

ANNUAL REPORT 2006

Network of National Safety Authorities

The Republic of Bulgaria

A1.Scope of the Report

The present report covers the state of the railway sector in the Republic of Bulgaria and the development of safety over the last 5 years, focusing mainly on 2006. Parallel with the general information about railway transport, the report traces the changes that have happened in the last few years and their effect on safety.

A1.Summary in English

The report comprises all companies and undertakings of the Republic of Bulgaria participating in the railway sector (infrastructure managers, railway undertakings, procurement entities, specialized enterprises for maintenance and repairs).

The objective of the report is to show the development of safety over the last years and to help the development of the internal safety management systems of the infrastructure managers and railway undertakings in compliance with the latest European requirements).

In the current year, the Republic of Bulgaria is not a full member of the European Union but the preparation of the present annual report by the National Safety Authority of Bulgaria in the form recommended by ERA will facilitate the harmonization of the form of reporting.

B. Introductory Section

1. Introduction to the report

The Republic of Bulgaria is a country in Southeastern Europe on a territory of 110993, 6 square kilometers, and population of 7973671 people. Since 01.01.2007, it has been a member of the European Union. It is situated in the Eastern half of the Balkan Peninsula and occupies 22 % of its area. To the east, it borders on the Black sea, to the south – with Greece and Turkey, to the west – with Serbia and the Republic of Macedonia, and to the north – with Romania, from which it is separated by the river Danube.

The overall length of its state border is 2245 kilometers, of which 1181 km are land, 686 km - river and 387 - sea.

The favorable geographical situation of Bulgaria finds material manifestation in the transition of 5 Trans-European corridors through the territory of the country – IV, VII, VIII, IX, and X. This fact is positive but obliging at the same time as it calls for huge investment for maintenance and modernization of the infrastructure.

Priority axes for the railway infrastructure development are the transport corridors that cross Bulgaria, namely the extension of the corridors of the Trans-European transport network and its connection with the neighboring countries and regions. These are the following directions:

- Vidin – Sofia – Culata from Trans-European transport corridor IV;
- Trans-European transport corridor VII – the river Danube;
- Trans-European transport corridor X – section C, connecting Belgrade – Nish – Sofia, and from there the permanent way of Trans-European transport corridor IV – Plovdiv – Svilengrad – Istanbul (TRACECA);

- Trans-European transport corridor VIII Durres – Tirana – Skopje – Sofia – Plovdiv – Burgas/Varna;
- Sea highways: the connections through the ports in Varna and Burgas with the ports and railway networks of the Ukraine, Russia, Georgia and Turkey;
- Trans-European transport corridor that is not covered by the main axes is transport corridor IX: Bucharest – Ruse - Dimitrovgrad – Alexandroupolis

Additional connections of the TINA network are:

- The railway connection Mezdra – Pleven – Gorna Orijahovitsa
- The railway connection Ruse – Kaspichan – Sindel

The border railway passages in the railway network of the Republic of Bulgaria are:

- to the direction of Turkey through frontier passage Svilengrad – Kapikule;
- to the direction of Greece through Svilengrad – Dikeia and through Kulata – Promahon;
- to the direction of Serbia and Monte Negro through border passage Dragoman – Dimitrovgrad;
- to the direction of Romania through the bridge over the river Danube at Ruse-Giurgevo and along the land passage Kardam-Negru voda.

Bulgarian State Railway was established in 1888 and is one of the oldest railways in Europe. At the beginning of 2002, in conformity with the requirements of Directives 91/440, 95/18 and 95/19 as well as the following 2001/12 and 2001/13 and 2001/14, a process of restructuring and liberalization of the Bulgarian railway sector began. With the Railway Transport Act, the National Company “Bulgarian State Railways” that existed at that time was divided into two companies – BDZ EAD, which is a railway undertaking and National Company “Railway Infrastructure”, which is the national railway infrastructure manager. With the development of the acqci communautaire a few additions and amendments to the Railway Transport Act have been made with a view of harmonization with the second railway package - directives 2004/49, 2004/50 and 2004/51.

2. Railway Structure Information

The activities and interfaces between the actors in the sphere of railway transport are structured in conformity with the requirements of the European legislation –the first and the second railway package.

The functions of a regulatory body are performed by Railway Administration Executive Agency.

The railway infrastructure of the Republic of Bulgaria is state property and is kept and managed by National Railway Infrastructure Company. This organization started its activity in 2002 and succeeded National Company “Bulgarian State Railways”.

Railway undertakings that have been licensed to perform this activity are BDZ EAD, Bulmarket-DM and Bulgarian Railway Company AD. The national railway undertaking BDZ EAD is the only licensed company for passenger transport and is ownership of the state. The other two, Bulmarket-DM and Bulgarian Railway Company AD, are private undertakings. All three carriers are owners of full license for freight carriage.

A railway network map and a list of the railway undertakings and the national infrastructure manager are presented in **Annex A**

3. Summary – General Trend Analysis

The division of the repairs and maintenance activities from the transport activities of the former National Company “Bulgarian State Railways” as well as the liberalized access to the railway market resulted in disturbance of the traditional interior technological connections in the process of performance of the transport activities. In the past, the safety procedures and technological connections were regulated on the level of the railway undertaking. In order to guarantee safety of transportation and technical exploitation of railway transport in the period of restructuring of the sector, in 2002, the safety rules and technological procedures were regulated by means of ordinances issued by the Minister of Transport.

Because of this measure, the reform was carried out successfully and the railway sector is functioning normally in the conditions of market economy.

Liberalization of the access to the market, implementation of a new approach and new technologies necessitated changes in the procedures related to verification of the safety requirements on the part of the participants in these processes. In addition, necessity of normative regulation of the access in compliance with the latest achievements of *acqui communautaire* appeared.

4. Safety Directive 2004/49 – Stage of Implementation, national basis of implementation, fulfillment of voluntary elements; applicable national legislation;

At the end of 2006, Directive 2004/49 concerning the safety of railway sector was transposed in the national legislation of the Republic of Bulgaria through the Railway Transport Act and the ordinances ensuing from it. They have been published in the Official Journal of the Republic of Bulgaria. The requirements of the Safety Directive are introduced mainly by the Ordinance on safety management, issued by the Minister of Transport.

The transposition of Directive 2004/499 made provisions for the development and improvement of railway safety and ensured conditions for improved access to the railway market not only on the railway network of the Republic of Bulgaria but also on a European level.

The Railway Transport Act defines the status of the Investigating Body and of the National Safety Authority and the general (frame) safety requirements. The Ordinance on safety management regulates:

- a) the access to the national and European regulatory structures for safety management;
- b) the responsibilities between all players in the process;
- c) the common safety targets (CST) and common safety methods (CSM) with a view to the requirements of the European and national rules;
- d) the activity of the National Safety Authority, the National Accident Investigation Body and the safety management structures of the infrastructure manager and the railway undertakings;

- e) the general principles of management, regulation and control on safety in railway transport;
- f) certification of the safety management systems of the infrastructure manager and the railway undertakings

The requirements of the Railway Transport Act and the ordinances ensuing from it refer to the national railway system, which is divided on a regional principle. They comprise the safety requirements to the system in general, including the safety management of the infrastructure and of the traffic as well as the interfaces between the railway undertakings and the infrastructure manager.

The legal regulation of safety excludes:

- a) metros and trams;
- b) privately owned railway infrastructure that exist solely for use by the infrastructure owner for its own freight operations;

The National Safety Rules are formulated, implemented and applied in an open and nondiscriminatory way. They impose a systematic approach towards implementation of the measures and encourage the development of the railway transport system in compliance with the European requirements.

The infrastructure manager, the railway undertakings, and the procurement entities take responsibility of the safe exploitation of the railway system and of the control of the risks related to it. This obliges them to introduce the necessary measures for risk control, if possible in cooperation, to implement the national safety rules and safety norms and to establish safety management systems in conformity with the Safety Directives.

The compliance with the requirements of TSIs and with the national safety rules is verified through the procedures for safe placing in service, which includes verification of the compliance with the safety standards by an independent assessing body.

For the purposes of assessment of the safety indicators and of monitoring the development of safety, the NSA collects and summarizes information about common safety indicators (CSI). Our efforts are focused on development of methods for analysis of the indicators and assessment of safety, which will be applied after their adoption on Community level. A permanent check of the compliance with the requirements of the safety certificates and licenses of railway undertakings in respect with safety is legally determined as control is exclusively directed towards the restrictive conditions.

There are conditions for implementation of future amendments in the national safety rules in compliance with the newly adopted Common Safety Methods and their revisions on Community level.

With the transposition of the directive, the safety rules that had been in use before that were revised. The new rules have been published and have been presented to the IM, the RUs, and the applicants for safety certificate or safety authorization.

The requirements towards the safety management systems comply with the elements formulated in Annex II in SD.

There is a requirement that the IM and all RUs shall present to the NSA their annual report for the status of safety in the calendar year preceding the current one. The deadline is 30th of June. The content of the report is fully compliant with the Directive.

The requirements for obtaining a safety certificate or safety authorization are fully compliant with the requirements of Article 10 of the Safety Directive.

The requirements include implementation of TSIs and national safety rules, staff certificates and authorization for placing in service of rolling stock. The certificate is based on a Technical File, presented by the railway undertaking, outlined in Annex IV of the Safety Directive, and is issued by the NSA in compliance with §2.

Our legislation provides for a transition period for the IM and the RUs to submit their documentation for issue of safety certificates and it also describes the requirements and procedures for full acceptance or acknowledgement of a certificate, issued by a member-state, renewal, revision and the cases of partial or full revocation of the safety authorization or the safety certificate.

The functions and the prerogatives of the NSA as well as the terms and the obligations for submitting information and for notifications are accepted in compliance with the requirements of the Directive.

Regarding the access to the actual staff training facilities of the railway undertakings that are applying for a safety certificate the Ordinance on safety management regulates equal right of access. The staff engaged in responsible functions related to safety transportation is trained in specialized educational institutions and training centers, which are licensed according to the Bulgarian legislation and work in close cooperation with the NSA.

The qualification and the legal capacity of the hired railway staff is verified by a document for legal capacity and qualification and a declaration of the respective company. The access of railway undertakings to such a certificate is guaranteed and the availability of a declaration verifying the qualification and the capacity of the staff is one of the main requirements for issuing safety certificate.

The National Safety Authority supervises the compliance of the offered educational services with the requirements in the TSIs and in the national safety rules, defined in article 8 and Annex II of the Safety Directive.

Every RU and IM is responsible for the level of training and qualification of its staff that is related to safety, in compliance with Article 9 and Annex III of the Directive. In this respect, The NSA encourages and supports them to improve the competence of the staff engaged in safety.

The requirements when placing in service of in-use rolling stock are formulated in compliance with Article 10 § 2 of the Directive. Now, the procedures of placing in operation of the structural subsystems comply with the amendments and additions to the Ordinance on Interoperability.

A National Accident Investigation Body in railway transport is established at the Ministry of Transport, which is an independent authority directly subordinated to the Minister of Transport. The activities and functions of the Investigating body comply with article 19 of the Directive. The scope of investigation and the procedure of its implementation are determined by the

Investigating Body according to the principles and objectives defined in articles 20 and 22 of the Safety Directive.

C.Organisation

1. Introduction to the organization
2. Organizational flow- relationship diagram between the NSAs and other national bodies (e.g. National Investigation Body, National Regulatory Body, Ministry of Transport, etc.) are presented in Annex B

D. Development of Railway Safety

1. Initiatives taken to maintain/enhance safety

Over the last five years, the railway sector in Bulgaria underwent a significant development in relation with safety. The existing national and administration departments that were in charge of implementation and compliance with the safety requirements were structured in independent administrative units. Their responsibilities and prerogatives were defined in compliance with the development of safety in the other Member States and with the national legislation.

In 2002 – 2003, Rules for functional cooperation of the safety authorities in the railway sector were developed and adopted. They followed the logic provided in the draft Safety Directive.

With the liberalization of the access to the market, the actors in the railway sector developed different relationships and interfaces from the ones existing before the reform.

Due to the timely regulation of responsibilities, the reform took place without cataclysms and there were no serious incidents. Parallel with the implementation of the new legislation, the efforts of the safety-related structures were directed at maintenance and if possible, at enhancement of the existing safety levels in the conditions of moral and technologically outdated infrastructure and rolling stock.

In most cases, the reason for accidents and incidents is a technical failure – damage to the rolling stock, overhead wires, railway track, etc.

New measures have been adopted. Their purpose is setting the existing infrastructure and rolling stock in compliance with their project parameters through implementation of a sequence of programs. These measures are:

- restriction of the number of speed reductions along the railroad
- recovery from consequences of natural disasters and rehabilitation of the infrastructure;
- rehabilitation of sections of the railroad;
- renewal and modernization of the rolling stock, etc.;

In compliance with the requirements of the European directives, a regime for certification of the rolling stock was introduced, in terms of its suitability for safe exploitation of the railway network including the qualification of the staff.

Within the NSA expert groups for development of tasks (task forces) have been formed, and for appointment of performers for implementation of virtual registers of RUs, IM, traction and non-traction rolling stock, loco drivers and certificates for qualification.

New requirements have been introduced, like requirements for training and acquisition of qualification for performance of safety-related activities in the railway sphere regarding safety transport.

Due to specificity of the national legislation of the Republic of Bulgaria, the NSA has certain difficulties in defining the status of the technical investigation in relation to the juridical and police authorities regarding the interaction and the access of to information that is important for the investigation.

At the end of 2006, with the purpose of overcoming the difficulties in the investigation, the NSA together with the NIB and the Ministry of internal Affairs initiated the development of a project for drafting an Ordinance on the interaction between the technical investigation bodies and the juridical investigation bodies for railway incidents and accidents. The work on preparation the project for the draft ordinance continued in 2007 and now it is in a process of agreement with the Ministry of Internal Affairs.

In Table D. 1.1: Safety measures triggered by accidents/precursors to these, we present no information because in the reporting period there are no events that bring forth the necessity for additional safety measures.

Table D.1.1 - Safety measures triggered by accidents/precursors to these

Safety measure decided	Accidents/precursors which trigged the measure		
	Date	Place	Description of the event
There are no measures			

In Table D. 1.2. Safety measures with other triggers, we present no information because in the reporting period there are no events that bring forth the necessity of additional safety measures.

Table D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures
There are no measures	

2. Detailed data trend analysis

Analysis of the trends related to all categories of CSIs

- Number of accidents;
- Number of fatalities;
- Number of injures;
- Number of precursors to accidents;
- Cost of all accidents, hours worked on safety
- Technical safety of infrastructure and its implementation, management of safety

The above-mentioned analyses of CSIs as well as the statistics of the railway accidents and incidents according to the definitions and the data on the CSIs are presented in **Annex C**.

The country has 39 km of railway track on every 1000 square km of its overall territory. However, the majority of the railroad tracks were built more than 50 years ago with geometrical parameters, substructure and facilities for speeds not more than 100 km per hour. The sections that have been doubled over the past 20 – 30 years are also with speed limits due to unfavorable geometrical parameters, bad condition of the substructure, the equipment and the gauge development in railway stations.

The permanent shortage of resources for maintenance and repairs of the railroad and the railway facilities over the last ten years have led to exceeding of the time limits between the terms for repairs. Thence, it has resulted in significant aggravation of their technical condition, decrease of the maximum admissible speeds, critical condition of the operation and restrictions in the capacity of the railway network.

Map of the railway network with average speed is shown in Annex A.1.3.

Out of the existing 355 railway stations, two are equipped with microcomputer interlocking system, 203 are with route-relay interlocking, 55 are with electromechanical and 1 with mechanical interlocking systems, 103 with relay installation with keys and the remainder are equipped with signaling without safety appliance.

1686,2 km are equipped with Automatic Train Protection systems between the railway stations, in that number 781,5 km are equipped with axis counters – automatic protection without transitional signals. 2920 km are equipped with semi-automatic protection between the railway stations. Individual inter-station sections are equipped with non-signal protection.

