***Dedicated vs non-dedicated programs***: The source study suggests that dedicated programs appear to be more suitable in achieving last-mile development both in terms of effectiveness

[21] Equivalent to 10 million tonnes of greenhouse gas emissions per annum

[22] https://transport.ec.europa.eu/system/files/2017-02/2015-07-swl-final-report.pdf

C.2.3 LMC assessment methodology

The assessment methodology involves four separate steps: (1) analytical considerations, (2) economic analysis, (3) financial analysis, and (4) strategic alignment and checks. The methodology also needs a suitable enabling contractual framework.

- **Analytical considerations:** Assessment of net financial contribution of a last-mile connectivity, or siding, siding project requires an analysis of cost and revenues while distinguishing between the operations along the sidings and the Main Line. In case of a logistic centre there is an additional consideration of pick-up and delivery costs at both ends.

Figure C.2.2 – Assessment of net financial contribution of a siding project

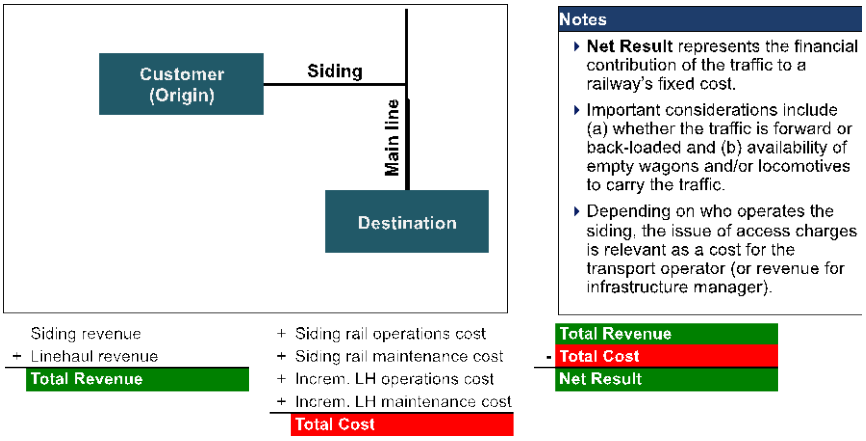
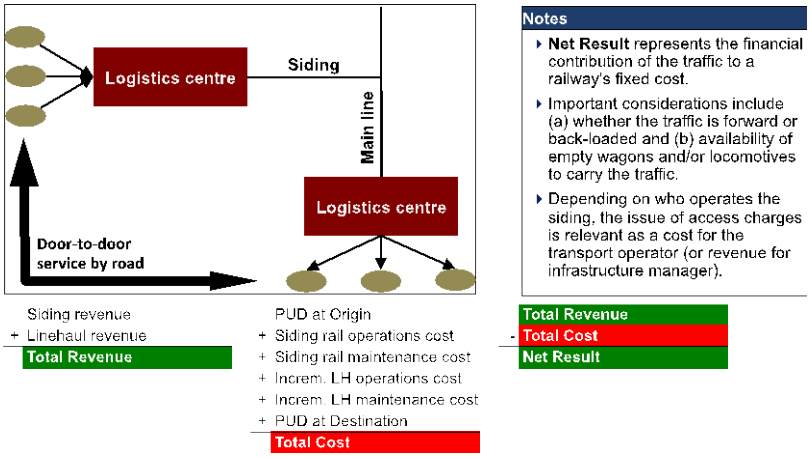


Figure C.2.3. – Assessment of net financial contribution of a logistics centre project



- **Economic analysis:** The economic analysis needs to be undertaken to assess the economic viability of the project. The analysis compares the benefits and costs of with- and without-project situations to estimate the economic internal rate of return (EIRR) and the net present value (NPV). The costs to be incurred for the project comprise of the cost of construction and operation and maintenance costs. The early-stage analysis requires that physical contingencies are included as part of an all-inclusive capital cost. The project is likely to result in benefits to the existing traffic such as (i) savings in road vehicle operating costs, (ii) time savings for shippers, (iii) savings in road accidents, and (iv) savings in greenhouse gas emissions. Without the project, it is a possible outcome, the railway would not be able to meet the increased freight demand, forcing the use of alternate road routes that would substantially increase the cost of transportation.

- **Financial analysis**: The financial component of the analysis is undertaken to assess the financial viability of the project. The analysis is carried out on an incremental basis using the discounted cash flow method, and calculating the internal rate of return of the project. Capital costs should also cover civil works for access, infrastructure and any facilities, any goods or systems acquired including signalling and telecom components, land acquisition, third party services and taxes, but will exclude price contingencies and financing charges during implementation. Operating costs for the analysis should include maintenance and infrastructure of the siding and linehaul. The rolling stock costs is taken into account via maintenance expenditure.
- **Strategic alignment:** The assessment should also confirm full alignment of the specific LMC initiatives with the ongoing GoM development, industrial and/or transport policies and plans as well as other strategic national priorities[23] or any investment-specific[24] priorities.

