REPUBLIC OF BULGARIA

ANNUAL REPORT

2009

RAILWAY ADMINISTRATION EXECUTIVE AGENCY

NSA

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A. SCOPE OF THE REPORT

The Annual Report of the National Safety Authority of the Republic of Bulgaria is prepared according to the requirements of Art. 18 of Directice 2004/49/EC on safety in the railway transport.

The present report shows the status of the railway sector in Bulgaria, the evolution of safety in 2009 and covers and compares data from the period starting with the year 2006. Along with general information on rail transport, the report traces changes implemented during the reporting year and their impact on safety.

The purpose of the report is to demonstrate the level of safety and to help the development of the Safety Management Systems of Infrastructure Manager (IM) and Railway Undertakings (RU's) in compliance with the latest European requirements.

B. INTRODUCTION

B.1. Introduction to the Report

The National Safety Authority (NSA) of the Republic of Bulgaria is the Railway Administration Executive Agency (RAEA), written in Art. 6 (3) of the Railway Transport Law (RTL). RAEA is settled In Sofia and has territorial units in Sofia, Plovdiv and Gorna Oryahovitsa.

This report is based on data from the Annual Safety Reports prepared by RU's and IM.

The report is intended for all companies and entities (enterprises) in the Republic of Bulgaria, engaged in the railway sector (railway infrastructure managers, railway undertakings, equipment suppliers, specialized companies for reparation and maintenance) and other companies and associations from the European Union operating or willing to operate on the railway network of the Republic of Bulgaria.

RAEA coordinates and controls activities in the field of railway transport in Bulgaria.

B.2. Structure of the Railways

State owned company Bulgarian State Railways (BDZ) has been founded in 1888. Since 2002, in compliance with the requirements of Directives 91/440, 95/18 and 95/19 as well as 2001/12, 2001/13 and 2001/14 a restructuring and liberalization of the railway sector has been done. The existing since 1.1.2002 National Company Bulgarian State Railway was split into two companies – BDZ EAD, which took the activities as national freight and passenger railway carriager (RU) and the National Railway Infrastructure Company (NRIC) – newly founded company, which took activities of Infrastructure Manager. All parts of the railway infrastructure and the land on which they are constructed or intend to be are public state property, but their use is implemented by NRIC or by companies which have concession in terms and conditions according to the Law of Concessions.

Priority axes for the development of railway infrastructure are the passing through Republic of Bulgaria Trans European Corridors IV, VII, VIII, IX and X and their connection with neighbour countries and regions.

Republic of Bulgaria has a railway border crossings with the following states:

- with the Hellenic Republic land border crossing points (BCP) Kulata-Promahon and Svilengrad-Dikea;

- with Republic of Romania border crossing points through the bridge over the Danube River at Ruse-Giurgevo and land BCP Kardam-Negru Voda;

- with Republic of Serbia BCP Kalotina-Dimitrovgrad (Serbia);

- with Republic of Turkey BCP Svilengrad-Kapikule.

In 2009 a new direct ferryboat railway line connecting Port of Varna and Port Caucasus (Russian Federation) was established. Together with the ferryboat line from Port of Varna to Port of Illichivsk (Ukraine) and Port of Poti (Georgia) both lines are providing opportunity for transporting goods loaded on railway wagons through the Black Sea to the rail nework of the Commonwealth of Independent States (CIS) and Asia.

The operation of railway infrastructure is carried out by licensed RU's which have Safety Certificates issued by RAEA. For the appointed period of time no licenses to railway undertakings were issued in the Republic of Bulgaria.

In the year 2009 two railway undertakings that have a license and Safety Certificate part A in another EU Member State have received an access for operation on the Bulgarian railway infrastructure. Part B Safety Certificates were issued to:

- **"Rail Cargo Austria"** on 27 July 2009 for transit carriage of goods, including carriage of dangerous goods through the territory of the Republic of Bulgaria with expirity day 30 June 2010

and to

- **"Logistic Services Danubius"** on 27 July 2009 for for transit carriage of goods, including carriage of dangerous goods through the territory of the Republic of Bulgaria with expirity day 04 August 2010.

Rail Cargo Austria has a Safety Certificate Part A No OS-RO-751-01-2006 issued on 1 June 2006 by "ÖBB-Infrastruktur AG" – Austria which expires on 30 June 2010. Logistic Services Danubius has a Safety Certificate Part A No RO1120080039 issued on 01 August 2008 by ASFR – Romanian NSA, which expires on 04 August 2010.

The functions and interfaces between the actors in the railway transport are structured in accordance with the requirements of the European legislation – The First and Second Railway Packages.

The functions of the regulatory authority for the railway transport are implemented by the RAEA, according to the Art. 6 (2) of LRT.

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

B.3. Summary – General Trend Analysis (developing trends for railway safety, certification, etc.)

During the reporting period 48 railway accidents have been reported. In these accidents 28 people died and 22 were seriously injured. The damage to the railway system is 694 465 EUR.

Major causes for the number of victims of railway accidents are level crossing and accidents with people caused by train movement. It may be noted that the level of safety is maintained over the previous year.

In 2009 were issued safety certificates Part A and Part B to three railway undertakings.

During the reporting period continued the implementation of two major infrastructure projects started in 2007:

- "Reconstruction and electrification of railway line Plovdiv – Svilengrad and oprimization of the line for lounching of speeds up to 160 km/h"

and

- "Construction of second Danube bridge, between Vidin and Kalafat".

These projects are realized according to the interoperability requirements for conventional railway system.

B.4. Safety Directive – implementation phase, national basis for implementation, accomplishment of the voluntary elements and applicable national legislation

Directive 2004/49/EC on safety of railways has been transposed into the national legislation of the Republic of Bulgaria by the Railway Transport Law and its subsequent ordinances. They have been published in the Official Journal of the Republic of Bulgaria. The requirements of the Safety Directive are implemented mainly through Ordinance 59 on the safety management in the railway transport, issued by the Minister of Transport.