770 km of the railway network have Automatic train protection.

The overall number of level crossings in the railway infrastructure is 820, of which 269 are equipped with automatic level-crossing signaling, only 140 are with electric barriers, and 74 are with automatic barriers – (32 of them are with level-crossing protection device), 197 are with

manual barriers and 140 of them are unprotected level-crossings i.e. the prevailing number of level crossings only rely on the human factor for protection.

The safety equipment in the railway network is amortized and there are frequent failures. This leads to disruption in the traffic and in increased reliance on the human factor in the traffic management.

The trunk line communication networks were introduced in the period 1960-1990. At the moment, the railway network has 160 km optical cable in spite of the fact that about 3000 km of optical network is needed.

The transference information systems are analogous 12-channel, and the whole number of the telephone exchanges is 83, out of which 23 digital and 60 electromechanical. These and the other elements of the telecommunications are at a very low technical level, especially if we have in mind the accelerated rate of development in this sphere and the new technologies.

In the railway transport of Bulgaria, a system for radio communication that is imported from Germany is used, with indicators satisfying the requirements of UIC. There is on-board equipment on 400 locomotives and motor-wagon sections with 2500 km coverage.

The supply of the overhead line with electricity is 25 KV/50 Hz with overall length of 4708 km. In exploitation, there are 373 trafoposts, 1130 electric lighting pillars, 2290 railway switches with heating systems and 169 km supply cable lines, including provision of platform and regional light.

The national railway network is significantly outdated in comparison with that of many European countries, including that related to safety and telecommunication technique. There are out-of-date technologies that require high number of staff for maintenance and exploitation and high exploitation expenses.

Parameter/Equipment	Technical value (km)
Single railroad tracks with normal track gauge (1 435 mm)	3048 km
Double railroad tracks with normal track gauge (2 x 973 km)	1946 km
Length of the railroad tracks with normal track gauge in use	4994 km
Single railroad tracks in use – narrow (760 mm)	125 km
Total length of the railroad tracks in use (1435 мм и 760 мм)	5119 km
Station tracks with normal railroad track gauge	1792 km
Station tracks - narrow	19 km
Station tracks with wide track gauge (1520 mm)	30 km

Railway stations	355
Division posts	15
Railway stops	342
Level crossings	820.
Railway tunnels on the tracks with normal railroad track gauge (total length 44 500 m)	147
Railway tunnels on the tracks with narrow track gauge (760 mm)	41
Railway bridges (total length 26 400 m)	1018
Railway switches	Above 8000

The wagons and locomotives owned by the biggest Bulgarian railway undertaking BDZ EAD have average age of above 25 years. Exception to this is the wagons recycled under the recovery programme, financed by the World and European bank for rehabilitation, development and modernization of electric locomotives. The EMU trains servicing the regional carriages were delivered in the period 1970-1978. In 2006, the delivery of 15 Diesel trains "Desiro – classic", production of Siemens, began.

The analysis of the age structure of the passenger carriage park shows serious ageing – out of the available passenger carriages 69 % were manufactured more than 20 years ago. This age is the limit of the physical and technological amortization of the passenger cars. Practically, BDZ EAD has no railway carriages available that meet the quality criteria of the European countries.

The wagon park for freight carriages also shows negative tendency from the point of view of age, renovation and maintenance.

Age structure of the available railway park of BDZ EAD

Type of rolling stock	to 5 years.		5-10 years.		10-20 years		20-30 years.		30-40 years	
	number	%	number	%	number	%	number	%	number	%
Locomotives	6	1.0%	20	3.3%	76	12.6%	321	53.3%	179	29.7%
EMU trains	0	0.0%	0	0.0%	6	8.1%	35	47.3%	33	44.6%
Passenger cars	2	0.1%	50	3.4%	332	22.9%	386	26.6%	682	47.0%
Freight wagons	0	0.0%	149	0.7%	8,607	41.7%	9,344	45.3%	2,522	12.2%

E. Important changes in legislation and regulation

In 2006, as a result of the observations and analyses of the functioning of the railway system that were carried out and of the necessity to harmonize the national legislation with the acquis communautaire, important legislative changes were made, including in the Railway Transport Act.

The purpose of these changes was to harmonize the procedures, to make access to the railway market easier and to guarantee the compliance with the safety requirements.

The activities that were undertaken imposed transparent and accessible safety requirements and regulated the relations between the national bodies, responsible for safety and the authorized participants in the processes – IM and RUs.

Annex D shows the list of the important changes in the legislation and regulation of the railway market.

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)

The procedures and requirements for issuing Safety Certificates to railway undertakings are determined by the Minister of Transport with Ordinance N 59 on safety management.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC

The requirements for issuing Safety Authorisations of the railway infrastructure are determined by the Minister of Transport with Ordinance N 59 on safety management.

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)

All national safety rules are regulated by the railway Transport Act and the normative acts ensuing from it. The rules are published in the Official Journal of the Republic of Bulgaria, in the Internet, in electronic legal-informative systems like Apis and Siela and are available on the electronic pages (website) of the National Safety Authority. Upon request, the same are presented to the candidates to become for railway undertakings.

In 2007, the National Safety Rules have been sent for notification in hard copy and in an electronic form, presented by ERA.

2. Numerical data (Annex E)

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company).

On a national level, they have been regulated in Ordinance N 59 on safety management in compliance with Directive 2004/49.

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

At the present moment, in the Republic of Bulgaria there is no safety certificate issued though the requirements, procedure and the issuing body are determined in Ordinance N 59 on safety management

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information related to the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State

Due to lack of issued safety certificates we are not able to give such an overview.

3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate

In the period 2006-2007, the NSA of the Republic of Bulgaria have received no application for cross acceptance of a safety certificate issued by a safety authority of another member-state.

In 2007, the NSA has made consultations with representatives of Rail Cargo Austria AG regarding the procedure for cross acceptance of the certificate owned by them but still there is not an official application for operating on the railway system of the Republic of Bulgaria.

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)

In the period under review, there are no normatively regulated charging fees for issuing a Part A Certificate.

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service

At the current moment, the NSA of the Republic of Bulgaria have not received an application for issuing or acceptance of a European harmonised format for safety certificates though the requirements, procedure and the issuing body are determined in an ordinance by the minister of transport

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

At the current moment, the Republic of Bulgaria has not received an application for issuing safety certificates. The reasons why the railway undertakings and the infrastructure manager are reserved and hold back from application for safety certificate (authorization) relate to interior restructuring of the companies in the sector and change of their internal normative organization.

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate

Though the RUs and the IM of the Republic of Bulgaria have not applied for safety certificate (authorization) and have not submitted their comments regarding their difficulties in the process of preparation of the official documentation that is necessary for acceptance of their safety management system they have undertaken activities for clarification of the status of the safety-

related structures. They have also defined their responsibilities and prerogatives and are elaborating internal functional and operational relations within the companies.

The NSA is giving support to the IM and the RUs in the preparation of the documentation describing the safety management system and issuing a safety certificate (authorization) according to Directive 2004/49 is a matter of time.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

The responsibilities of the IM and RUs related to collecting safety-relevant feedback information and investigation of accidents and incidents are defined and described in Ordinance N 59 on safety management

3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)

The cases of updating/amending Part B Certificates are defined and described in Directive 2004/49 and transposed into the national legislation. Due to the lack of such certificates there are not such amendments so far.

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

Although there is not such a certificate issued in the Republic of Bulgaria we consider that the provisions in article 12 (1) of Directive 2004/49 will be sufficient.

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)

In the current period, there are not normatively regulated charging fee for issuing a Part B Certificate

3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service

In the period 2006 – 2007 the NSA of the Republic of Bulgaria has not received applications for cross acceptance of safety certificate, issued by a safety authority of another country.

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates

In the current period, in the Republic of Bulgaria there have been no application procedures for issuing Part B Certificates though the requirements, procedures and authority are determined by an ordinance issued by the Minister of Transport.

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate

We can not comment on the problem as such a certificate is not issued in the Republic of Bulgaria in the current period.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

The responsibilities of the RUs regarding the feedback information regarding complaints and application procedures for Part B Certificates are determined by Ordinance N 59 on safety management

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations

The case and reasons for updating/amending a safety authorisation are regulated at a national level in the Ordinance on safety management in compliance with Directive 2004/49. Currently, in the Republic of Bulgaria such a certificate has not been issued though the requirements, procedures and authority are determined by an ordinance issued by the Minister of Transport.

3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

We can not comment on the problem as such an authorisation has not been issued in the Republic of Bulgaria in the current period.

3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations

Though the IM of the Republic of Bulgaria has not applied for safety authorization and have not submitted their comments regarding their difficulties in the process of preparation of the official documentation necessary for approval of their safety management system they have established acting internal safety-related structures. They have also defined their responsibilities and prerogatives and are elaborating internal functional and operational relations within the infrastructure manager in addition to the structuring and description of the safety management system.

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

The IM has not presented any comments regarding the difficulties in preparation of the official documentation for application for approval of the safety management system

3.3.5. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints

The responsibilities of the IM in connection with the feedback information regarding complaints and application procedures for safety authorisations are determined by Ordinance on safety management.

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

In the current period, there are not normatively regulated charging fee for issuing a safety authorisation.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision of Railway Undertakings and Infrastructure Managers

The NSA performs monitoring on the completion of safety-relevant projects and programs and conducts planned inspections and audits on the condition and exploitation of the railway infrastructure, the technical state of the in-use rolling stock, the work of the staff of the

RU and IM regarding the compliance of the safety requirements for safe passenger and freight transport.

The audits and inspections comprise:

- Compliance with the rules for placing in service and removal of speed restriction for train movement along the railway infrastructure;
- Development of an action plans and operational management of the work and of the repair work in sections of the railway infrastructure in state of crises, natural disasters, etc.;
- Introduction of changes in the NATO regulations for surface (railway) transportation of military technique and troops, as when necessary changes in the normative act in this area are offered;
- The technical condition of the railway infrastructure, as recommendations are given and restrictive conditions for exploitation are prescribed in the cases of deviation from the technical requirements;
- Holding examinations to candidates for acquisition of qualification for safety-related activities in railway transport;
- Testing the exploitation staff of the IM and the RUs to check their knowledge on the directives and other laws regulating the safety rules in railway transport;
- Analysis of the reasons for the accidents and incidents admitted in the railway transport;
- Placing in regular service of newly-delivered and modernized rolling stock;
- Procedures on placing in service of modernized and renewed railroad track and facilities on the railway infrastructure;
- Compliance with the requirements for carriage of dangerous goods by rail;

- Audits/inspections carried out by the NSA staff/third parties/both

In 2006, 254 inspections of sites of the railway infrastructure and the railway undertakings were conducted. In the same period, eight audits of the bodies for safety management of the RUs and IM were carried out and two joint audits of the enterprises of the railway sector.

- NSA manpower available for audits (Number, % of NSA staff involved)

The administrative capacity of RAEA is 45 employees, 20 of which are in General Directorate "Railway Inspectorate"- the structure performing the functions of the Safety Unit of the Agency or 45 % of the staff of the Agency.

- Economical aspects of audits (Costs,...)

The running costs for the implementation of the controlling functions of Directorate General "Railway Inspectorate" (Safety Unit) are 584980 levs (299989 Euro). Capital expenses and expenses for salaries are not included in this amount.

2. Submission of all Infrastructure Managers and Railway Undertakings annual safety reports according to Article 9(4) Safety Directive by the legal deadline

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of inspections of RUs/IMs for 20xx	planned	250	0	0	
	carried out	254			

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 20xx	planned	10	0	0	
	carried out	10			

5. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections

In 2006, 264 inspections and audits of the railway infrastructure and the railway managers were carried out, and 284 recommendations for setting the procedures, railroad and equipment in compliance with the safety requirements.

Because of the compliance with the recommendations, including imposing restrictions, there are no heavy railway accidents realized.

6. Complaints from IM('s) concerning RU('s) related to conditions in their safety certificate Part A/Part B

Currently, in the Republic of Bulgaria there have not been issued Part A/Part B safety certificate so there have not been received any complaints;

7. Complaints from RU('s) concerning IM('s) related to conditions in their authorisation

Currently, in the Republic of Bulgaria there have not been issued ssafety authorisation so there have not been received any complaints;

In 2006, the NSA has analyzed the reasons for 1982 accidents and incidents.

H. Conclusions – Priorities – Results of safety recommendations

In conclusion, we must point out that the activity of the RUs is targeted at improvement of the financial status and stabilization of the railway sector in the first place. The efforts of the

state and of the enterprises in the area are directed at raising the quality of the transport services and improvement of the safety of carriages at improved parameters and standards of the railway infrastructure and the rolling stock.

These conditions are prompted not only by the requirements of the EU but also by the necessity to preserve and expand the market share of the Bulgarian railways with a view of achievement of competitiveness in the conditions of liberalized transport market.

I. Annexes

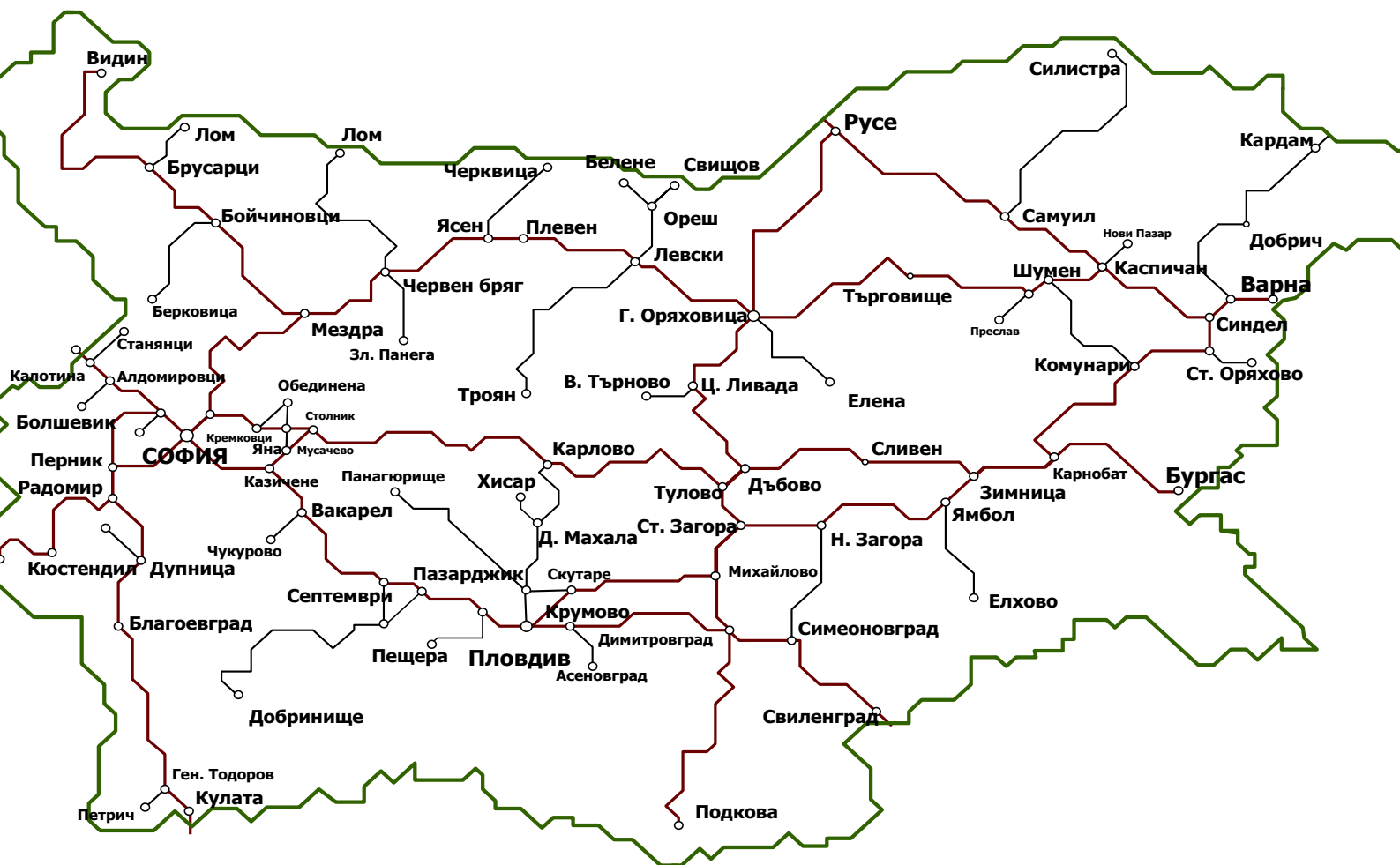
ANNEX A: Railway Structure Information

ANNEX B: Organisation chart(s) of the National Safety Authority

ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

ANNEX E: The development of safety certification and authorisation – Numerical Data