C.2.4 Enabling contractual framework

Background on risk

Implementation of risk sharing structures between the railway and the private sector party is not a goal in itself but a way to achieve efficiency and quality, which requires management of a number of risks at a cost. Under certain conditions, considerable efficiency/quality gains can be obtained by allocating more responsibilities to the private sector. Implementing advanced risk sharing structures between public and private partners is not a goal in itself but a way to achieve efficiency and quality. The efficiency argument is generally predominant in making the case for selecting a contract and procurement method, but delivering efficiency requires the management of a number of risks.

As a consequence of poor risk management, a range of risks can impact the provision of railway assets or services, and this can make it difficult to accurately estimate or price the asset or service provision over the full term of the proposed contract. Furthermore, exposure to the risks that impact service provision can be magnified for the operator if elements of the operating or maintenance services are reliant on third parties and external inputs as is the case in the LMC project (e.g., market risk).

Risk profile of a LMC project

Project risk profile has major implications on the unit costs and is heavily influenced by the role assumed by the private sector. The working assumptions for a LMC project often start with the following:

- Infrastructure Manager constructs the siding (via third party construction company);
- Infrastructure Manager operates and maintains the sidings and the main line;
- Freight Service Operator provides freight service to the Private Sector;
- Private sector assumes the market risk.

Under this arrangement, the allocation of risk reflects the traditional allocation of roles:

- Land availability: Infrastructure Manager
- Permits and Approvals: Infrastructure Manager
- Utility relocation: Infrastructure Manager
- Design: Private Sector (Construction company)
- Construction: Private Sector (Construction company)
- Integration of siding: Infrastructure Manager
- Siding asset ownership: Infrastructure Manager
- Life cycle siding cost: Infrastructure Manager
- Operation and maintenance performance of infrastructure: Infrastructure Manager
- Freight service operational performance: Freight Service Operator
- Availability and quality of railway infrastructure: Infrastructure Manager
- Market: Private Sector (Shipper)
- Service revenue (tariff related) risk: Freight Service Operator.

Enabling contractual framework

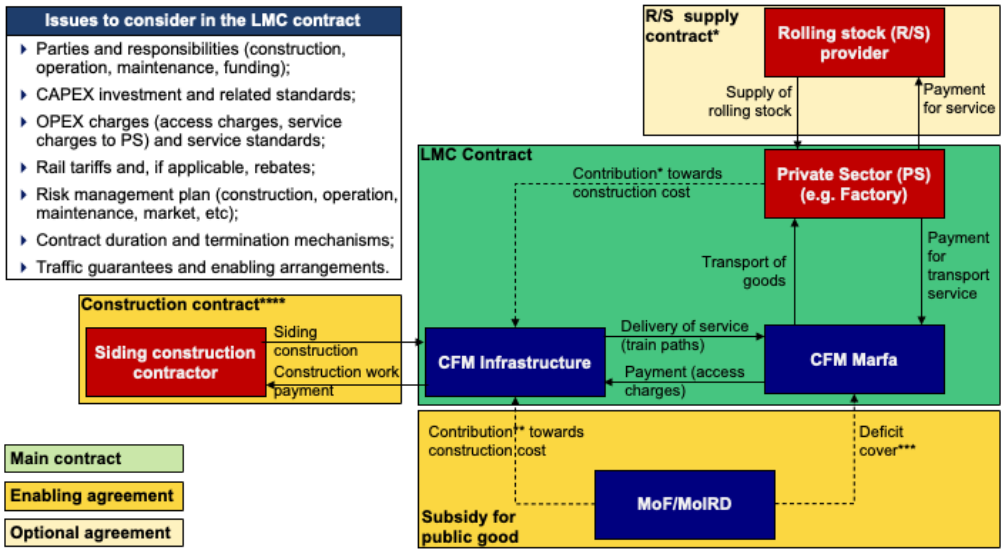
Any commercial arrangement with the private sector needs to secure benefits for CFM Infrastructure and CFM Marfa. In assessing and developing the LMC investment opportunity, CFM should also establish whether the proposed siding creates benefit for the society, and if so, the extent to which the Moldovan State would wish to support the operation beyond its planned annual support to the national railway sector.

[23] Examples could include international connectivity through facilitation of international links, deployment of particular contract vehicle to engage with private sector, etc.