The Railway Transport Law defines the status of the National Investigation Body (NIB) and the National Safety Authority (NSA) and the general (frame) safety requirements.

Ordinance 59 on safety management regulates:

1. the common principles for railway safety management, regulation and control;
2. the scope of the involved activities in Safety Management Systems (SMS);
3. the requirements for the applicants, the conditions and the order for issuing safety certificate and authorization;
4. the responsibilities among all actors in the railway system in the traffic safety;
5. the common safety targets (CST), rules, criteria, methods, indicators, procedure and the safety assessments;
6. the national safety rules and the requirements for the SMS;
7. the categorization of railway accidents;
8. the procedure for investigating the railway accidents and incidents, the given rights and the obligations during the investigation.

The legal base of safety includes:

a) metros and trams;

b) privately owned railway infrastructure that exists 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 non-discriminatory 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.

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).

There have beem set conditions for the implementation of future amendments in the National Safety Rules in compliance with the newly adopted Common Safety Methods and their revisions on Community level.

The requirements for obtaining a Safety Certificate and Safety Authorization are fully compliant with the requirments of Article 10 and 11 of the Safety Directive.

The requirements include the implementation of TSI's and National Safety Rules, staff certificates and authorization for traffic operation of the rolling stock. The certificate is based in a Technical Dossier, presented by the RU, outlined in Annex IV of the Safety Directive, and is issued by the NSA in compliance with §2.

In 2009 four applications for issuing of Safety Certificates Part A and Part B of railway undertakings and two applications for issuing a Safety Certificate Part B to railway undertakings that have Part A issued in another MS of EU (Romania and Austria) were checked. Three SCertificates Part A and Part B were issued to a Bulgarian railway undertakings and two Certificates Part B to railway undertakings, that have Part A issued in another MS. Safety Certificate Part A and Part B was not issued to one RU because of not full documentation.

Details are given in the table below:

№	Applier	Date of appliance	Type			Validity	
			Authorization	Certificate Part A	Certificate Part B	From	Until
1.	Bulmarket DM AD	10.01.2008		X	X	30.03.2009	30.03.2014
2.	Gastrade AD	30.03.2009		X	X	01.07.2009	01.07.2014
3.	Unitranscom AD	05.03.2009		X	X	01.07.2009	01.07.2014
4.	Logistic Services Danubius AD	24.10.2008			X	27.07.2009	04.08.2010
5.	Rail Cargo Austria	23.04.2009			X	27.07.2009	30.06.2010
6.	BDZ EAD	31.07.2009		-	-	-	-

From the beginning of 2009 RAEA is operating an electronic register for Accidents and Incidents on Railways, which keeps statistics on all accidents and incidents occurring in the railway transport on the territory of Bulgaria.

The staff engaged in responsible functions related to safety of transport is trained in specialised educational institutions and training centres, which are licensed according to the Bulgarian legislation and work in tight 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, issued by the NSA, according article 7,

paragraph 1, item 4 from the Railway Transport Law. RAEA is the authority, which recognises the professional qualifications in the railway transport, obtained in another Member State.

C. ORGANIZATION

C.1. Introduction to the organization

The activity of the National Safety Authority covers the railway system of the Republic of Bulgaria, which includes the activities of the Infrastructure Manager, Railway Undertakings and the activities related to the safety of railway transport of enterprises with internal railway transport and / or performing reparation operations on the railway infrastructure.

The activity, the structure, the organizational chart and the personnel of Railway Administration Executive Agency is defined in the Organizational Rules, adopted by the Council of Ministers of the Republic of Bulgaria.

The Agency is managed and represented by an Executive Director, appointed by the Minister of Transport in coordination with the Prime Minister. The Executive Director is a body of the executive power.

The administrative management of RAEA is performed by a Secretary General, appointed by the Executive Director.

The activity in the Agency is executed by general administration and specialized administration as regards:

- Directorate General Railway Inspectorate – 24 personnel
- Directorate of Railway Regulation – 14 personnel
- Directorate Interoperability – 10 personnel
- Directorate of Administrative, Legal and Financial Services – 5 personnel

The Organizational flow of the Agency is presented in **Annex B.l.**

C.2. Organizational flow - the relationship diagram

Organizational flow - the relationship diagram between the NSA and other national bodies (e.g. National Investigation Body, National Regulatory Body, Ministry of Transport, etc.) are presented in **Annex B2.**

D. THE DEVELOPMENT OF RAILWAY SAFETY

D.1. Initiatives taken for the maintenance / improvement / of safety

During the reporting period has occurred one serious incident – a collision between two parts of breaked frieght train No60603 on Hrabarsko-Razdelna interstation on 23 July 2009. The collision laid to a derailment of four freight wagons. The reason for the collision is wrong actions of the train drivers team of both locomotives. For reducing of subjective fails and disturbance of rules, reglamenting technology of train operation and shunting activities were taken additional inspections from management of the company and safety authorities.

D.2. Detailed data trend analysis

Analysis of the tendencies related to the Common Safety Indicators

- Number of collisions of trains, including collisions with objects within the track line;

In 2009 were recorded three significant accidents caused by collision of trains, including those collisions with objects within the clearance gauge. No accident led to a death of people and significant property damage.

- Number of derailment of trains

In 2009 were not registered any significant railway accidents caused by a derailment.

- Number of accidents on level crossings, including pedestrians

In 2009 5 hits on railway level crossings were registered. There is a reduction in these cases compared to 2008 (9 accidents). The main reason for these accidents has been non-compliance with the rules for crossing the railway crossing of the car drivers or pedestrians. In way of increasing the level of safety 62automatic level crossing devices were modernized.

- Number of accidents with people caused by vehicle in motion, with the exception of suicides;

In 2009 were recorded 40 accidents with people caused by moving vehicle, except the recorded suicides. Compared to 2008 (52 accidents with people caused by vehicle in motion, with the exception of suicide) the number of reported accidents has decreased significantly.