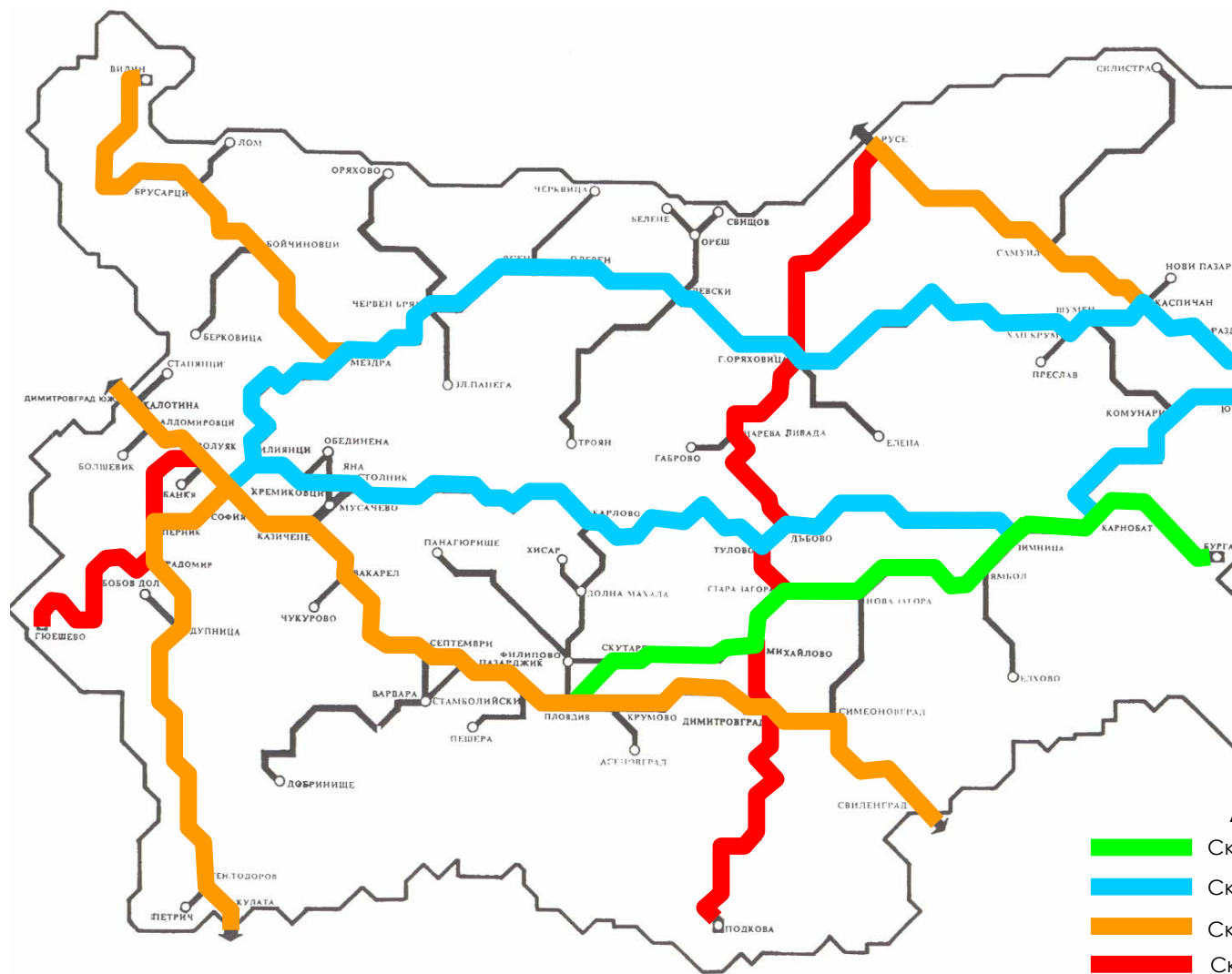
Annex A: Railway Structure Information

A.1.1. Map of the railway network of the Republic of Bulgaria

A.1.2. Pan European transport corridors crossing the railway network of the Republic of Bulgaria



A.1.3. Average speed on the railway network of National Company Railway Infrastructure by 2006.



A.2. List of Railway Undertakings and Infrastructure Managers

A.2.1. The Infrastructure Manager of the Republic of Bulgaria

NAME	Addresses	Website/ Network Statement Link	Safety Authori- zation (Number/date)	Start Date commercial Activity	Total track length/ Gauge	Electrified Track Length/ Voltage s	Total double/ simple track length	Total Track According to Directive 96/48/EC)- HSL	ATP Equipment used	Number of level crossings -LC	Number of signals
National Company "Railway Infrastructure"	1233 Sofia, 110 Maria Luisa Boulevard	www.rail-infra.bg	0	01.01. 2002 r.	Total track length 7326 km 296 km /760 mm 7000 km /1435 mm 30 km /1520 mm	4708 km 25 KV/50Hz	(2x969) 1938 km	0	Automatic inter-station protection 1686,2 km Semi- automatic inter-station protection 2920 . km System for train control (Automatic locomotive) Total 430 . km In this number: Ericsson type "JZG703" 237 km Altracs BDZ 193 km.	Total number of level- crossings: 835. In this number: With protection 684. Without protection 151 Total number of crossings for pedestrians 129	7247 light signals

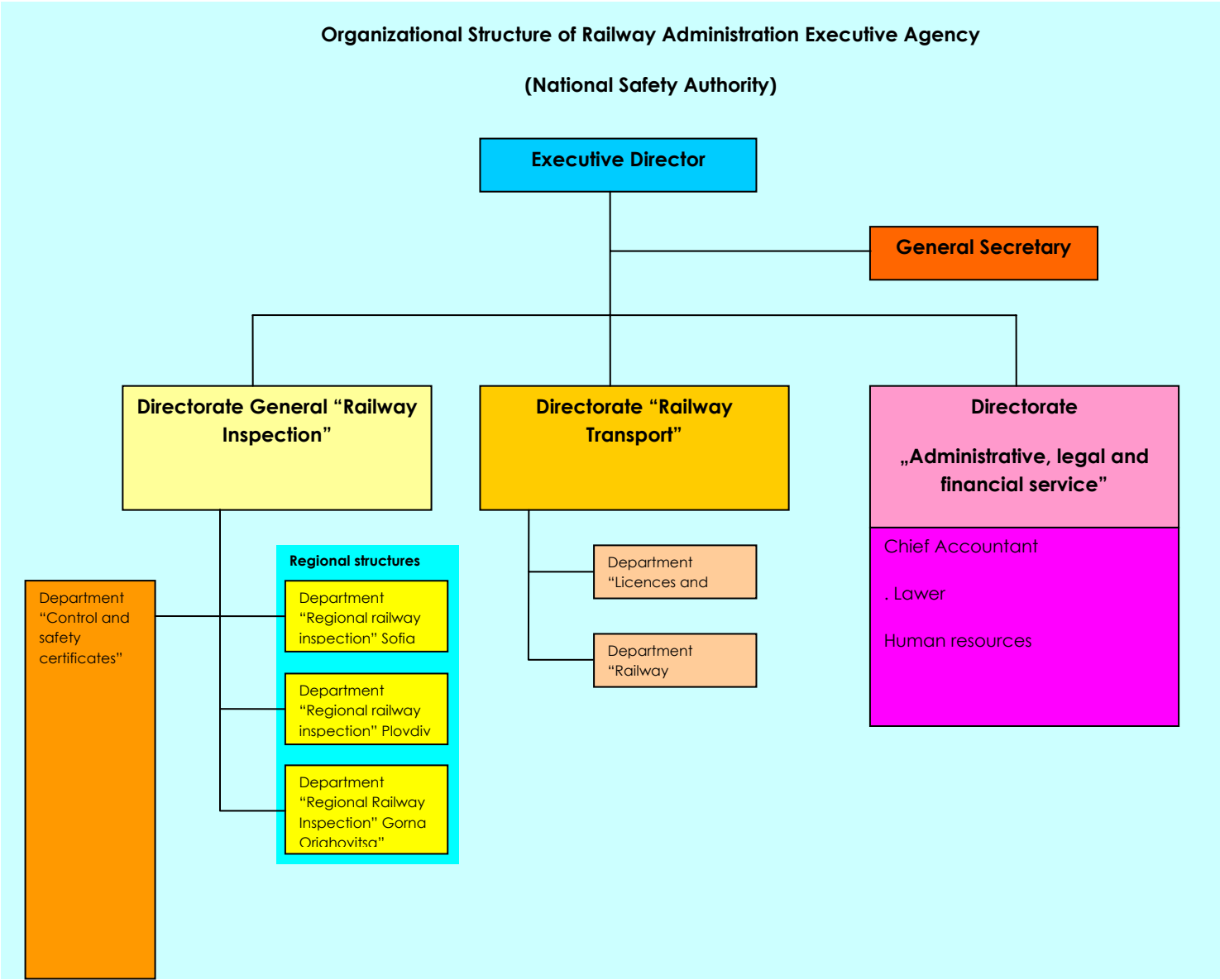
A.2.2. The Railway Undertakings of the Republic of Bulgaria

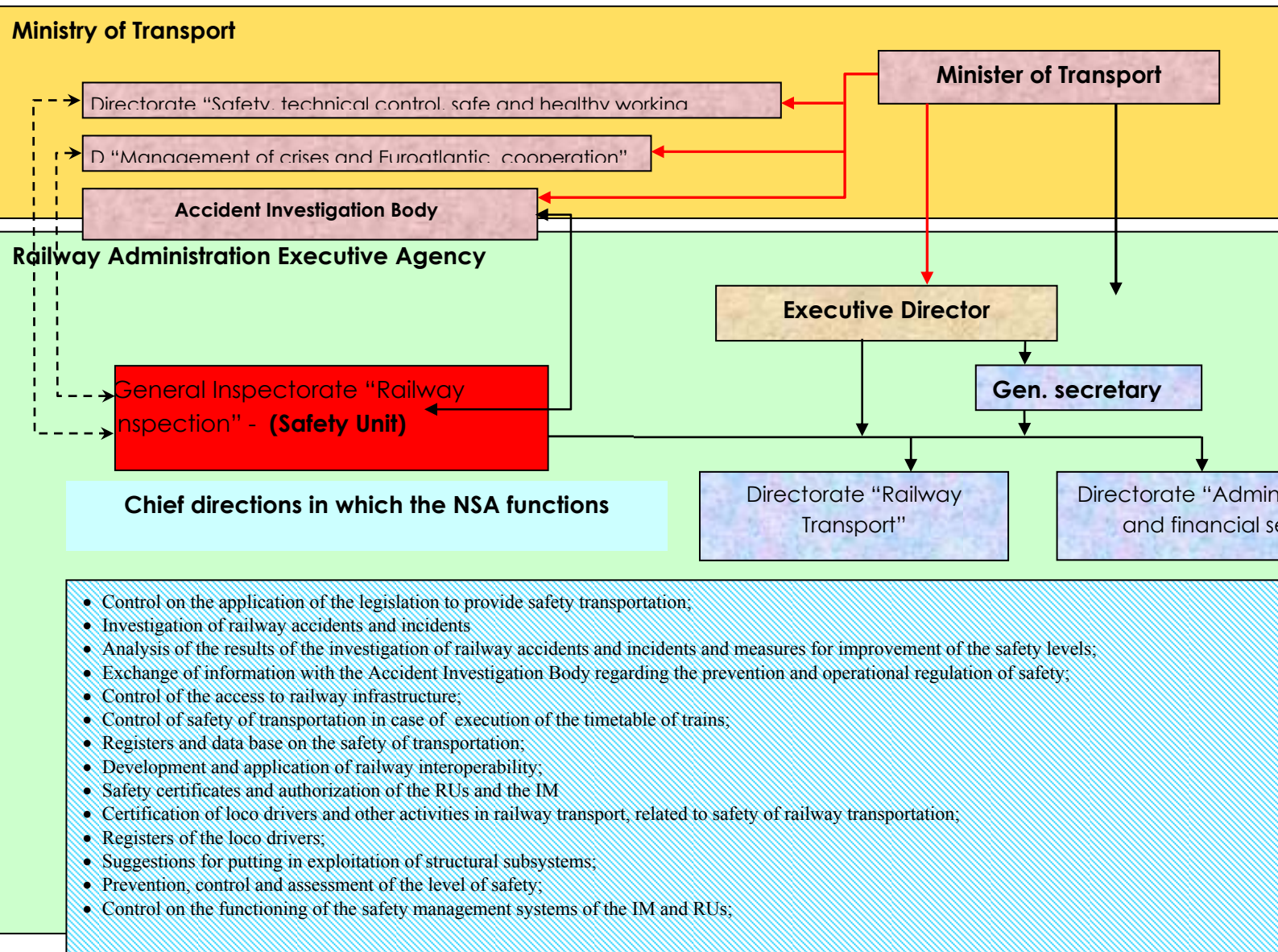
Name	Address	Web site	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight, ...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume freight transport
„БДЖ“ ЕАД Български държавни железници	1080 – Sofia, 3 Ivan Vazov st.	www.bdz.bg	License № 2 от 01.04.2004 г. BG 01.01.2007 г. EU	none	01.01.2002 г.	Passengers ; Freight	Electric 266/254 in use Diesel 314/251 in use	EMU 72/64 in use DMU29/26 in use	1311 passenger wagons 11896 freight wagons	2655 loco drivers Safety crew 8115	341129000 passengers 2422,11 mln. passenger *km	21183000 tons 5224,77 mln. Ton*km.
„БЖК“ АД (Българска железопътна компания)	1301 –Sofia 16 Lavele st.	www.brc-bg.com	License № 201 от 15.04.2005 г. BG 01.01.2007 г. EU	none	05.10.2005 г.	Freights	5 electric locomotives	none	No own wagons (they use freight wagons of the freighters)	31 loco drivers / 15 teams	none	445000 т/328000000 ton*km
„Булмаркет – ДМ“ ООД	7000 – Russe, 100 Tutrakan blv.	www.bulmarket.bg	License № 202 от 15.04.2005 г. BG 01.01.2007 г. EU	none	03.08.2004 г.	Freights	4 diesel locomotives	none	240 freight wagons	5 loco drivers 9 persons safety crew	none	1517970 гр. Ton*km

Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)
ATP = Automatic Train Protection
LC = Level Crossing