[24] Examples include maximum financial contribution to fixed cost, least cost allocation of resources, shortest payback time, etc.

CFM Infrastructure and CFM Marfa would need to develop each such commercial opportunity by working in a collaborative fashion to develop a robust arrangement. The enabling contract framework - includes the main contract and the enabling agreements. These need to cover all parties, relationships, interfaces, and risks that could arise at every stage of the LMC project.

Figure C.2.4 – Supporting contractual framework



Legend:

*	Optional role for the Private Sector
**	Part of annual investment plan for CFM Infrastructure
***	Required funding in cases where the LMC investment brings benefit to the consumer (society) but not to CFM Marfa
****	This contract is referred to in the LMC contract

In developing the contractual framework, CFM should ensure that each of the interfaces with an associated financial flow and/or liabilities between the various parties is adequately covered, including:

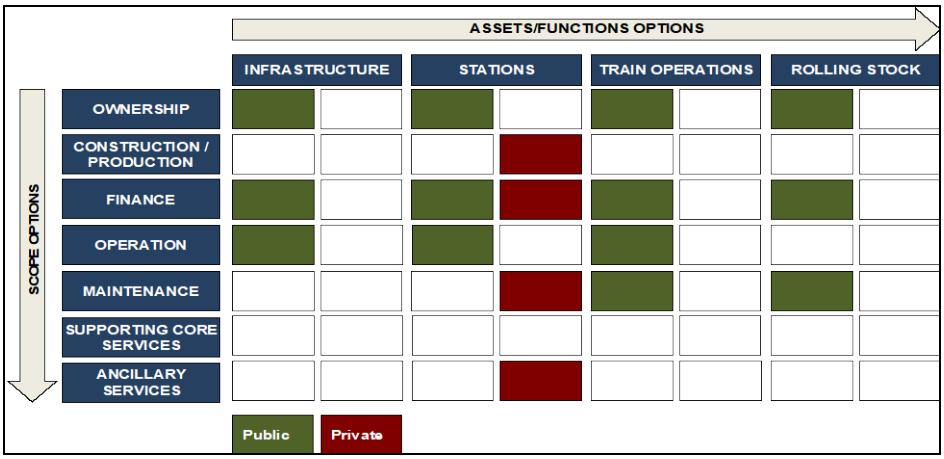
- Transport of goods and related payments, and if appropriate, rebates on tariffs on the account of contribution towards construction cost.
- Freight service specifications and standard of delivery.
- Contribution towards construction cost and specification required in the construction contract
- Access charging contract.
- Back-to-back arrangements between the three contracts (1) freight service contract (as the umbrella contract), (2) construction contract, and (3) access charging contract.

C.3 DEVELOPMENT AND COMMERCIAL MANAGEMENT OF PASSENGER STATIONS

C.3.1 Stations on Crossrail Project (UK)

Crossrail project, with a budget estimated at £17.8 billion, was jointly sponsored by the UK Department for Transport and Transport for London. The new underground railway across London involves improvements to the existing tracks on the western and eastern branches, building 9 new stations, improving 29 existing stations, and buying a fleet of new trains and a maintenance depot. Private sector contributions on the project were secured from (1) Canary Wharf Group (£150 million) for the Canary Wharf station and (2) Berkeley Homes Group (354 million) for the Woolwich station.

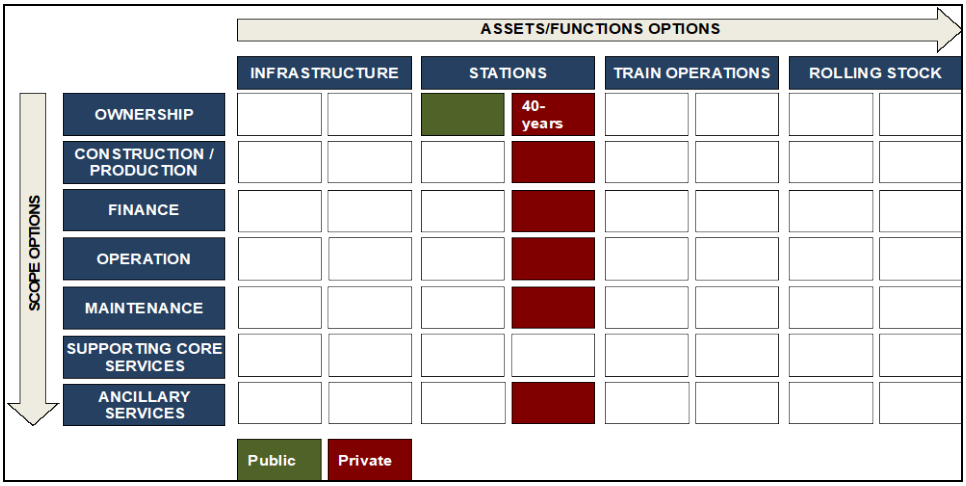
Figure C.3.1: Canary Wharf and Woolwich Stations - Private and Public Sector Involvement