- Number of fires in vehicle;

In 2009 were not registered any significant railway accidents caused by a fires in rolling stock. As a alerting case is registed the fire in a locomotive of the train No3601 on Stamboliyski – Todor Kableshkov intersection on 30 November 2009. Possible reason for firing is a break of capacitor from R-C groups.

- Number of fatalities;

During the reporting period the number of persons killed in railway accidents has increased compared to the previous year - 28 killed in 2009 and 12 in 2008. This is mainly due to serious railway accident with 9 fatalities and the increased number of fatalities in accidents with people caused by rolling stock in motion - 24 in 2009 versus 9 in 2008.

- Number of injuries

Number of seriously injured persons is the same like in 2008 – 22 people.

- Number of precursors to accidents;

In 2009 the number of incidents which are precursors to accidents has increased – 194 compared to 122 in 2008. This is caused mainly from the rised number of broken rails.

- Cost of all accidents and incidents.

The total cost of all accidents and incidents during the reporting period is up to € 694 466. These are mainly costs for restoration of damaged or destroyed infrastructure, damaged or destroyed rolling stock, delay, disruption or redirection of traffic. We can not provide information about claims of injured people or the costs of treatment and rehabilitation of persons injured in railway accidents.

Technical safety of infrastructure and its implementation, management of safety 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.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION

In 2009 following changes were made:

- Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport
- Ordinance No54 on the medical and psychological requirements to the staff, which accomplishes railway carriages of passangers and freight goods and for execution of medical examinations
- Ordinance No56 concerning the requirements, conditions and the way of education of candidates who have safety related activities for acquiring of licence or for recognizing such licence.

The changes are introduced in Annex D.

F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORIZATION

F.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)

In 2009 Safety Certificate Part A and Part B have been issued to the following railway undertakings:

- **Bulmarket DM AD** – issued on 30 March 2009 for freight transport including dangerous goods services for the period of 5 years
- **Unitranscom AD** – issued on 1 July 2009 for freight transport including dangerous goods services for the period of 5 years
- **Gastrade AD** – issued on 1 July 2009 for freight transport including dangerous goods services for the period of 5 years

In 2009 were issued Safety Certificates part B to railway undertakings, which already have Safety Certificate Part A issued in another MS of European Union:

- **Rail Cargo Austria AD** – issued on 27 July 2009 fortransit carriage of goods including dangerous goods services which expires on 30 June 2010. This railway undertaking has a Safety Certificate Part A No OS-RO-751-01-2006, issued by Bundesministerium fur Verkehr, Innovation and Technologie, Austria on 1 June 2006 for the period of 5 years.
- **Logistic services Danubius AD** – issued on 27 July 2009 fortransit carriage of goods including dangerous goods services which expires on 4 August 2010. This railway undertaking has a Safety Certificate Part A No RO1120080039, issued on 1 August 2008 by ASFR Romania for the period of 5 years.

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

In 2009 no Safety Authorization to Infrastructure has been issued.

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 Law and its subsequent ordinances. The rules are promulgated in the Official Journal and published on the internet, as well as the electronic legal information systems (Apis, Ciela, etc.) and are available on the website of the National Safety Authority. Upon request, they are provided to the applicants for Safety Certificate.

National safety rules are sent for notification on paper and in electronic form provided by the European Railway Agency.

F.2. Numerical Data (Annex E)

F.3. Procedural aspects

F.3.1. Safety Certificates Part A

F.3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company) are included in the Ordinance 59 for safety management in the railway transport in accordance with Directive 2004/49/EC.

Only new Safety Certificates have been issued during the reporting year 2009.

F.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

According to the provisions of Ordinance № 59 on the management of railway safety the 4 month period begins to run when the application is submitted by the Railway Undertaking. The mean issuing time of the Safety Certificate Part A to the railway undertakings is between 4 months and one year. The basic reason for this delay is incomplete documentation, delay of the requested by NSA supplement information and documents from the railway undertakings.

F.3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating 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

During the reporting period, no railway undertaking with a Safety Certificate Part A from Bulgaria has applied for a Part B Certificate in another Member State.

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

In 2008 the National Safety Authority of the Republic of Bulgaria has received two applications for issuing a Safety Certificate Part B to a railway undertakings, which had a Safety Certificate Part A in another Member State.

The Certificate has been issued during the 2009. National Safety Authority has taken in consideration the requirement for recognizing Safety Certificate Part A, issued in another Member State.

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

In 2009 no charging fees for issuing a Safety Certificate / Authorisation have been collected.

F.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

No problems have been faced issuing safety certificates by using the harmonized formats

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

During the reporting period, in the application of the procedures for examination of documents and issuance of Safety Certificates in Part A by NSA have occurred no common problems that may hinder or delay the issuance of the certificate.

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

The main problem faced by the railway undertakings is related to the exact documentation, which has to be presented when applying for a certificate. Any problems encountered in the process of preparation of the documents by the railway undertakings for application for a Safety Certificate Part A have been solved together with officials from the NSA by conducting meetings and giving advices.

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

There is no established practice for feedback on the preparation of documents by the railway undertakings applying for a safety certificate.

F.3.2. Safety Certificates Part B

F.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.)

In 2009 in Bulgaria there has not been any request for updating or amending a Safety Certificate and no such has been issued.

F.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

According to the provisions of Ordinance № 59 on the management of railway safety the 4 month period begins to run when the application is submitted by the railway undertaking. The mean issuing time of the Safety Certificate Part B to the railway undertakings is between 3 and 10 months. The main reason for this delay is incomplete documentation, delay of the requested by NSA supplement information and documents from the railway undertakings.

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

In 2009 no charging fees for issuing a Safety Certificate / Authorisation have been collected.

F.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

No problems have been faced issuing safety certificates by using the harmonized formats.

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

During the reporting period, in the application of the procedures for examination of documents and issuance of Safety Certificates in Part B by NSA have occurred no common problems that may hinder or delay the issuance of the certificate.

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

The main problem faced by the railway undertakings is related to the exact documentation, which has to be presented when applying for a certificate. Any problems encountered in the process of preparation of the documents by the railway undertakings for application for a Safety Certificate Part B have been solved together with officials from the NSA by conducting meetings and giving advice.