Annex B: Organization chart(s) of the National Safety Authority

B1. Chart: Internal Organization





B.1.2. Description of data

0. Reporting country details					
0 1	CC	Reporting country	Bulgaria		the two-letter ISO code should be used (ISO 3166 alpha-2), except for Greece and the United Kingdom, for which the abbreviations EL and UK are recommended
0 2	YY	Reporting year	2006		Format: YYYY, four digits number
1.1a. Total number of accidents and a break-down into the following types of accidents					
1	N 00	Total Number of all accident	1982		Numeric value
2	N 01	Number of Collisions of trains, including collisions with obstacles within the clearance gauge	44		Numeric value
3	N 02	Number of Derailments of trains	139		Numeric value
4	N 03	Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	31		Numeric value
5	N 04	Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	72		Numeric value
6	N 05	Number of Fires in rolling stock	23		Numeric value
7	N 06	Number of Other accidents	1630		Numeric value
1.1a. Total number of suicides					Numeric value
8	Numeric value	Number events: suicide	32		Numeric value
1.1b. Relative to "million" train kilometres number of accidents and a break-down into the following types of accidents					Numeric value
9	N 10	Total number in all accident	54,918		Numeric value (train km in million)
10	N 11	In collisions of trains, including collisions with obstacles within the clearance gauge	1,219		Numeric value (train km in million)

11	N 12	In derailments of trains	3,851		Numeric value (train km in million)
12	N 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,859		Numeric value (train km in million)
13	N 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1,995		Numeric value (train km in million)
14	N 15	In fires in rolling stock	0,637		Numeric value (train km in million)
15	N 16	In others	45,165		Numeric value (train km in million)
1.1b. Relative to "million" train kilometres number of suicides					
16	N 17	Total number of suicides	0,887		Numeric value (train km in million)
1.2a. Total number of Persons seriously injured by type of accident divided into the following categories					
17	TS 00	Total number in all accident	66		
18	TS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
19	TS 02	In derailments of trains	0		Numeric value
20	TS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	4		Numeric value
21	TS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	57		Numeric value
22	TS 05	In fires in rolling stock	2		Numeric value
23	TS 06	In others	3		Numeric value
1.2b. Relative to "million" train kilometres total number of Persons seriously injured by type of accident divided into the following categories					
24	TS 10	Total number in all accident	1,83		Numeric value (train km in million)
25	TS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)

26	TS 12	In derailments of trains	0		Numeric value (train km in million)
27	TS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,11		Numeric value (train km in million)
28	TS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1,58		Numeric value (train km in million)
29	TS 15	In fires in rolling stock	0,06		Numeric value (train km in million)
30	TS 16	In others	0,08		Numeric value (train km in million)
1.2a. Total number of Passengers seriously injured by type of accident divided into the following categories					
31	PS 00	Total number in all accident	29		Numeric value
32	PS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
33	PS 02	In derailments of trains	0		Numeric value
34	PS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
35	PS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	29		Numeric value
36	PS 05	In fires in rolling stock	0		Numeric value
37	PS 06	In others	0		Numeric value
1.2b. Relative to "million" train kilometres total number of Passengers seriously injured by type of accident divided into the following categories					
38	PS 10	Total number in all accident	0,8		
39	PS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		
40	PS 12	In derailments of trains	0		
41	PS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)

42	PS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,8		Numeric value (train km in million)
43	PS 15	In fires in rolling stock	0		Numeric value (train km in million)
44	PS 16	In others	0		Numeric value (train km in million)
1.2c. Relative to "billion" passenger kilometres total number of Passengers seriously injured by type of accident divided into the following categories					
45	PS 20	Total number in all accident	11,97		Numeric value (pass. km in billion)
46	PS 21	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (pass. km in billion)
47	PS 22	In derailments of trains	0		Numeric value (pass. km in billion)
48	PS 23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (pass. km in billion)
49	PS 24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	11,97		Numeric value (pass. km in billion)
50	PS 25	In fires in rolling stock	0		Numeric value (pass. km in billion)
51	PS 26	In others	0		Numeric value (pass. km in billion)
1.2aTotal number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories					
52	SS 00	Total number in all accident	2		Numeric value
53	SS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
54	SS 02	In derailments of trains	0		Numeric value
55	SS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
56	SS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
57	SS 05	In fires in rolling stock	2		Numeric value
58	SS 06	In others	0		Numeric value

1.2b. Relative to "million" train kilometres total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories					
59	SS 10	In collisions of trains, including collisions with obstacles within the clearance gauge	0.06		Numeric value (train km in million)
60	SS 11	In derailments of trains	0		Numeric value (train km in million)
61	SS 12	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)
62	SS 13	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value (train km in million)
63	SS 14	In fires in rolling stock	0		Numeric value (train km in million)
64	SS 15	In others	0.06		Numeric value (train km in million)
65	SS 16	Total number in all accident	0		Numeric value (train km in million)
1.2a. Total number of Level-crossing users seriously injured by type of accident divided into the following categories					
66	LS 00	Total number in all accident	7		Numeric value
67	LS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
68	LS 02	In derailments of trains	0		Numeric value
69	LS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	7		Numeric value
70	LS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
71	LS 05	In fires in rolling stock	0		Numeric value
72	LS 06	In others	0		Numeric value
1.2b. Relative to "million" train kilometres total number of Level-crossing users seriously injured by type of accident divided into the following categories					
73	LS 10	Total number in all accident	0,19		Numeric value (train km in million)
74	LS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)

75	LS 12	In derailments of trains	0		Numeric value (train km in million)
76	LS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,19		Numeric value (train km in million)
77	LS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value (train km in million)
78	LS 15	In fires in rolling stock	0		Numeric value (train km in million)
79	LS 16	In others	0		Numeric value (train km in million)
1.2a. Total number of Unauthorised persons seriously injured by type of accident divided into the following categories					
80	US 00	In collisions of trains, including collisions with obstacles within the clearance gauge	23		Numeric value
81	US 01	In derailments of trains	0		Numeric value
82	US 02	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
83	US 03	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
84	US 04	In fires in rolling stock	23		Numeric value
85	US 05	In others	0		Numeric value
86	US 06	Total number in all accident	0		Numeric value
1.2b. Relative to "million" train kilometres total Total number of Unauthorised persons seriously injured by type of accident divided into the following categories					
87	US 10	Total number in all accident	0,64		Numeric value (train km in million)
88	US 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
89	US 12	In derailments of trains	0		Numeric value (train km in million)
90	US 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)

91	US 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,64		Numeric value (train km in million)
92	US 15	In fires in rolling stock	0		Numeric value (train km in million)
93	US 16	In others	0		Numeric value (train km in million)
1.2a. Total number of Other persons seriously injured by type of accident divided into the following categories					
94	OS 00	Total number in all accident	0		Numeric value
95	OS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
96	OS 02	In derailments of trains	0		Numeric value
97	OS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
98	OS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
99	OS 05	In fires in rolling stock	0		Numeric value
100	OS 06	In others	0		Numeric value
1.2b. Relative to "million" train kilometres total number of Other persons seriously injured by type of accident divided into the following categories					
101	OS 10	Total number in all accident	0		Numeric value (train km in million)
102	OS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
103	OS 12	In derailments of trains	0		Numeric value (train km in million)
104	OS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)
105	OS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value (train km in million)
106	OS 15	In fires in rolling stock	0		Numeric value (train km in million)
107	OS 16	In others	0		Numeric value (train km in million)

1.3a. Total number of Persons killed by type of accident divided into the following categories					
108	TK 00	Total number in all accident	36		Numeric value
109	TK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
110	TK 02	In derailments of trains	0		Numeric value
111	TK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	4		Numeric value
112	TK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	25		Numeric value
113	TK 05	In fires in rolling stock	0		Numeric value
114	TK 06	In others	7		Numeric value
1.3b. Relative to "million" train kilometres total number of Persons killed by type of accident divided into the following categories					
115	TK 10	Total number in all accident	0,998		Numeric value (train km in million)
116	TK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
117	TK 12	In derailments of trains	0		Numeric value (train km in million)
118	TK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,11		Numeric value (train km in million)
119	TK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,69		Numeric value (train km in million)
120	TK 15	In fires in rolling stock	0		Numeric value (train km in million)
121	TK 16	In others	0,19		Numeric value (train km in million)
1.3a. Total number of Passengers killed by type of accident divided into the following categories					
122	PK 00	Total number in all accident	1		Numeric value
123	PK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
124	PK 02	In derailments of trains	0		Numeric value

125	PK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
126	PK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1		Numeric value
127	PK 05	In fires in rolling stock	0		Numeric value
128	PK 06	In others	0		Numeric value
1.3b. Relative to "million" train kilometres total number of Passengers killed by type of accident divided into the following categories					
129	PK 10	Total number in all accident	0,03		Numeric value (train km in million)
130	PK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
131	PK 12	In derailments of trains	0		Numeric value (train km in million)
132	PK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)
133	PK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,03		Numeric value (train km in million)
134	PK 15	In fires in rolling stock	0		Numeric value (train km in million)
135	PK 16	In others	0		Numeric value (train km in million)
1.3c. Relative to "billion" passenger kilometres total number of Passengers killed by type of accident divided into the following categories					
136	PK 20	Total number in all accident	0,41		Numeric value (pass. km in billion)
137	PK 21	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (pass. km in billion)
138	PK 22	In derailments of trains	0		Numeric value (pass. km in billion)
139	PK 23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (pass. km in billion)
140	PK 24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,41		Numeric value (pass. km in billion)

141	PK 25	In fires in rolling stock	0		Numeric value (pass. km in billion)
142	PK 26	In others	0		Numeric value (pass. km in billion)
1.3a. Total number of Employees including the staff of contractors killed by type of accident divided into the following categories					
143	SK 00	Total number in all accident	0		Numeric value
144	SK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
145	SK 02	In derailments of trains	0		Numeric value
146	SK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
147	SK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
148	SK 05	In fires in rolling stock	0		Numeric value
149	SK 06	In others	0		Numeric value
1.3b. Relative to "million" train kilometres total number of Employees including the staff of contractors killed by type of accident divided into the following categories					
150	SK 10	Total number in all accident	0		Numeric value (train km in million)
151	SK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
152	SK 12	In derailments of trains	0		Numeric value (train km in million)
153	SK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)
154	SK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value (train km in million)
155	SK 15	In fires in rolling stock	0		Numeric value (train km in million)
156	SK 16	In others	0		Numeric value (train km in million)
1.3a. Total number of Level-crossing users killed by type of accident divided into the following categories					

157	LK 00	Total number in all accident	4		Numeric value
158	LK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
159	LK 02	In derailments of trains	0		Numeric value
160	LK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	4		Numeric value
161	LK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
162	LK 05	In fires in rolling stock	0		Numeric value
163	LK 06	In others	0		Numeric value
1.3b. Relative to "million" train kilometres total number of Level-crossing users killed by type of accident divided into the following categories					
164	LK 10	Total number in all accident	0,11		Numeric value (train km in million)
165	LK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
166	LK 12	In derailments of trains	0		Numeric value (train km in million)
167	LK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,11		Numeric value (train km in million)
168	LK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value (train km in million)
169	LK 15	In fires in rolling stock	0		Numeric value (train km in million)
170	LK 16	In others	0		Numeric value (train km in million)
1.3a. Total number of Unauthorised persons killed by type of accident divided into the following categories					
171	UK 00	Total number in all accident	31		Numeric value
172	UK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
173	UK 02	In derailments of trains	0		Numeric value

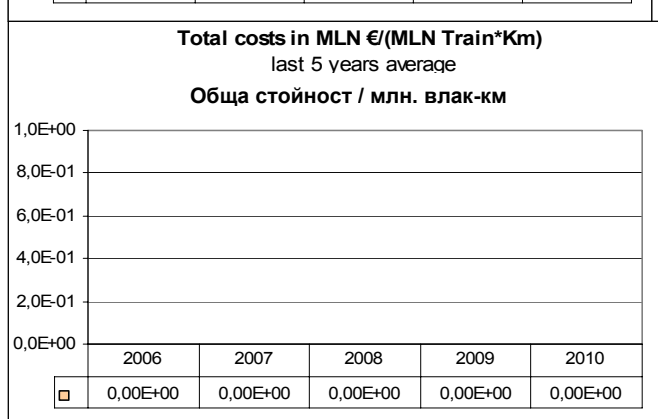
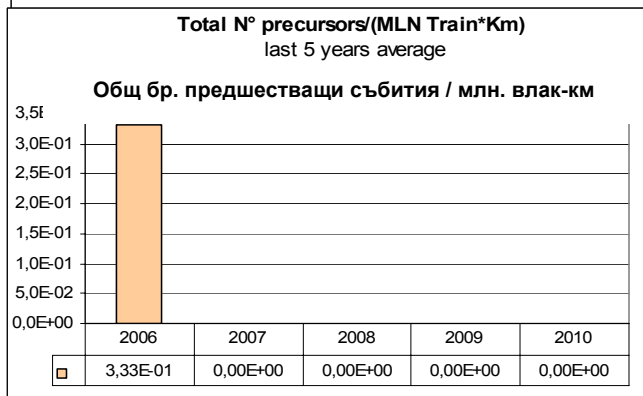
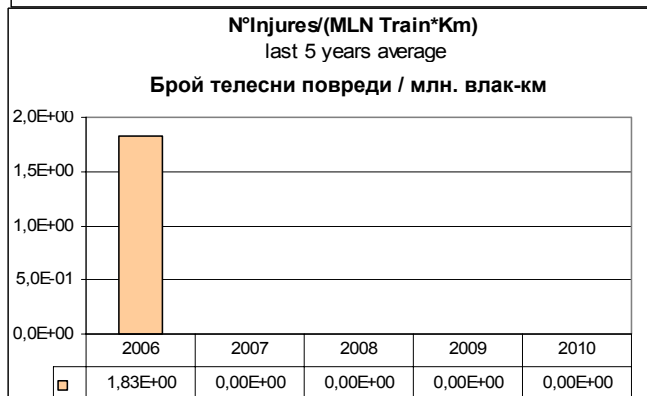
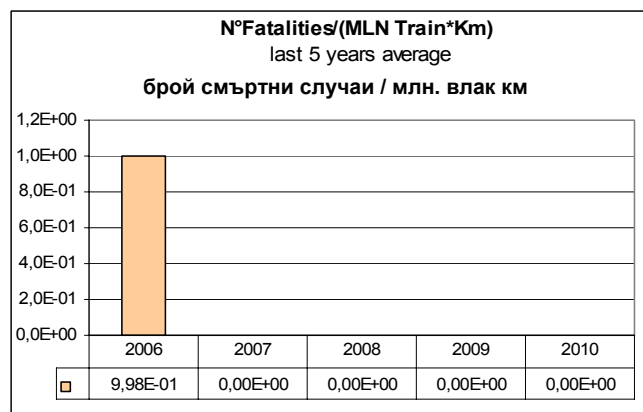
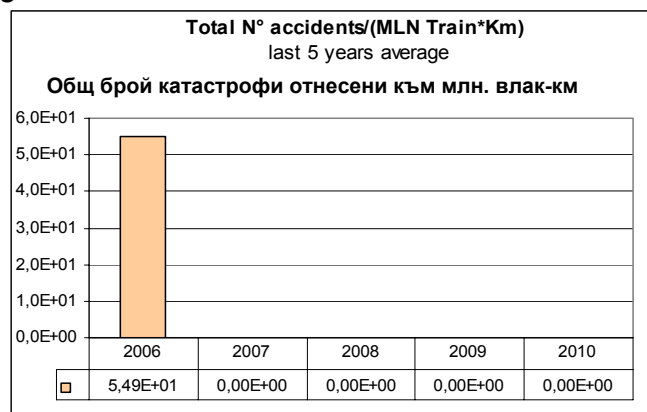
174	UK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
175	UK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	31		Numeric value
176	UK 05	In fires in rolling stock	0		Numeric value
177	UK 06	In others	0		Numeric value
1.3b. Relative to "million" train kilometres total Total number of Unauthorised persons killed by type of accident divided into the following categories					
178	UK 10	Total number in all accident	0,86		Numeric value (train km in million)
179	UK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
180	UK 12	In derailments of trains	0		Numeric value (train km in million)
181	UK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)
182	UK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,86		Numeric value (train km in million)
183	UK 15	In fires in rolling stock	0		Numeric value (train km in million)
184	UK 16	In others	0		Numeric value (train km in million)
1.3a. Total number of Other persons killed by type of accident divided into the following categories					
185	OK 00	Total number in all accident	0		Numeric value
186	OK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value
187	OK 02	In derailments of trains	0		Numeric value
188	OK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value
189	OK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value
190	OK 05	In fires in rolling stock	0		Numeric value