Prague Central Station PPP (Czech Republic)

The project is a 40-year concession signed between Grandi Stazioni (Italian Stations operator) and CD, Czech Republic's railway, for refurbishment and commercial management of Prague Central's station facilities. CAPEX works on the project are estimated at EUR 50 million. The concessionaire's responsibility is to refurbish the station, manage the real estate asset and earn commercial revenue from the real estate asset at this key location for 40 years. The station serves over 80,000 passengers per day.

Figure C.3.2: Prague Central Station PPP - Private and Public Sector Involvement

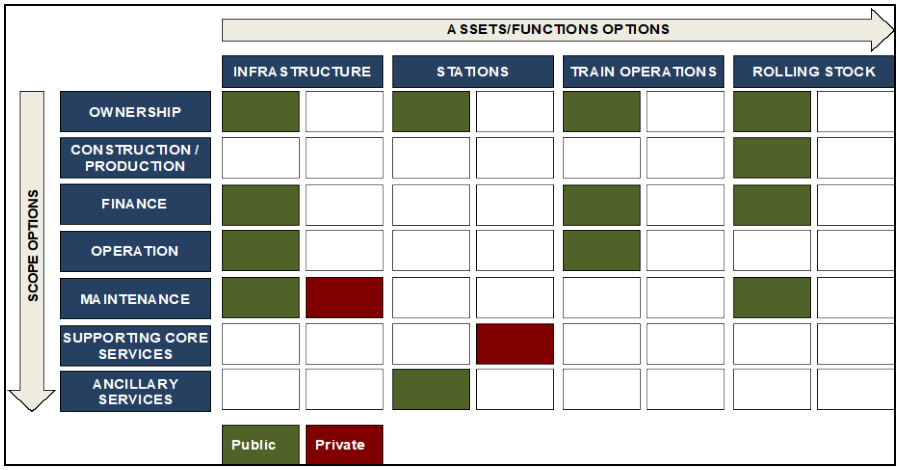


C.4 PRIVATE SECTOR OPERATION OF FREIGHT TERMINALS (CASE STUDY, TURKEY)

Original logistics strategy

Turkish national railway, TCDD, developed a strategy to grow its freight business by developing 21 Logistic Centres ('LC') with access to the rail network, which it would concession to the private sector. By design, TCDD did not own equipment (cranes, stackers, forklifts, etc) for handling of palettes or containers. The exception was Halkalı terminal, where TCDD owned 3 mobile cranes. As a general rule, TCDD let annual operating concessions to the private sector.

Figure C.4.1: TCDD Logistics - Private and Public Sector Involvement – Original Strategy



Intermodal terminal in the context of a freight system

The same analytical framework is also used to examine TCDD's logistics operation and present the role of an intermodal terminal within two different freight systems - "open" and "in-house".

- ***Open freight system***: In an open freight system, the logistics service provider (LSP) assumes responsibility for planning of services to ensure that the Shipper's cargo gets transported from its origin to its destination using different transport modes. Although the LSP assumes ultimate responsibility for delivery, provision of mode-specific and terminal services is the responsibility of different operators in the intermodal value chain. Example of an open system is Kewdale in Australia. Open systems are traditionally easier to implement and promote short-term commitments where the pricing of services reflects the current needs.

Figure C.4.2 – Intermodal terminal within an open freight system

Logistic Service Provider	Asset							
Responsibility	**Cargo**	**Land**	**Facilities**	**Equipment**	**Trucks**	**Rail N/W**	**Locos**	**Wagons**
Ownership	S	TOW	TOW	TOW	TC	IA	ROP	ROP
Construction			TOW					
Finance		TOW	TOW	TOW				
Planning of services	LSP				LSP	LSP	LSP	LSP
"First / Last Mile" delivery					TC			
Operation (terminal)		TOP	TOP	TOP				
Operation (rail network)						IA	ROP	ROP
Maintenance		TOP	TOP	TOP	TC	IA	ROP	ROP
Supporting terminal services		TOP	TOP	TOP				

Shipper	S	Trucking Company	TC
Terminal Owner	TOW	Infrastructure Authority	IA
Terminal Operator	TOP	Railway Operator	ROP
Logistics Service Provider	LSP		

- ***In-house freight system***: In an in-house freight system, the Terminal Owner assumes responsibility for the planning of services to ensure that its own cargo gets transported from its origin to its destination using different transport modes. Although the Terminal Owner assumes ultimate responsibility for delivery, provision of mode-specific and terminal services is the responsibility of different operators in the intermodal value chain. Example of an in-house system is Volvo's own freight supply chain in Sweden. In-house systems are traditionally geared towards long term commitments, and enable better tailoring and control of the risks involved with the delivery of intermodal transport service with the needs of the owner.