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

There is no established practice for feedback on the preparation of documents by the railway undertakings applying for a safety certificate.

F.3.3. Safety Authorizations

F.3.3.1. Reasons for updating/amending Safety Authorizations

In 2009 no new Safety Authorizations have been issued in Bulgaria.

F.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

In 2009 no new Safety Authorizations have been issued in Bulgaria.

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

During the reporting period no new Safety Athorization have been issued in Bulgaria.

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

During the reporting period no new Safety Athorization have been issued in Bulgaria.

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

There is no established practice for feedback on the preparation of documents by the infrastructure managers applying for a Safety Authorization.

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

In 2009 no charging fees for issuing a Safety Certificate / Authorisation have been collected.

G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

G.1. Description of the supervision of RUs and IMs

- Compliance with the rules for establishment, maintenance and traffic operation of the railway infrastructure and placing into service the safety traffic operation and the technical status of the rolling stock;

• Development of functioning of the SMS, established and upholded by the IM and RUs;

• The common technical conditions and requirements for railway safety and exploitation according the internal railway transport;

• Holding the main requirements for the railway system promoting the interoperability;

• Testing the exploitation staff of the IM, the RUs, other governmental and non governmental organizations to check their knowledge on the directives and other laws regulating the safety rules in railway transport;

• On the correspondence of the elements for interoperability according the national requirements and standards in the process of drafting, construction and traffic management of the railway system.

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

In 2009, 824 inspections of sites of the railway infrastructure and the railway undertakings were conducted.

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

The administrative capacity of NSA for Republic of Bulgaria Railway Administration Executive Agency is 55 employees, 24 of which are in Directorate General "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,...)

No statistics are kept and there in no data available on costs associated with audits.

G.2. Submission of all IM and RU annual safety reports by the legal deadline according to Article 9(4) Safety Directive

All railway undertakings having a Safety Certificate Part A and Part B, as well as the infrastructure manager have submitted their annual safety reports. According to Ordinance 59 on the management of railway safety in this period was set to May 30. The data from these reports are used by the NSA for the preparation of this report.

		Issued Safety Certificates Part A	*Issued Safety Certificates Part B*	*Issued Safety Authorizations*	*Other activities – to specify*
		3	5		
3. Number of inspections of RUs / IM for 2009	*Planned*				*Total*
	Carried out	824			

		Issued Safety Certificates Part A	*Issued Safety Certificates Part B*	*Issued Safety Authorizations*	*Other activities – to specify*
		3	3		
4. Number of audits of RUs / IM for 2009	*Planned*				
	Carried out				

G.3. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections.

Following the audits/inspections the NSA has issued some recommendations and has taken actions for compliance with the safety requirements of the objects of the railway infrastructure and rolling stock. In the event of failure, threatening the safety of transport inspectors from NSA have suspended from service elements of railway infrastructure or rolling stock. The Infrastructure Manager and the Railway Undertakings were obliged to satisfy the requirements in time. The accomplishment of the prescriptions and eliminations of discrepant in relation with the safety are matter of followed control from the NSA.

To the personnel involved in the railway safety, acting against the safety regulations, are drafted and have received acts for administrative violation in accordance with the Railway Transport Act.

G.4. Complaints from IM('s) concerning RU('s)

During the reporting period no complaints from the IM have been received in terms of Safety Certificates A and Part B of the RUs.

G.5. Complaints from RU('s) concerning IM('s)

During the reporting period no complaints from the RUs have been received in terms of Safety Authorization of the IM.

H. CONCLUSIONS – PRIORITIES – RESULTS OF SAFETY RECOMMENDATIONS

Key priorities for improving safety are to increase the criteria for the maintenance of the objects of railway infrastructure and the rolling stock in accordance with safety requirements and increasing the quality of preventive control on the work of the railway undertakings and the placing into exploitation of the objects of railway infrastructure and rolling stock.

ANNEXES

ANNEX A: Railway Structure Information

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

ANNEX C: CSIs data – Definitions applied

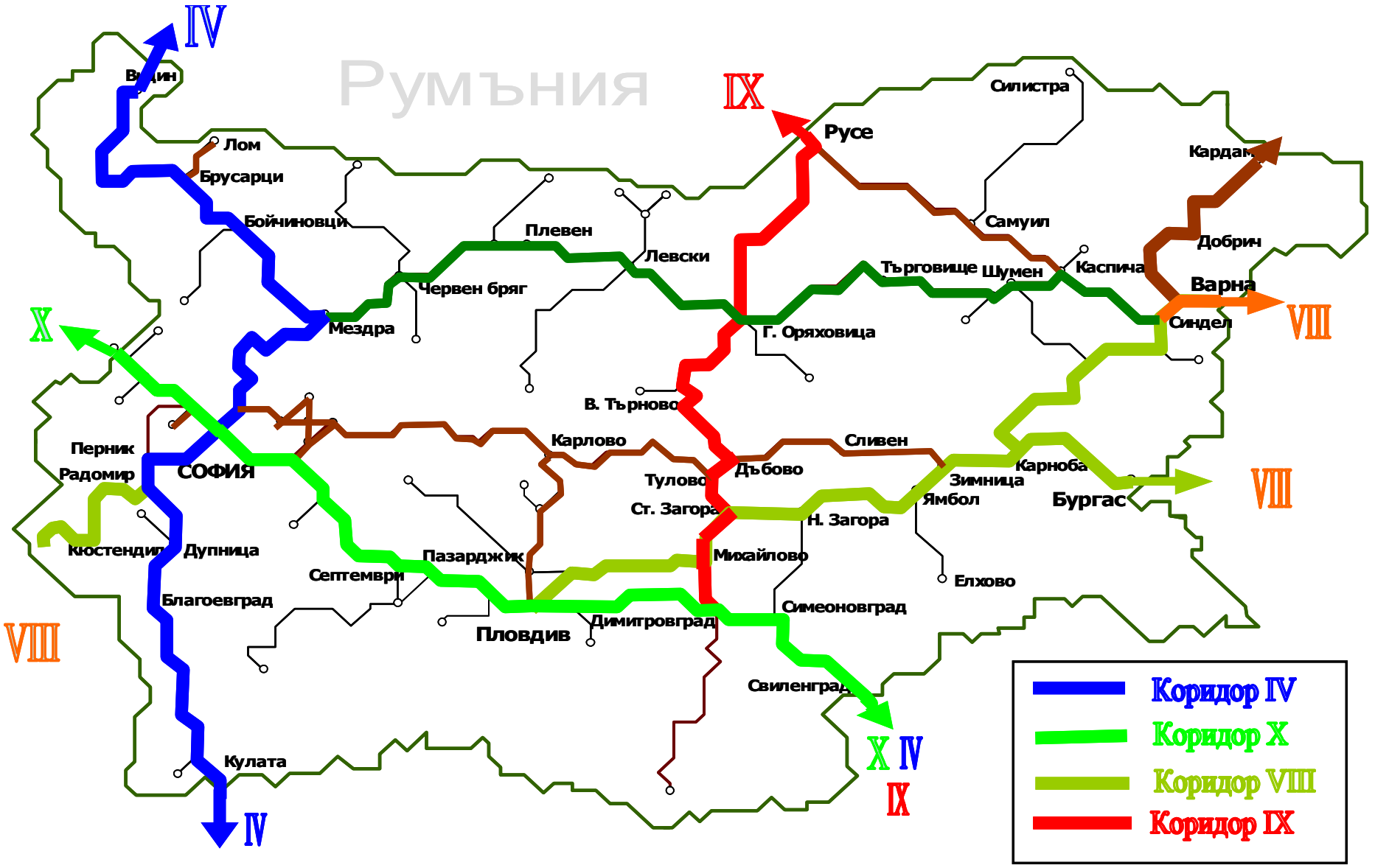
ANNEX D: Important changes in legislation and regulation