191	OK 06	In others	0		Numeric value
1.3b. Relative to "million" train kilometres total number of Other persons killed by type of accident divided into the following categories					
192	OK 10	Total number in all accident	0		Numeric value (train km in million)
193	OK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		Numeric value (train km in million)
194	OK 12	In derailments of trains	0		Numeric value (train km in million)
195	OK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		Numeric value (train km in million)
196	OK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		Numeric value (train km in million)
197	OK 15	In fires in rolling stock	0		Numeric value (train km in million)
198	OK 16	In others	0		Numeric value (train km in million)
2.1a. Total number of incidents and near-misses and a break-down into the following types					
199	I 00	Total number of incidents and near-misses	12		Numeric value
200	I 01	Total number of broken rails	7		Numeric value
201	I 02	Total number of track buckles	0		Numeric value
202	I 03	Total number of wrong-side signalling failures	0		Numeric value
203	I 04	Total number of signals passed at danger	5		Numeric value
204	I 05	Total number of broken wheels on rolling stock in service	0		Numeric value
205	I 06	Total number of broken axles on rolling stock in service	0		Numeric value
2.1b. Relative to "million" train kilometres number of incidents and near-misses and a break-down into the following types of accidents					
206	I 10	Total number of incidents and near-misses	0,33		Numeric value (train km in million)
207	I 11	Total number of broken rails	0,19		Numeric value (train km in million)
208	I 12	Total number of track buckles	0		Numeric value (train

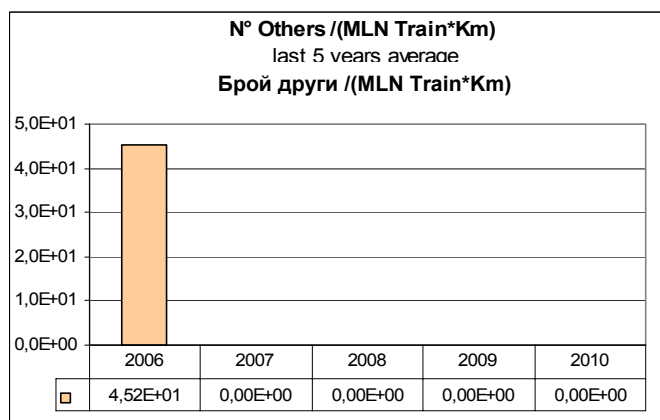
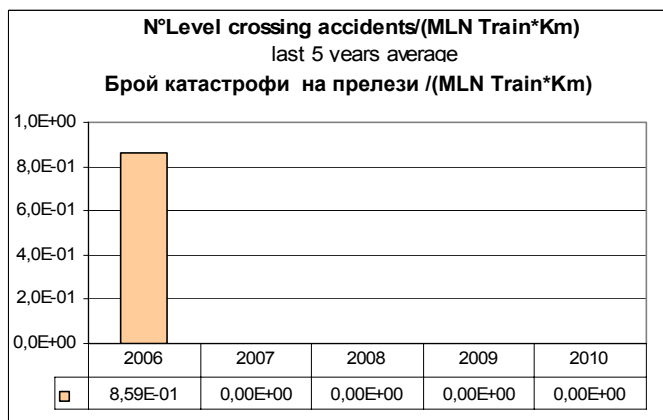
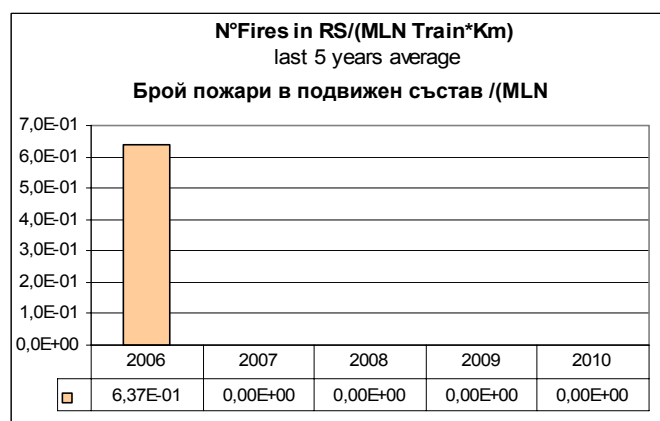
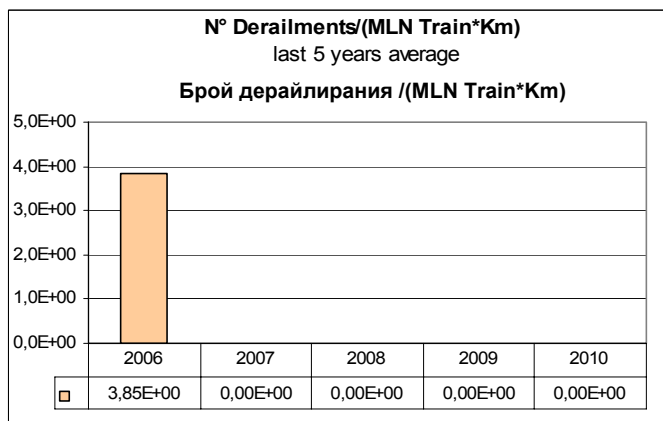
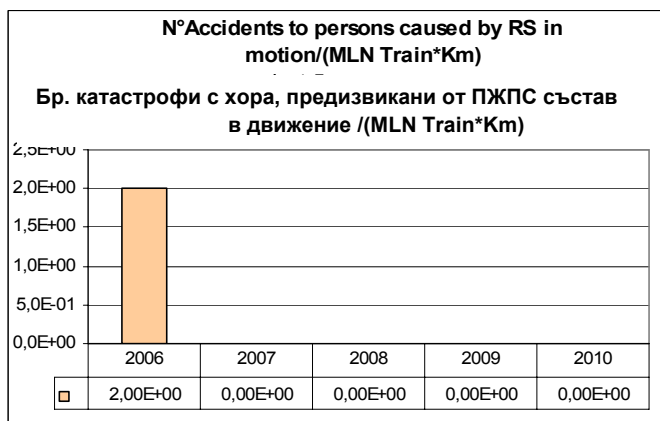
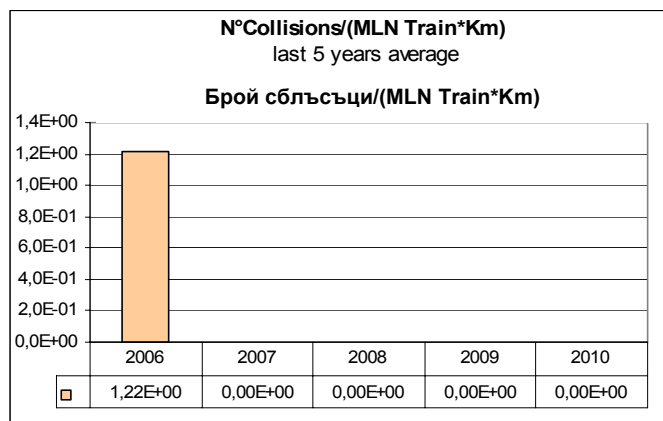
					km in million)
209	I 13	Total number of wrong-side signalling failures	0		Numeric value (train km in million)
210	I 14	Total number of signals passed at danger	0,14		Numeric value (train km in million)
211	I 15	Total number of broken wheels on rolling stock in service	0		Numeric value (train km in million)
212	I 16	Total number of broken axles on rolling stock in service	0		Numeric value (train km in million)
3.1a. Total costs in euro of all accidents					
213	C 00	Total costs of all accidents			Numeric value in €
214	C 01	Costs of deaths			Numeric value in €
215	C 02	Costs of injuries			Numeric value in €
216	C 03	Costs of replacement or repair of damaged rolling stock and railway installations	1 091 619		Numeric value in €
217	C 04	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue			Numeric value in €
3.1b. Relative to "million" train kilometres total costs in euro of all accidents					
218	C 10	Total costs of all accidents			Numeric value in €/train km (train km in million)
219	C 11	Costs of deaths			Numeric value in €/train km (train km in million)
220	C 12	Costs of injuries			Numeric value in €/train km (train km in million)
221	C 13	Costs of replacement or repair of damaged rolling stock and railway installations	30 247		Numeric value in €/train km (train km in million)
222	C 14	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue			Numeric value in €/train km (train km in million)

3.2a. Total number of working hours of staff and contractors lost as a consequence of accidents					
223	W 00	Total number of working hours of staff and contractors lost as a consequence of accidents			Numeric value
3.2b. Relative to Total number of hours worked number of working hours of staff and contractors lost as a consequence of accidents					
224	W 10	Relative to Total number of working hours number of staff and contractors lost as a consequence of accidents			Numeric value (%)
4. Indicators relating to technical safety of infrastructure and its implementation					
225	T 01	Percentage of tracks with Automatic Train Protection (ATP) in operation	0,15		Numeric value (%) (67% = 0.67))
226	T 02	Percentage of train kilometres using operational ATP systems	0,08		Numeric value (%)
227	T 03	Total number of level crossings	820		Numeric value
228	T 04	Total number of level crossings per line kilometre	0,16		Numeric value
229	T 05	Percentage of level crossings with automatic or manual protection	0,42		Numeric value (%)
5. Indicators relating to the management of safety					
230	A 01	Total number of accomplished audits	2719		Numeric value
231	A 02	percentage of audits accomplished /required (and/or planned).			Numeric value (%)
6. Reference data					
232	R 01	Number of Train*Km	36,09		Numeric value (in million Train*km)
233	R 02	Number of Passenger*Km	2,42		Numeric value (in billion Passenger*km)
234	R 03	Number of track kilometres (double track lines are to be counted twice)	5119		Numeric value (in km)
235	R 04	Total number of working hours			Numeric value (in thousands hours)

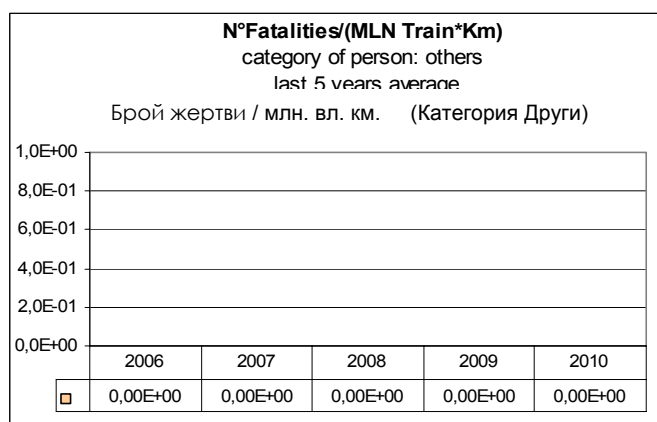
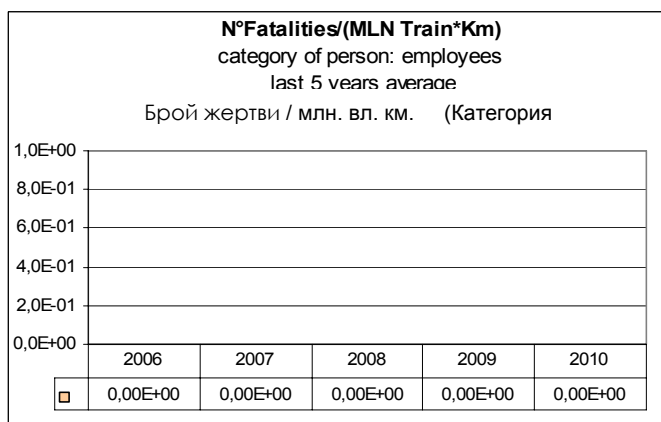
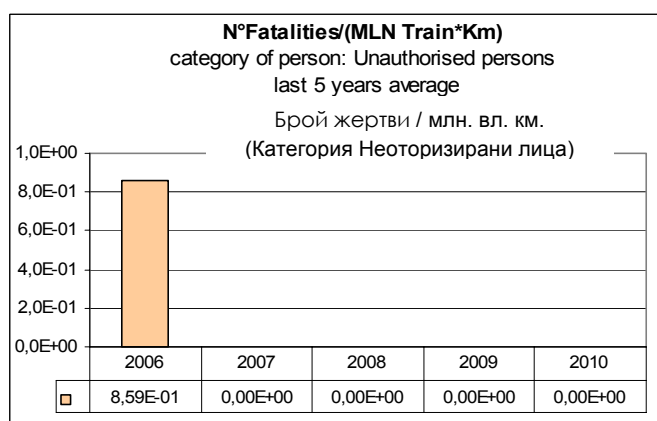
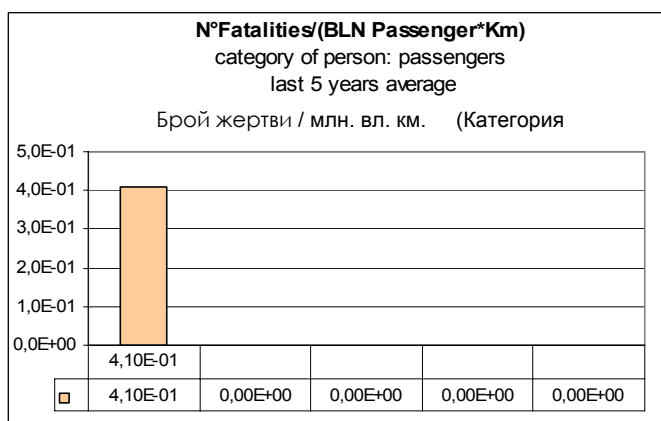
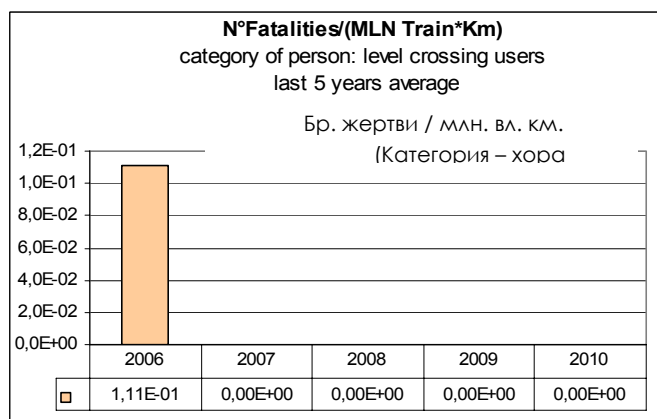
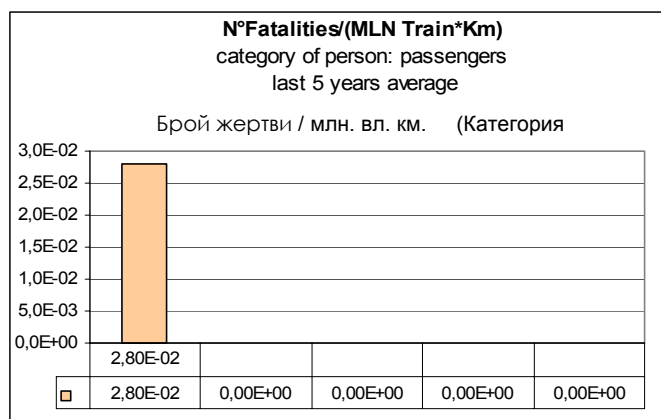
ANNEX C: CSIs data – Definitions applied C.1. CSIs data