Figure C.4.3 – Intermodal terminal within an in-house freight system

In-house Operation	Asset							
Responsibility	**Cargo**	**Land**	**Facilities**	**Equipment**	**Trucks**	**Rail N/W**	**Locos**	**Wagons**
Ownership	TOW	TOW	TOW	TOW	TC	IA	ROP	ROP
Construction			TOW					
Finance		TOW	TOW	TOW				
Planning of services	TOP				TOP	TOP	TOP	TOP
"First / Last Mile" delivery					TC			
Operation (terminal)		TOP	TOP	TOP				
Operation (rail network)						IA	ROP	ROP
Maintenance		TOP	TOP	TOP	TC	IA	ROP	ROP
Supporting terminal services		TOP	TOP	TOP				

Shipper	S	Trucking Company	TC
Terminal Owner	TOW	Infrastructure Authority	IA
Terminal Operator	TOP	Railway Operator	ROP
Logistics Service Provider	LSP		

Original logistics strategy

By design, TCDD set out to not own the equipment (cranes, stackers, forklifts, etc) for handling of palettes and/or containers. Under the original arrangements, freight forwarders assumed the role of both the Terminal Operator and the Logistic Service Provider. Review of the assumptions underpinning the strategy showed that initial implementation led to very small increase because of the following:

- The 12-month annual operating cycle did not incentivize the private sector to invest in assets and seek long-term efficiency increases.
- The key area in the diagram, denoting the scope of intermodal terminal operations[25] was assessed as almost "blank". This confirmed little involvement of TCDD with the Shipper's cargo at its LCs further reinforced the view that management and operation of TCDD LC was distanced from and not oriented to meeting customer demands.

Figure C.4.4 – TCDD Logistics Centres strategy in context

TCDD Logistics Centers	Asset							
Responsibility	**Cargo**	**Land**	**Facilities**	**Equipment**	**Trucks**	**Rail N/W**	**Locos**	**Wagons**
Ownership	S	TCDD	TCDD	TCDD	TC	TCDD	TCDD	TCDD
Construction			TCDD					
Finance		TCDD						
Planning of services	FF				FF	FF	FF	FF
"First / Last Mile" delivery					TC			
Operation (terminal)			FF					
Operation (rail network)						TCDD	TCDD	TCDD
Maintenance		TCDD			TC	TCDD	TCDD	TCDD
Supporting terminal services								

Shipper	S	Freight Forwarer	FF
Terminal Owner and Operator	TCDD	Rail Operator	TCDD
Infrastructure Authority	TCDD	Trucking Company	TC

[25] bordered in red in figure 4.4.

Feedback from the private sector

A tailored exercise of interviewing 15 freight forwarders' operating in Turkey[26] established a unanimous feedback which suggested that freight volumes would grow if TCDD were to make it easier for shippers and provide handling services at its LCs.

Evidence from other asset-intensive sectors supported the argument that adjustment to market conditions is required for evolution and survival. In the shipping industry for example, shipping owners also became terminal owners in order to secure cargo for their vessels because traditional terminal owners failed to rapidly adjust to clients' needs. Applied to the railway sector, appropriate allocation of the responsibility to handle freight at terminals almost becomes the mandatory vehicle to grow railway freight volumes.

Response from the railway

TCDD had several examples of sustainable public-private cooperation to build upon and further develop its own logistics strategy:

- In Denizli, private sector ownership of assets at TCDD station is complementary to TCDD railway transport service. As a result, 20 privately owned feeder trucks, terminal gantry crane and stackers, provide the handling and "last mile" delivery services.
- At Manisa Industrial Zone, a total of 220 private companies, coordinated by MOS Logistics, successfully cooperate with TCDD.

In response, TCDD reviewed its strategy with a view to identify opportunities to improve utilisation of its assets and introduce opportunities for private sector to get involved with operation of the 21 LCs. The railway categorised its LCs into (1) candidates for privatisation (2) candidates for short-term operating contracts, (3) candidates for long-term management contracts, and engaged with the private sector for each group of LCs.

[26] IFI project in 2019