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

ANNEX A:

A.1 Map of the Railway Network

A.2. Trans European Network Corridors



A.3. List of Railway Undertakings and Infrastructure Managers

A.3.1. The Infrastructure Manager of the Republic of Bulgaria

Name	**Address**	**Network Statement** **Website/ Link**	Safety Authorization *(Number/ data)*	*Start date commercial activity*	*Total track length / gauge*	*Electrified track length / voltages*	*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, Maria Luisa blv. № 110,	www.rail-infra.bg	BG2020080001 11.12.2008	01.01.2002	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	System for train control (Automatic locomotive) Total 696 km.	Total 820 incl: -with protection 680 -without protection 140 total number of crossing for pedestrains 129	

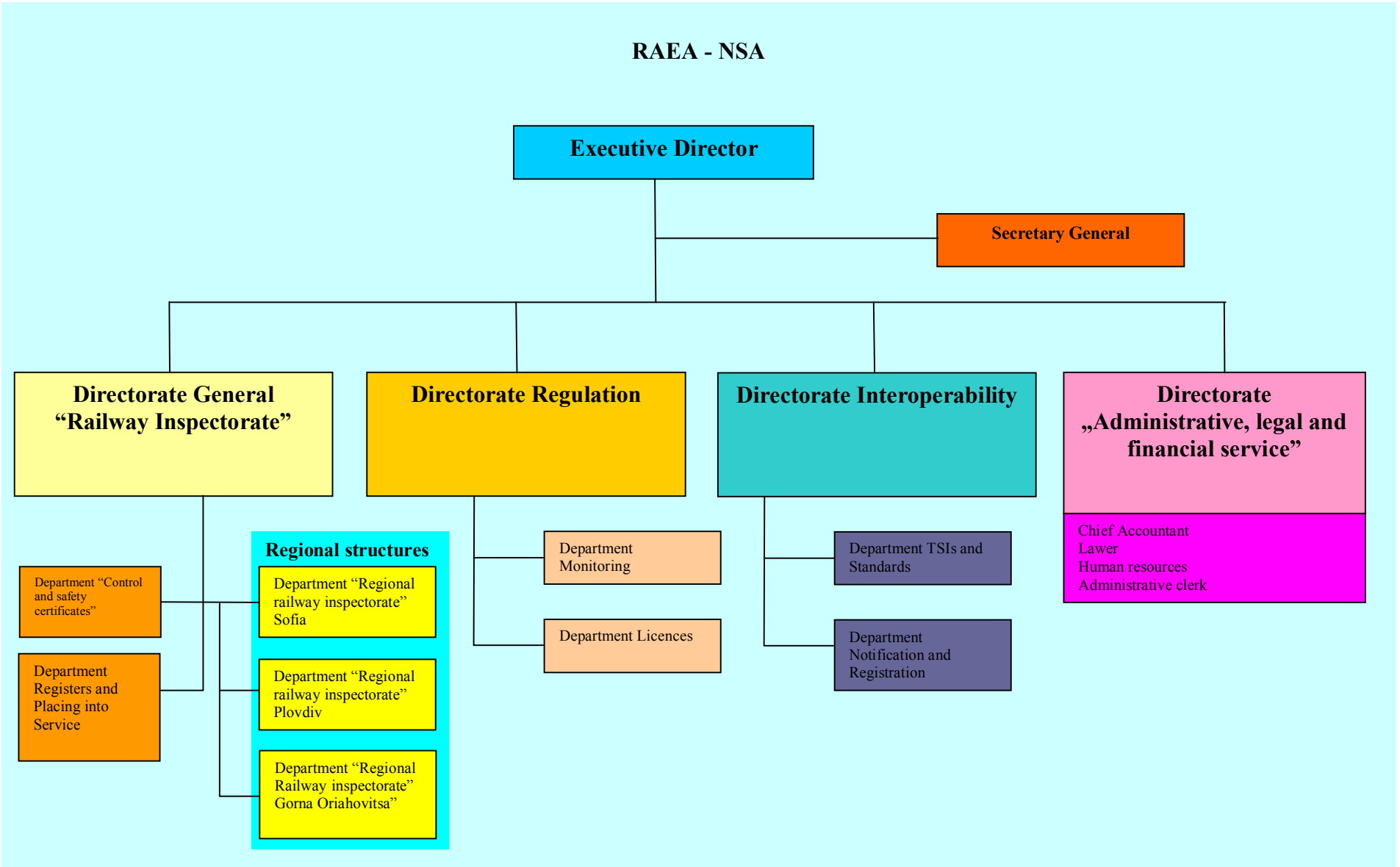
A.3.2. The Railway Undertakings of the Republic of Bulgaria