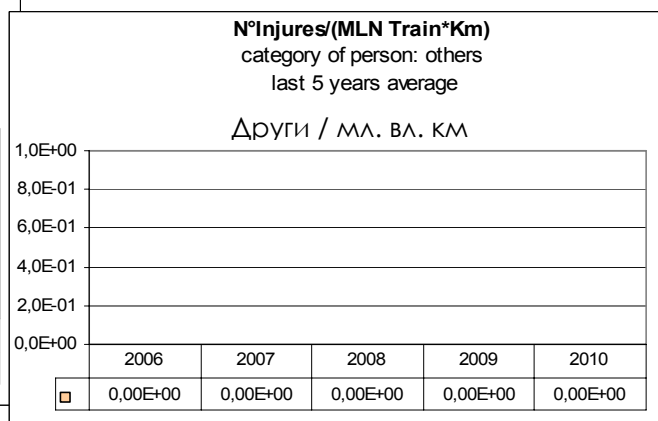
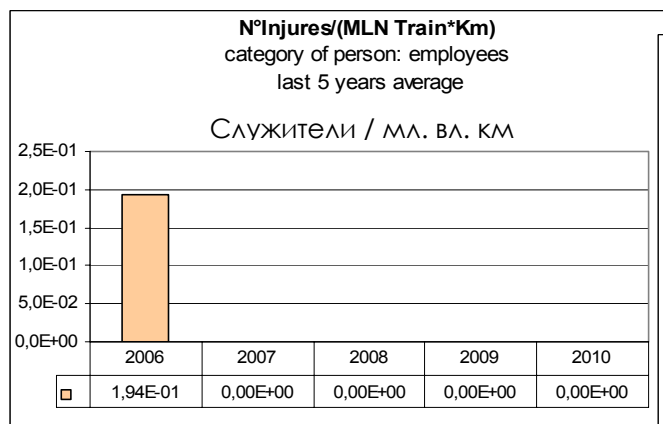
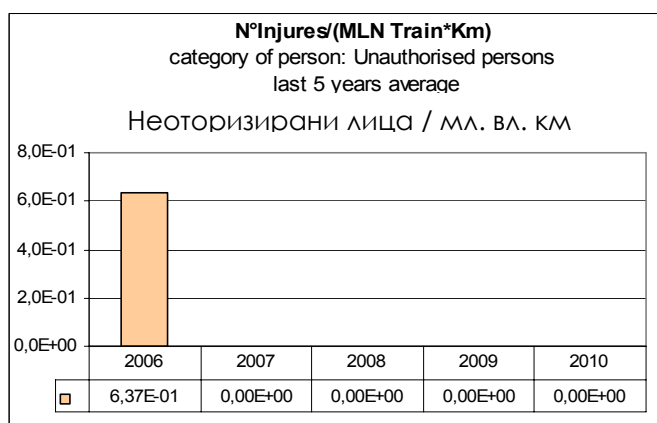
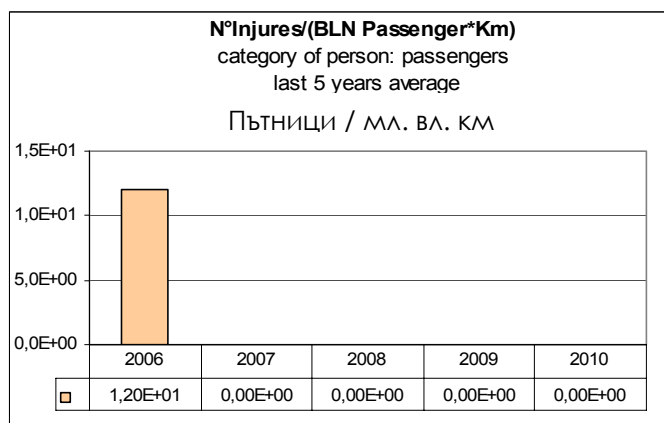
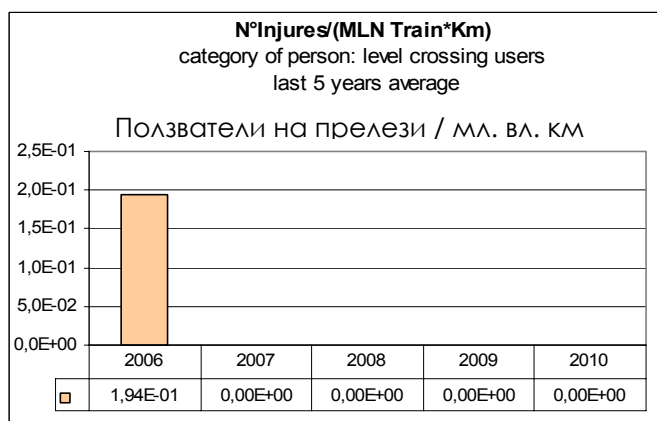
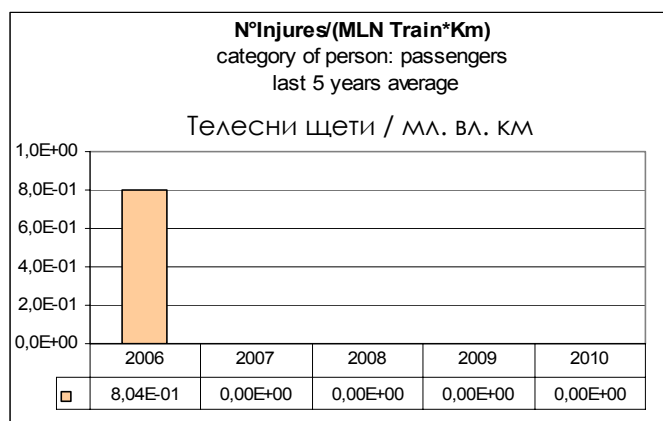
Accidents divided by type



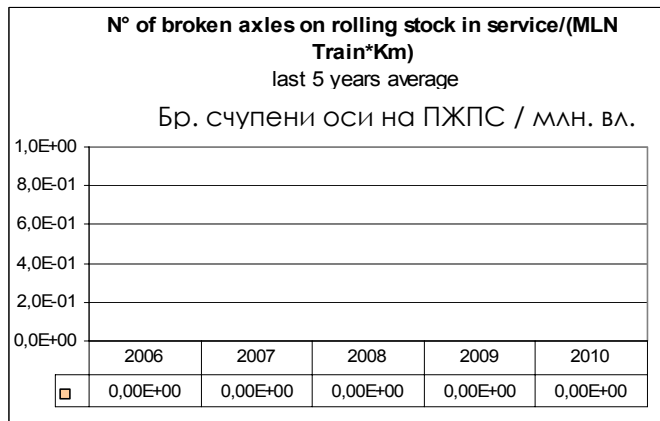
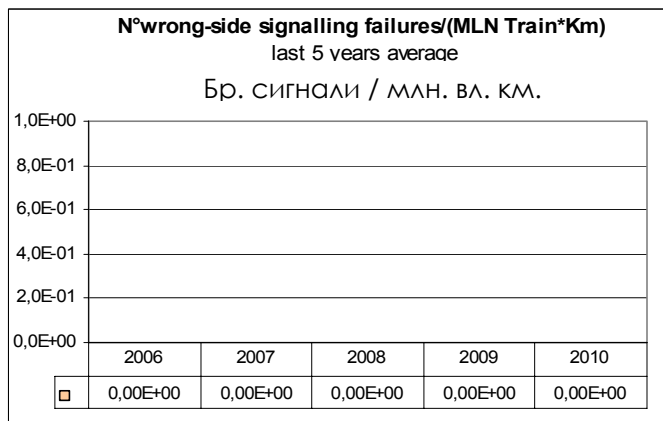
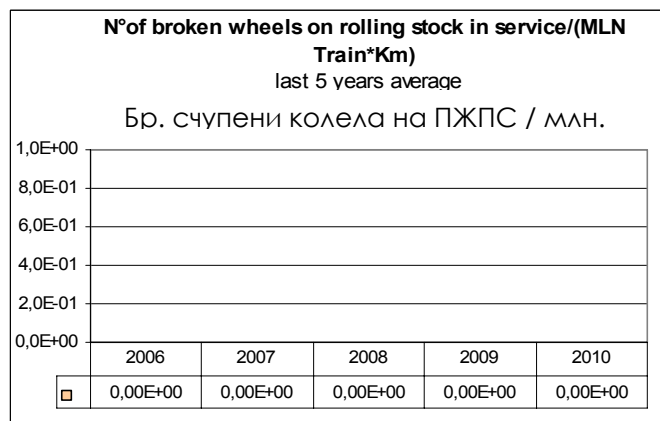
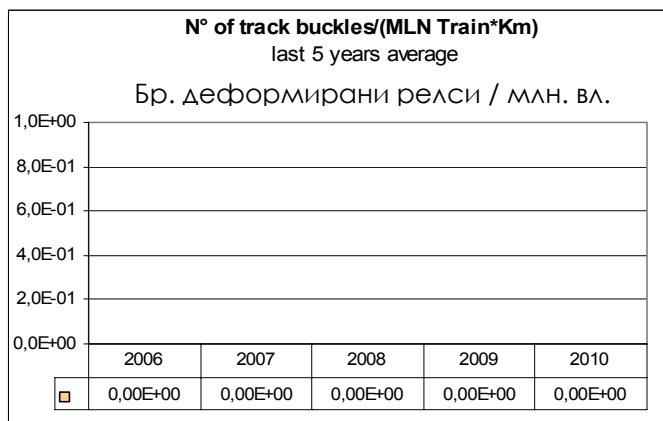
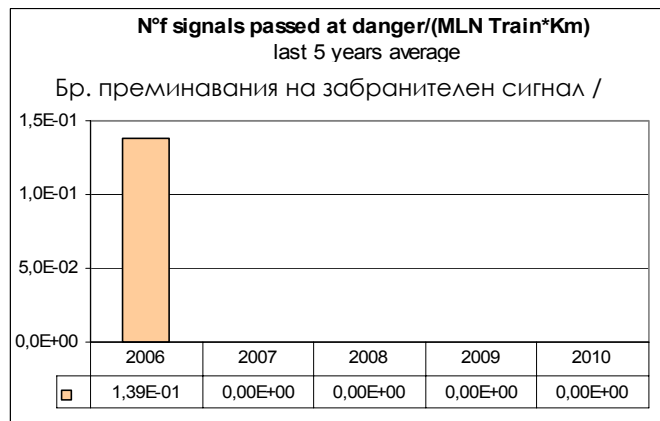
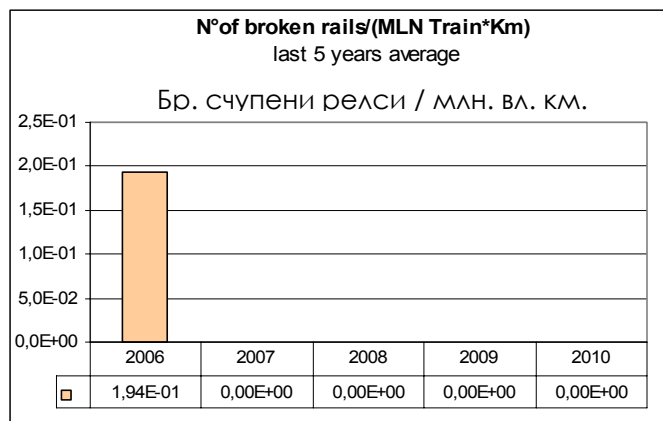
Fatalities divided by category of people involved



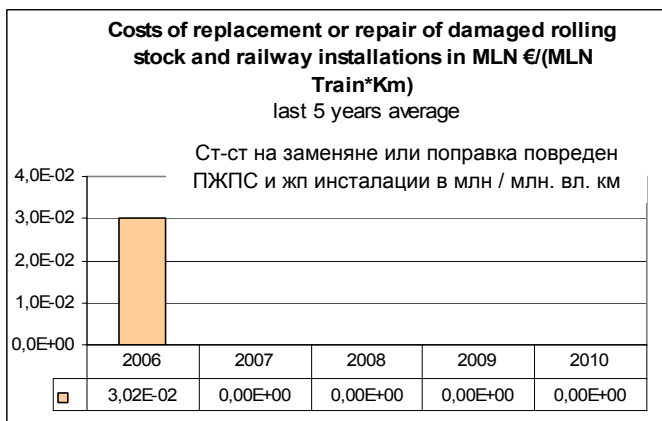
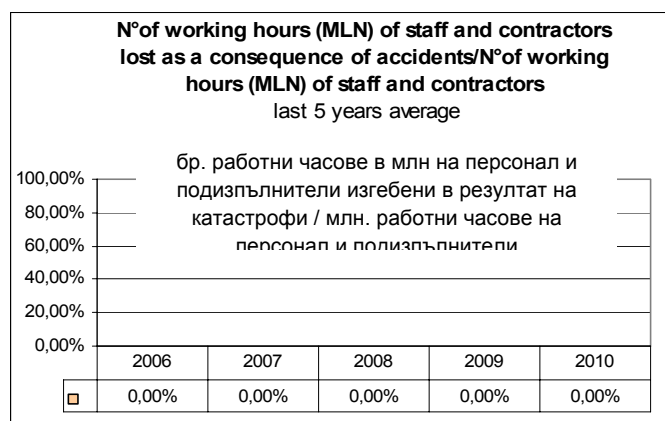
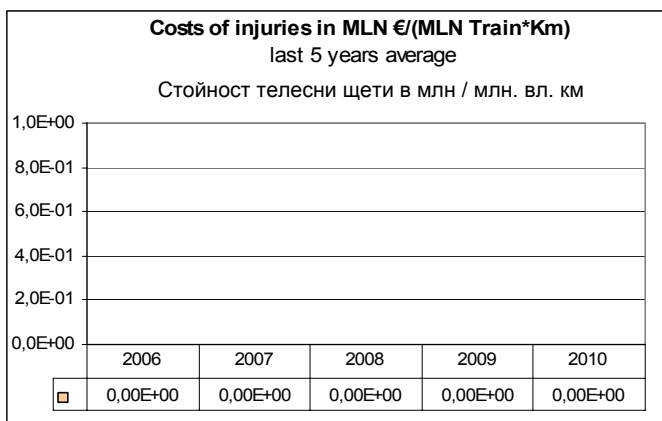
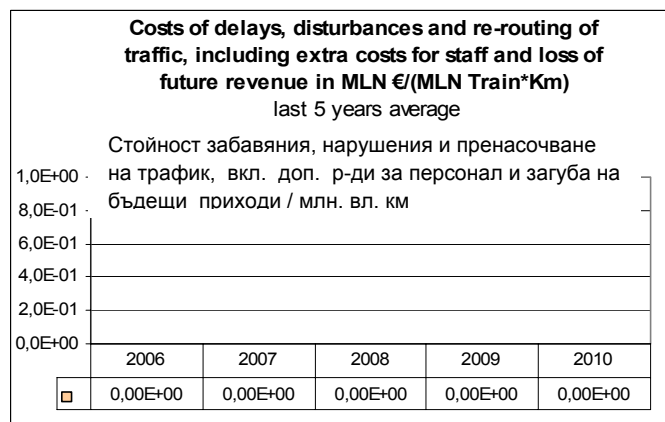
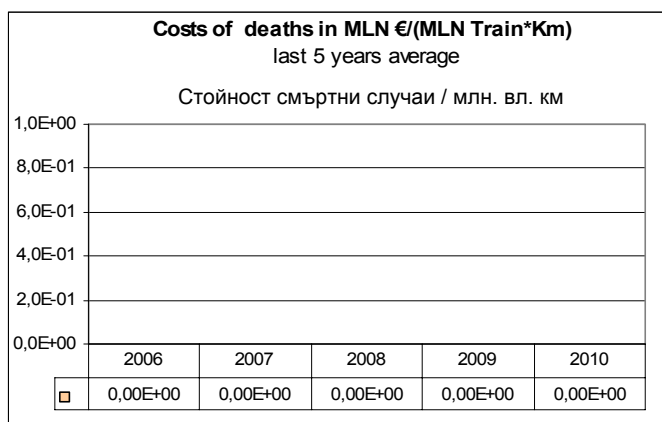
Injures divided by category of people involved