Name	BDZ - Passenger Services EOOD	BDZ - Freight Services EOOD	BDZ EAD
Address	1080 – Sofia, 3 Ivan Vazov st.	1080 – Sofia, 3 Ivan Vazov st.	1080 – Sofia, 3 Ivan Vazov st.
Website			www.bdz.bg
Safety Certificate 2001/14/EC (Number/Date			
Safety Certificate A-B 2004/49/EC (Number/Date)	A – BG1120080001 29.12.2008 B – BG1220080001 29.12.2008	A – BG1120080002 29.12.2008 B – BG1220080002 29.12.2008	
Start date commercial activity	31.01.2008	31.01.2008	01.01.2002
Traffic Type (Freight,…)	Passengers	Freight	Passengers ; Freights
Number of Locomotives	Operates with hired traction from BDZ – Traction Rolling Stock (locomotives) EOOD	Operates with hired traction from BDZ – Traction Rolling Stock (locomotives) EOOD	Electric 251 in use Diesel 236 in use, incl. 10 for 760 mm
Number of Railcars/Multiple Unit-sets			EMU 30 in use DMU 25 in use
Number of Coaches/Wagons			
Number of train drivers/safety crew			
Volume of passenger transport			31.358 millions passengers 2.144 mln. passenger *km
Volume of freight transport			10 630 000 tonnes 2 266 mln. Tonne*km.

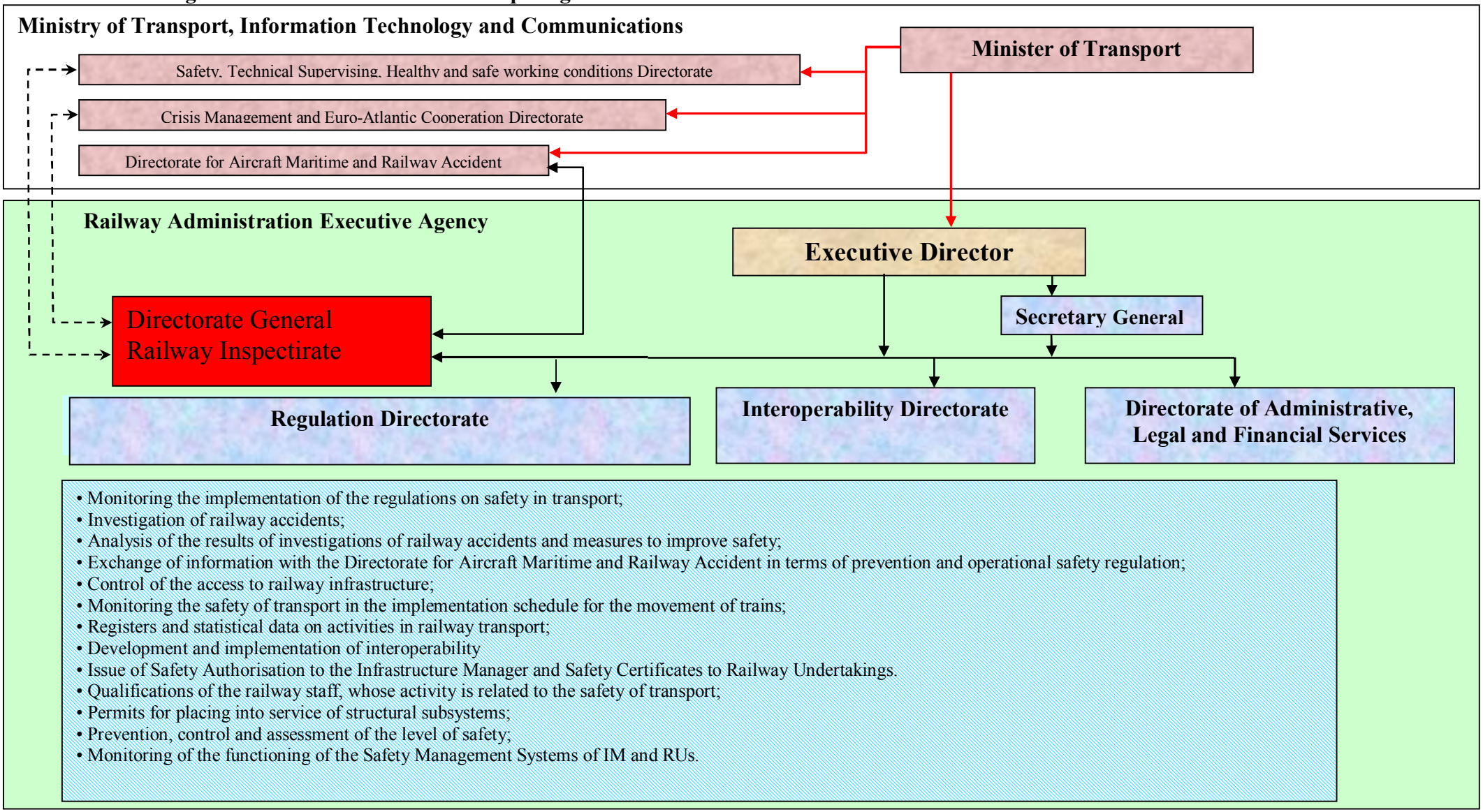
"Gastrade" S.A.	„Bulmarket – DM" Ltd.	„BRC" AD	BDZ – Traction Rolling Stock (locomotives) EOOD
1784, Sofia Tzarigradsko Shose, № 62, 2nd fl.	7000 – Russe, 100 Tutrakan blv.	1309 –Sofia 239 Al. Stamboliysky bul. 5/6 fl.	1080 – Sofia, 3 Ivan Vazov st.
www.gastradebg.com	www.bulmarket.bg	www.brc-bg.com	
А – BG1120090003 01.07.2009г. Б – BG1220090003 01.07.2009 г.	A – BG1120080001 29.12.2008 B – BG1220080001 29.12.2008	A – BG1120080002 29.12.2008 B – BG1220080002 29.12.2008	
01.10.2008 г.	03.08.2004	05.10.2005	31.01.2008
Freight	Freights	Freights	Passengers and Passengers
	6 diesel and 5 electr. locomotives	15 electric locomotives, incl 8 under rent	
23 freight wagons	100 freight wagons	No own wagons (they use freight wagons of the freighters)	
	361 000 tonnes 71 million Tonne*km	2 290 000 tonnes 640 million tonne*km	

Rai Cargo Austria	**Logistic services Danubius**	**"UNITRANSCOM"**
1000 Sofia 33, Dunav str.	2070 Pirdop Industry zone	1233 – Sofia , Maria Luisa blv. № 110
B- BG1220090005 27.07.2009г.	B- BG1220090004 27.07.2009г.	А – BG1120090002 01.07.2009 г. Б – BG1220090002 01.07.2009 г.
		01.10.2008 г.
		Freight
5 electr. locomotives * * with additional authorization for PIS	18 Diesel locos	3 diesel locos
	124 freight wagons	
		6 300 tonnes

ANNEX B: NSA ORGANIZATIONAL CHARTB.1. CHART: INTERNAL ORGANISATION



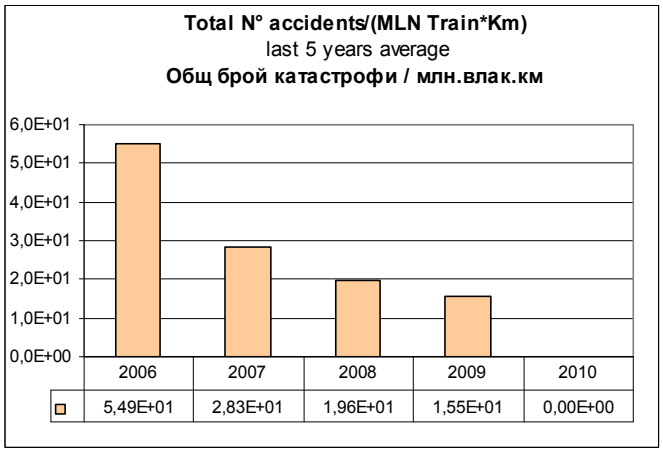
B.2 Organizational flow - the relationship diagram