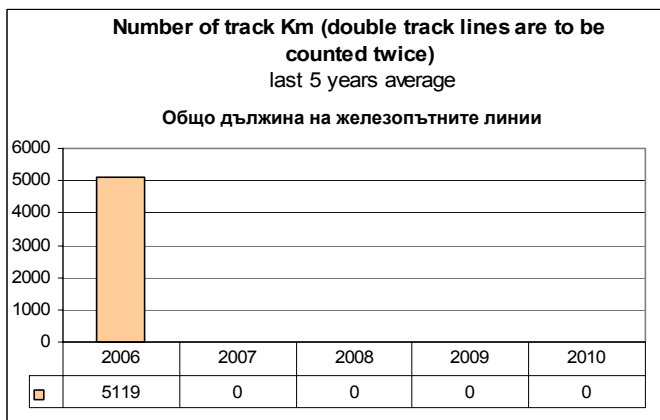
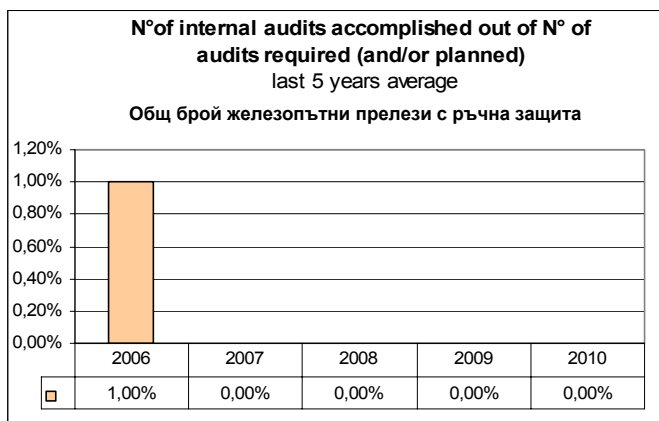
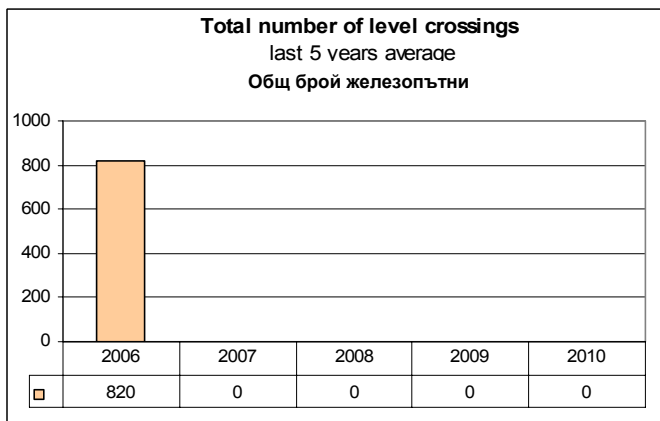
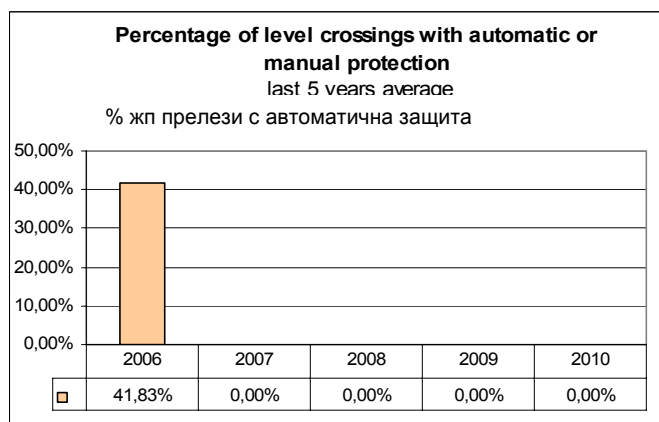
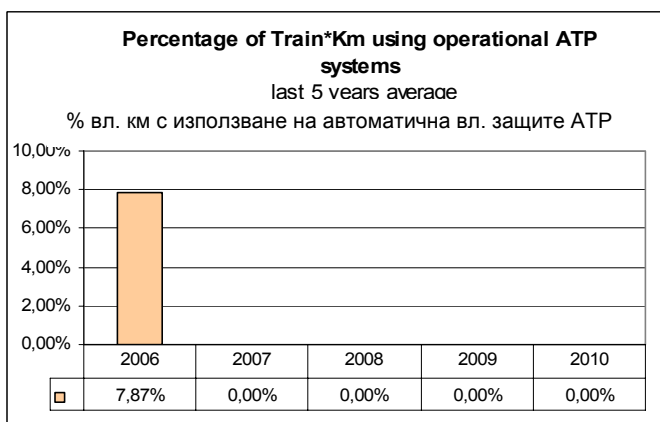
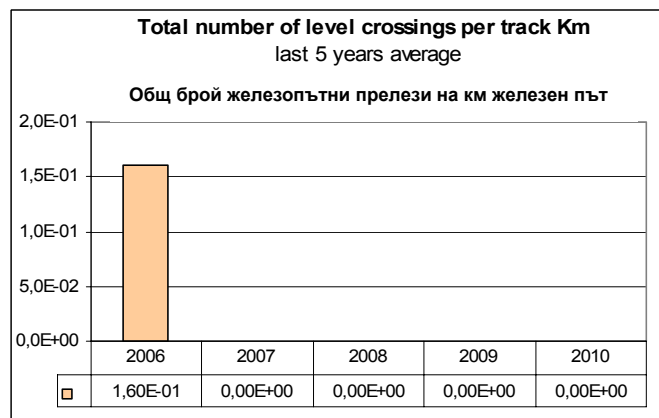
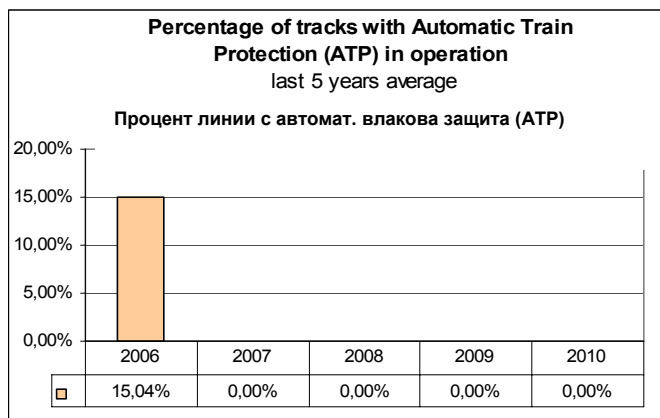
Precursors to accidents



Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents



Technical safety of infrastructure and its implementation, management of safety



C.2. Definitions used in the annual report

C.2.1 The definitions used in the national report are in compliance with Regulation 91/03 concerning:

- Deaths (killed person)
- Injuries (seriously injured person)
- Passenger-km
- Rail passenger
- suicide
- significant accident
- train
- train-km

C.2.2. National definitions

The national legislation of the Republic of Bulgaria applies the definitions according to Annex 1 of Directive 2004/49/EC

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 ⁶
BLN	10 ⁹
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

Annex D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reasons for introduction (specify new law or amendment to existing legislation)	Description
General national railway safety legislation	NONE	Change of the scope, tasks, responsibilities, competences, etc.		
Legislation concerning the National Safety Authority	Article 6. (1) of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	The coordination and control of activities in the sphere of railway transport are carried out by Railway Administration Executive Agency.
	Article 6. (3) of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Railway Administration Executive Agency is the National Safety Authority of railway transport
	Article 6. (1) point 2 of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Railway Administration Executive Agency controls the compliance with the requirements for issuing licences and authorisations according to this act.
	Article. 6. (1) point 6 of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Railway Administration Executive Agency. develops and offers to the Minister of transport draft legislative acts in the sphere of railway transport;
	Article. 6 (1) point 7 of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Railway Administration Executive Agency carries out control functions by virtue of this law, including related putting in operation the structural sybsystems of the railway system;

Article. 6. (1) point 8 of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Railway Administration Executive Agency offers for approval by the Minister of transport measures for prevention and overcoming the circumstances of disasters and averages that have affected badly the railway infrastructure;
Article. 7. (2) of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Railway Administration Executive Agency keeps a register of the locodriver in which the data is stored that is determined by the executive director of Railway Administration Executive Agency
Article 31 of the Railway Transport Act	in force since the day of enforcement of the Treaty for accession of the Republic of Bulgaria to the European Union - 01.01.2007 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	The use of the railway infrastructure by licenced railway undertakings, holding a safety certificate
Chapter III Unit 1 of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Licencing of railway undertakings
Chapter III Unit 2 of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Issuing of safety certificate of the vehicles and of the railway equipment
Chapter VI "a" of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/50/EC from 29 April 2004 changing and amending Directive 96/48/EC on the interoperability of trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and the Council on the interoperability of trans-European conventional rail system in the legislation of the Republic of Bulgaria	Assessment and examination of the compliance of the railway system
Chapter VI "b", Unit 1, of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Regulates the activities related to safety management of railway transport

Chapter VI "b", Unit 2, of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Regulates the activities related to investigation of railway accidents and incidents
Chapter VII of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Regulates the control of activities in railway transport
Chapter VIII of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Regulates administrative-punitive decrees applied in railway transport
Additional Provisions of the Railway Transport Act	14.11.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Definitions
Article 29, paragraph 2, point 1 of the Railway Transport Act	19.12.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Ordinance N 59 from 5.12.2006 r. on safety management in railway transport
Article 14, paragraph 1 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" supports the executive director in execution of his prerogatives for control on the traction, repairs, maintenance and exploitation of railway infrastructure, interoperability of the national railway system, safety of traffic and railway carriages and the technical condition of the rolling stock.
Article 14, paragraph 2 point 20 of the Interior Organisation Rules of Railway Administration Executive Agency	in force since the day of enforcement of the Treaty for accession of the Republic of Bulgaria to the European Union - 01.01.2007 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" executes control when putting into operation the subsystems for interoperability of the national railway system as part of the European high-speed and conventional railway;

Article 14, paragraph 2 point 21 of the Interior Organisation Rules of Railway Administration Executive Agency	in force since the day of enforcement of the Treaty for accession of the Republic of Bulgaria to the European Union - 01.01.2007 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" checks the safety management systems of the IM and the RUs as well as the compliance with the requirements for issuing a safety certificate;
Article 14, paragraph 2 point 22 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" prepares opinions for the indicators, methods and criteria in the safety management systems of the railway undertakings and the infrastructure manager
Article 14, paragraph 2 point 23 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" prepares and submits to the executive director to define the requirements for transmission and preservation of the data exchanged between the railway undertakings and /or infrastructure managers with the aim to provide high-quality service in the process of passengers and freights carriage, regarding the significant requirements for technical interoperability of telematic applications and the information they have to contain as well as the ways of accessing them;

Article 14, paragraph 2 point 24 of the Interior Organisation Rules of Railway Administration Executive Agency "Железопътна администрация"	17.01.2006 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" prepares and proposes to the executive director to define the requirements for transmission and exchange of safety-related information, exchanged between the RUs and/ or IM, submitted both periodically and upon request by Railway Administration Executive Agency
Article 14, paragraph 2 point 25 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" organizes the control upon the activity of the persons for assessment and check-up of the compliance of the constituent elements and subsystems and the information submitted by them to Railway Administration Executive Agency
Article 14, paragraph 2 point 26 of the Interior Organisation Rules of Railway Administration Executive Agency	in force since the day of enforcement of the Accession Treaty of Republic of Bulgaria to the European Union - 01.01.2007 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" checks up the compliance of the interoperability constituents with the national requirements and standards in the process of design, construction and exploitation of the railway system;
Article 14, paragraph 2 point 27 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 г.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" proposes to the executive director to take measures and inform the concerned institutions in cases of establishing incompliance of constituent elements of interoperability with available documentation that verifies compliance.

Article 14, paragraph 2 point 28 of the Interior Organisation Rules of Railway Administration Executive Agency	in force since the day of enforcement of the Accession Treaty of Republic of Bulgaria to the European Union - 01.01.2007 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" gives proposals to the executive director for authorisation for putting into operation new and reconstructed objects of the railway infrastructure and for authorisation for placing in service of new or modernised rolling stock as well as of equipment that is not covered by the TSIs;
Article 14, paragraph 2 point 29 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 r.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" develops proposals for acceptance of new or amendment of the existing safety rules;
Article 14, paragraph 2 point 30 of the Interior Organisation Rules of Railway Administration Executive Agency	17.01.2006 r.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Directorate General "Railway Inspectorate" analyses the results of investigations of railway accidents and when necessary suggests measures for improvement of the safety levels;
Article. 7, paragraphs 10- 15 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	in force since the day of enforcement of the Accession Treaty of Republic of Bulgaria to the European Union - 01.01.2007 r.	Article 29, paragraph 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the Community's railways	Regarding the use of railway infrastructure in return of charging fees according to article 35 of the Railway Transport Act on the price of the services for servicing and maintenance and the price of the additional and accompanying services of RUs
Article 12, paragraph 2 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	in force since the day of enforcement of the Accession Treaty of Republic of Bulgaria to the European Union - 01.01.2007 .	article. 29, paragraph 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the community's railways	Foreign RUs and international groupings of RUs have the right to request for allocation of infrastructure

Article 8 and 9 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	27.10.2006 r.	Article. 29, paragraph 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the Community's railways	(Ammdement - O.J., N 87 of 2006) National Company Railway Infrastructure prepares annual report for the state of infrastructure after consulting with interested sides
Articles 10, 11, 13, 14, paragraph 2, articles 15, paragraph. 3 and 4, article. 19, article. 20, paragraph 1 and 3 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	27.10.2006 r.	Article 29, paragraph. 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the Community's railways	The allocation and filling in of the capacity of the railway infrastructure and the changes in the timetable for train movement
Article 29, paragraph 1 and 2 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	27.10.2006 r.	Article 29, paragraph 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the Community's railways	RAEA perfprms controlling functions: regarding 1. documents for the conditions of the network and the criteria stipulated in it 2. the procedure for allocation of the capacity 3. application of tariffs 4. application of the requirements for availability of safety certificate 5. control on the safety norms and rules.

	Article. 29, paragraph 3 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	в сила от деня на влизане в сила на Договора за присъединяване на Република България към Европейския съюз - 01.01.2007 г.	article. 29, paragraph. 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the Community's railways	Exchange of information between the railway administrations of MS of the EU related to the activities and their work with the aim of coordination of decisions and improvement of their work
	Additional provisions, § 1, point.5 and.points 7 - 12 of Ordinance № 41 on the conditions for use and access to the railway infrastructure	27.10.2006 г.	Article. 29, paragraph. 2 of the Railway Transport Act and introducing the requirements of Directive 2001/14/EC of the European Parliament and the Council of 26/02/2001 on allocation of infrastructure, infrastructure charging and safety licence, ammended by directive 2004/49/EC on safety on the Community's railways	Definitions for "Railway route", "Timetable", "Applicant", "Coordination", "Framework agreement", "Network", "Report for the actual state of infrastructure" and "Interested parties"
Legislation concerning notified bodies, assessors, third parties, bodies for registration, examination, etc.	NONE	Change of the scope, tasks, responsibilities, competences, etc.		
	Chapter III Unit 2 of the Railway Transport Act	14.11.2006 г.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Regarding the persons holding a licence for execution of check-ups of the technical condition of the vehicles and the railway equipment;
	Chapter VI "a" of the Railway Transport Act	14.11.2006 г.	Transposition of the requirements of Directive 2004/50/EC from 29 April 2004 changing and amending Directive 96/48/EC on the interoperability of trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and the Council on the interoperability of trans-European conventional rail system in the legislation of the Republic of Bulgaria	Regarding the persons performing activities on evaluation of the compliance of the constituents and check-ups of the subsystems.
	Article 39 of the Railway Transport Act	14.11.2006 г.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Regarding acquisition and acknowledgement of qualification for the activities related to safety of carriages in railway transport;

	Article 62 of the Railway Transport Act	14.11.2006 г.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Regarding persons registered to organize training courses for safety consultants in the process of carriage of dangerous goods;
National rules concerning railway safety				
Rules concerning national safety targets and methods	New or amended requirements, including the application of CSMs and CSTs			
	Ordinance № 59 or 5.12.2006 г. on safety management in railway transport	19.12.2006 г.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Procedure of elaboration of the national safety targets and national safety methods, definitions and a declared obligation for introduction and implementation of the CST and CSM in coordination with ERA as first and second set.
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE	New or amended requirements including application of the requirements in the Safety Directive		
	Article 22 of Ordinance № 59 or 5.12.2006 г. on safety management in railway transport	19.12.2006 г.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Rules regarding the requirements of the safety management systems and safety certificates of railway undertakings

Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE	New or ammended requirements including application of the requirements in the Safety Directive		
	Chapter III, Unit I and Unit II of Ordinance № 59 or 5.12.2006 r. on safety management in railway transpoor	19.12.2006 r.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	safety certificates of railway undertakings
	Chapter III, Unit I and Unit III of Ordinance № 59 or 5.12.2006 r. for management of safety in railway transpoort	19.12.2006 r.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	safety authorisation of the infrastructure manager
Rules concerning requirements for wagonkeepers	NONE	New or ammended requirements including application of the requirements in the European legislation		
	there are not any new or ammended requirements			
Rules concerning requirements for maintenance workshops	NONE	New or ammended requirements including application of the requirements in the European legislation		
	there are not any new or ammended requirements			

Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures.	New or ammended requirements including application of the requirements in the European legislation including TSI and RID			
	Chapter V of Ordinance № 59 or 5.12.2006 r. on safety management in railway transpoor	19.12.2006 r.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Putting in operation of new, modernised and substantially altered railway rolling stock, for which there are no requirement in the TSI
	TSI for subsystem "Rolling Stock", Annex N 3 to article 5, paragraph 1 of Ordinance 57 on essential requirements towards the railway infrastructure and the rolling stock for insurance of the parameters needed for interaction, operability and compatibility with the trans-European system	25.07.2004 r.	Transposition of the requirements of Directive 2004/49 on safety on the Community's railways in the legislation of the Republic of Bulgaria	Requirements for railway iunteroperability of placing in service of high-speed railway rolling stock
	Article170 and article 172 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29, paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29April 2004 година in the legislation of the Republic of Bulgaria	Licence for putting in operation of new, modernised or substantially altered rolling stock
	Article 7, article 18 and article 19 of Ordinance № 46 from 30.11.2001 on carriage of dangerous goods by rail	8.12.2006 r.	Published by virtue of Article 62, paragraph 3 of the Railway Transport Act and transposes the requirements of Directive 96/35/EO, Directive 96/49/EC, Directive 2000/18/EO, Directive2000/62/EO, Directive 2001/6/EC, Directive 2003/29/EO, Directive 2004/89/EO and Directive 2004/110/EO	Regarding the requirements towards the vehicles carrying dangerous goods;

Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	New or ammended requirements including application of the requirements in the European legislation including TSI and RID			
	Article 21 - Article 192 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 г.	Article 29, paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29 April 2004 година in the legislation of the Republic of Bulgaria	Regulates the basic technical and functional requirements and rules for technical exploitation of the railway infrastructure and rolling stock
	Article 193 - Article. 284 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	Regulates the basic rules for train movement, shunting and safety of railway carriage
	Article 285 - Article 482 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	Regulates the signals sent in railway transport;
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	New or ammended requirements including application of the requirements in the European legislation including TSI and RID			

Article 3 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	Industrial and other enterprises having own railway transport with acceptance-transmission activity, who perform their activity in compliance with Ordinance № 58 and with instructions approved by the respective director coordinated by Railway Administration Executive Company
Article 7 paragraph 1 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM manages the train activity and determines the rules for technical exploitation of the railway infrastructure for movement of trains and shunting.
Article 8 and article 56 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The examination of railroads, facilities and equipment, gauge clearance, visibility of signals, RS and others are carried out in a way, determined in guidelines issued by the IMs and RUs

Article 14 and article 12 paragraph 2 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The responsibilities of all categories of railway staff for provision of train movement as well as the norms and conditions of construction and exploitation of the railroad, overhead line, RS and railway facilities are determined by instructions and orders issued by the IM and RUs.
Article 18 paragraph 2 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order of qualification of the trainees for independent work with the facilities and the systems of the railway infrastructure and the RS are determined by the IM.
Article 20 paragraph 2 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order and way of conducting briefings of the employees before every shift, related to safety of railway carriage, are determined by the IM and Rus.
Article 30 paragraph 2 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by an order the construction dimension and the admissible axis pressure for the railroad sections and tracks of the railway infrastructure

Article 37 paragraph 3 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the way of movement across the level-crossings of electrified railroads of vehicles higher than 4,5 m
Article 43. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by instruction the conditions and order of control in the location of the railroad track in plan and profile
Article 45 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by instruction the category of the railroad of the railway infrastructure and the way of maintenance of the elements and parameters of the upper structure of the railroad and the switches
Article 49. (7) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the conditions and the order of laying switches in the section between the stations
Article 54 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by instruction the conditions and the order of usage of locking devices of switches for provision of safe movement of RS in motion

Article 55 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by instruction the conditions and order of maintenance and repair of the brakeshoes and railbrake in the marshalling yard
article 57. (6), Article. 58. (3) and Article. 60. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by instruction the order and organisation of work in the exploitation points
Article 63. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by order the stations in which rescue tracks will be built.
Article. 67. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signalling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines in an instruction the order for enumeration and/ or indication of the semaphores, the posts of overhead lines, platforms and up-grades, tunnels, the weak points and other devices, facilities, and objects
Article. 92. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the specific features and way of working with safety equipment

Article 109. (3), (4), Article. 110. (1) and Article. 112. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines by instruction the conditions and order of exploitation and technical service of the railroad equipment of the facilities of the ALS, the conditions and order of movement of RS in sections equipped with ALS, the order of storing the information by the registering devises, the order and way of movement of unequipped RS in sections with ALS. The conditions and order of maintenance and exploitation and technical servicing of the onboard equipment of ALS are determined in instructions of the RUs.
Article. 116. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the order and way of working in the sections between the railway stations

Article 119. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the order and way of working with the technical devices for operational management of the exploitation activity of certain railway sections
Article 120. (1) and article 127. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM constructs and maintains telecommunication networks for provision of the activity of the railway system and safety of carriages by determining the order and way of working with these systems
Article 125. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The conditions and order of working with train-controller radio connections are determined by instruction of the IM.

Article 129.of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The facilities and devises for traction electrical supply for provision of the activity of the railway system and safety of carriage are constructed, exploited and maintained by the IM who determines the order and way of working with these systems
Article. 152.(1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order of unsealing of the devises that realize the dependences and safety-relevant railway activities, determined by the IM
Article 135 and article 153. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	Documentation of the technical condition of the facilities and devices and the official that are entitled to take off seals as determined by the IM

Article 158. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The way and order for transmission and acceptance of the apparatus for control of the devices of the employees working with them are determined by the IM
Article 159. (1) на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The ranking, order, regularity, volume and types of repairs and maintenance of the objects, facilities and devises are determined by an instruction of the IM.
Article 164. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	All work done in the expropriation zone of the railway infrastructure regarding of their type and performer with the exception of the cases under article 38 are done in an order, determined by the IM or an official authorized by him.

Article 165.(1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order and way of provision of movement of trains in case of lost of by-pass sensitivity is determined by the IM
Article 166. (2) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order of performance of trials for compliance is determined by the IM
Article 168. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order and way of preparation of tables of the route dependencies are determined in instructions by the IM.
Article 179. (2) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order, way and places of sealing traction rolling stock are determined by the owner(RU).
Article 188. (2) Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order and way of joining and disjoining of the joints between railway cars and cars and locomotives, determined by the RU.

Article. 192. (1) point 18. на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order of permission of isolated movement of locomotives for performance of weight balancing of stationary outfits.
Article 200. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The way and order of train movement and vehicles and sections in the railway stations and the sections of the railway infrastructure are determined by the IM.
Article 201. (b) на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The way of appointment and revocation of trains determined by the IM

Article 215. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order of inclusion of trains loaded with dangerous goods, long objects, loads outside the loading dimensions and heavy loads, live animals, as well wagons on 1520 mm railway gauge or wagons with additional air pipe line are determined by the IM
Article 216. (3) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The RU determines the persons that complete the train documents.
Article. 216. (4) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM approves of paragon and determines the way of filling in "Road lists for movement of non-removable from the track rail automotive specialized machines" and "Accompanying list for removable from the railroad RS".

Article 219. (3) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The composition of the locomotive and carriage crews for the different categories of trains and the dependence of the sections of movement are determined by the RU, in coordination with RAEA and after informing the IM
Чл. 220. на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The requirements for traveling in the cabins for navigation of traction rolling stock for persons that are not in the locomotive crew are determined by RAEA.
Чл. 223. на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The prerogatives and obligations of the train controller are determined by the IM
Article 225. (2) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The necessary brake percentage for each category of train are determined by the RU annually or for another period of time and are shown in tables with technical parameters and norms.

Article. 229. (3) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The determinant gradients for brakes of all sections between railways are determined together with the IM and RUs and are changed with an order issued by the Minister of Transport .
Article 230. (4) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	For brake volumes of wagons that are not defined or are not readable are taken the brake volumes determined with the rules for train movement and shunting
Article. 238. (1)and (2) and article 247. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order of performing operations on technical check-ups, preparation and probe of the automatic brake, transmission and acceptance of train are determined by the IM in coordination with the RU

Article. 243. (1) point. 3 and article 245 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determined the profile railway stations in which brake tests will be made.
Article. 243. (4) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The order for transmission of the verification of the brake volume determined by the IM
Article. 249. (4), article 255. (1) and article. 256. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The way of making a trial and the number of the tightening the brakes of RS is determined by the IM
Article 279. (2) and article. 280. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The shunting work in exploitation points is defined in a way and order determined by the IM

Article. 281. (3) and article. 282. of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The obligations and composition of the locomotive and shunting (carriage) crew is determined by the RUs in coordination with the IM
Article. 284, т. 1 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the division into districts of shunting;
Article. 284, point 2 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines planning and managing shunting;
Article 284, point. 3 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the way of permitting shunting work;
Article 284, point 4 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the order and way of handling the switches at shunting

Article 284, point. 5 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the speeds in cases of shunting;
Article 284, point. 6 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the order and way of stopping the shunting
Article. 284, point. 7 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	shunting in stations equipped with interlocking with enrooted shunting is determined in the rules for train movement and shunting:
Article 284, point. 8 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines shunting in stations from an area with interlocking system;
Article 284, point 9 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines shunting along accepting and directing track lines and movement outside the semaphor at the entrance
Article 284, point 10 на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the way of shunting in regions that are not serviced by the railway infrastructure,

Article. 284, point. 11 на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport железопътния транспорт	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the shunting in stops and in the detour ways between the stations;
Article 284, point 12 на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the movement of an isolated locomotive in the area of the station;
Article. 284, point 13 на Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines shunting along tracks for withdrawal;
Article. 284, point. 14 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the performance of manual shunting
Article. 284, point. 15 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the performance of shunting with dangerous goods and other peculiar cases.
Article 284, point. 16 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines handing in wagons along railroads and tracks in the process of construction
Article. 284, point.17 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the tracks along which wagons do not beat back
Article. 284, point.18 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the work with brake shoes;

	Article. 284, point. 19 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	The IM determines the order for providing the carriages and wagons against self-motion.
	Article 425. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	Signalling the end of trains and the signal conditions is controlled according to an order, determined by the IM.
	Article 478. (1) of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 r.	Article 29 paragraph 2 and article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC of 29.04.2004 in the legislation of the Republic of Bulgaria	Signalling and distinctive facilities of the employees and the workers are determined by the IM and the RUs.
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	New or amended requirements including application of the requirements in the European legislation including TSI and RID			

Article 48 of Ordinance № 46 from 30.11.2001 г. for railway transport of dangerous goods	8.12.2006 г.	Published by virtue of Article 62, paragraph 3 of the Railway Transport Act and transposes the requirements of Directive 96/35/EO, Directive 96/49/EC, Directive 2000/18/EO, Directive 2000/62/EO, Directive 2001/6/EC, Directive 2003/29/EO, Directive 2004/89/EO and Directive 2004/110/EO	In cases of emergency, when another means of transport can not be used, on condition that the best is done to provide the safety of the carriage, the executive director of RAEA can allow a one-time exception from adherence to some of the provisions of this ordinance in cases of carriage of dangerous goods on the territory of the Republic of Bulgaria by giving obligatory prescriptions for realization of the carriage.
Article 6 and articles. 55, 56 and 57 of Ordinance № 59 of 5.12.2006 г. Safety management in railway transport	19.12.2006 г.	Transposition of the requirements of Directive 2004/49 regarding railway safety in the Community in the legislation of the Republic of Bulgaria	Regulates the requirements to the staff as well as the preparation for access to training facilities
Article 15, paragraph 1 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport	01.11.2006 г.	Article 29 paragraph 2 and Article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC from 29 april 2004 година in the legislation of the Republic of Bulgaria	Main duties of the workers and officials whose activity is related to provision of technical exploitation and safety of railway carriages

	Article 18, paragraph 1 of Ordinance № 58 for the rules of technical exploitation, movement of trains and signalization in railway transport	01.11.2006 г.	Article 29 paragraph 2 and Article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC from 29 april 2004 година in the legislation of the Republic of Bulgaria	In the process of education or examination for operation with the facilities, devices and the systems of railway infrastructure or rolling stock the trainees or examined persons are allowed to work with them only under the supervision of the workers that are on duty, who are immediately responsible for them.
	Article 20, paragraph 1 of Ordinance № 58 on the rules of technical exploitation, movement of trains and signaling in railway transport		Article 29 paragraph 2 and Article 115 of the Railway Transport Act and transposition of the requirements of Directive 2004/50/EC from 29 april 2004 година in the legislation of the Republic of Bulgaria	The workers and employees related to safety of railway carriages are briefed on the coming duty before every duty (shift, travelling).
Rules concerning the investigation of the accident and incidents including recommendation	New or ammended requirements including application of the requirements in the Safety Directive			
	Article 115i 115n of the Railway Transport Act	29.12.2006	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Determines the procedure of technical investigation of the reasons for railway accidents and incidents
	Articles 68 to article 99 Ordinance № 59 or 5.12.2006 on safety management railway transport	19.12.2006 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Determines the procedure of technical investigation of the reasons for railway accidents and incidents

Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	New or ammended requirements including application of the requirements in the Safety Directive			
	Ordinance № 59 or 5.12.2006 г. On safety management in railway transport	19.12.2006 г.	Transposition of the requirements of Directive 2004/49 on safety in the Community's railways in the legislation of the Republic of Bulgaria	Rules concerning the requirements for national safety indicators including how to collect and analyse data;
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE	New or ammended requirements including application of the requirements in the European legislation including TSI		
	there are not any new or ammended requirements			

ANNEX E: The development of safety certification and authorisation – Numerical Data

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 20xx being licensed	in your Member State	0
	in another Member State	0

E.2. Safety Certificates according to Directive 2004/49/EC

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates Part A held by Railway Undertakings in the year 20xx being registered	in your Member State	0	0	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in the year 20xx being registered	in your Member State	0	0	0
	in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway Undertakings in year 20xx being registered	in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway Undertakings in year 20xx being registered	in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

E.3. Safety Authorisations according to Directive 2004/49/EC

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 20xx being registered in your Member State	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 20xx being registered in your Member State	new authorisations			
	updated / amended authorisations			
	renewed authorisations			

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
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Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 20xx for Railway Undertakings holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	0	0	0

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 20xx for Railway Undertakings holding	a licence released by your Member State?	0	0	0
	a licence released by another Member State?	0	0	0

E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 20xx for Infrastructure Managers holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	0	0	0