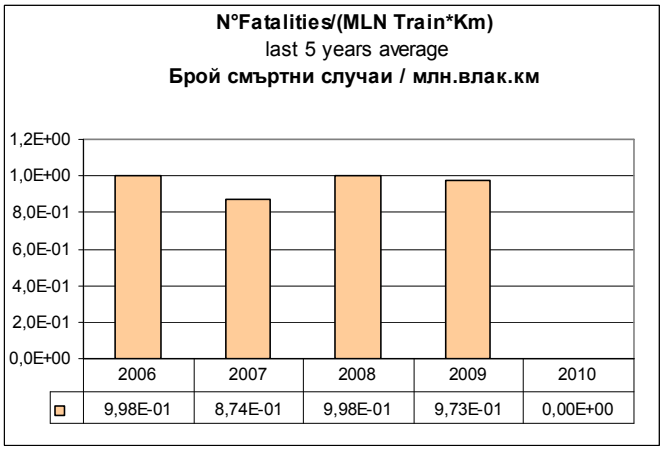


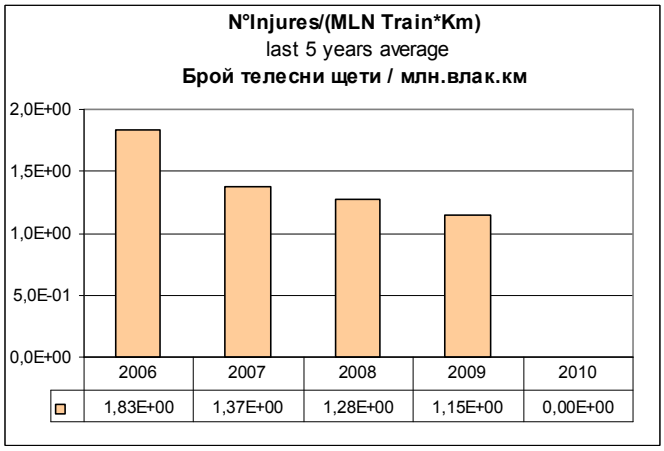
ANNEX C: DATABASE FOR THE COMMON SAFETY INDEXES – APPLIED DEFINITIONS

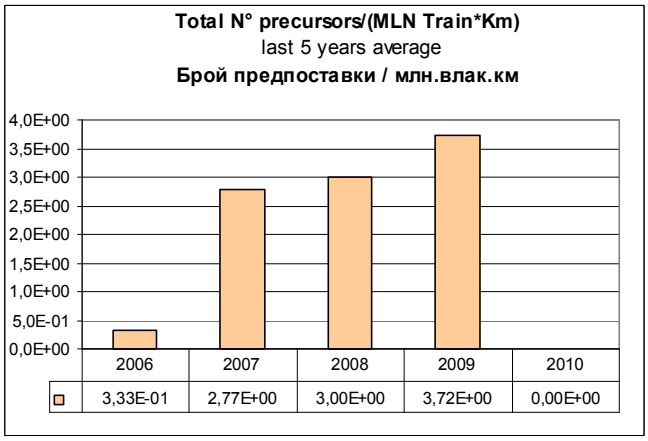
C.1. Database for the CSIs

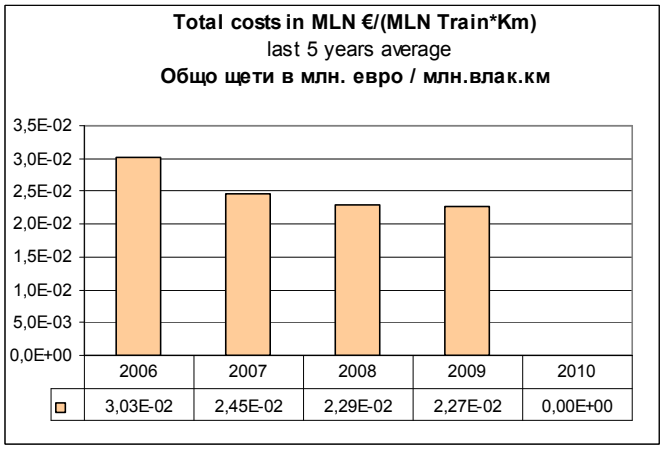
Visualization of the database



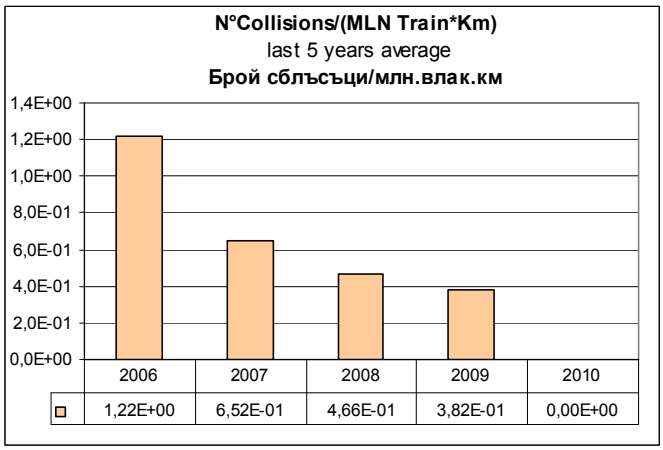


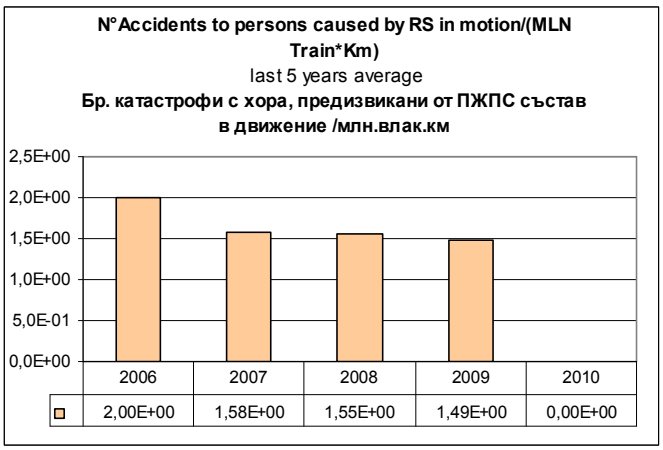


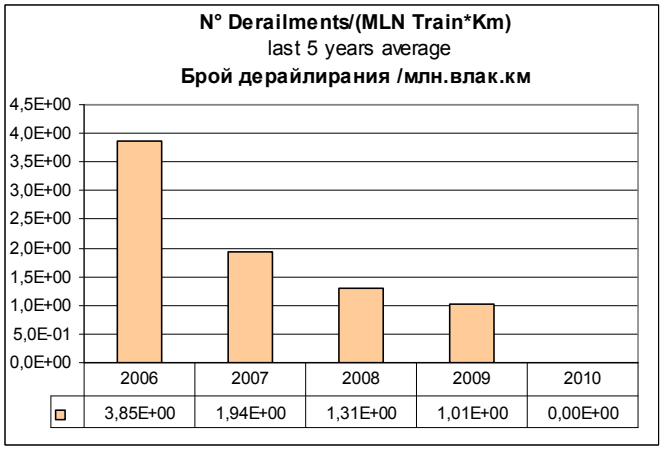


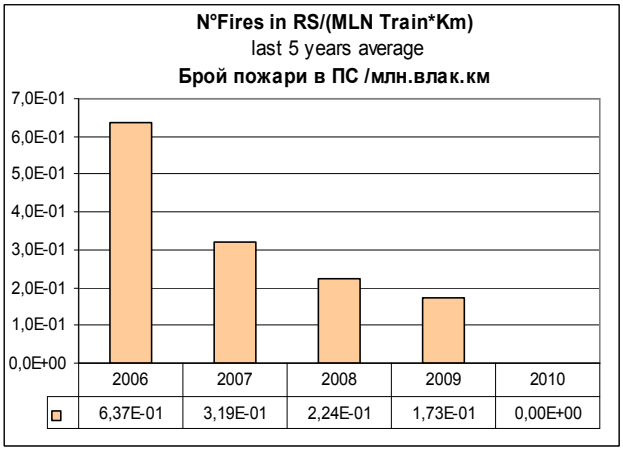


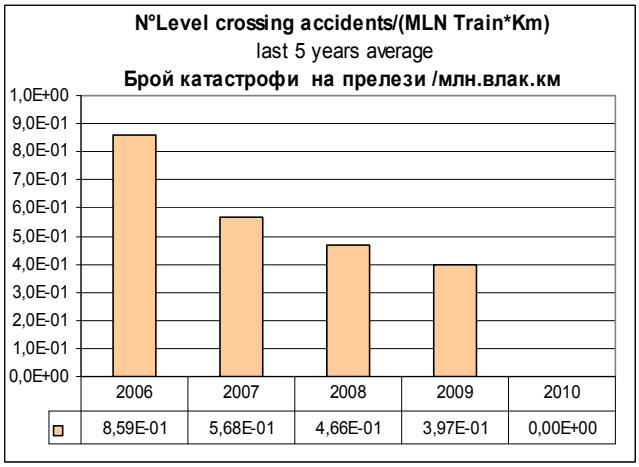
Type of accidents

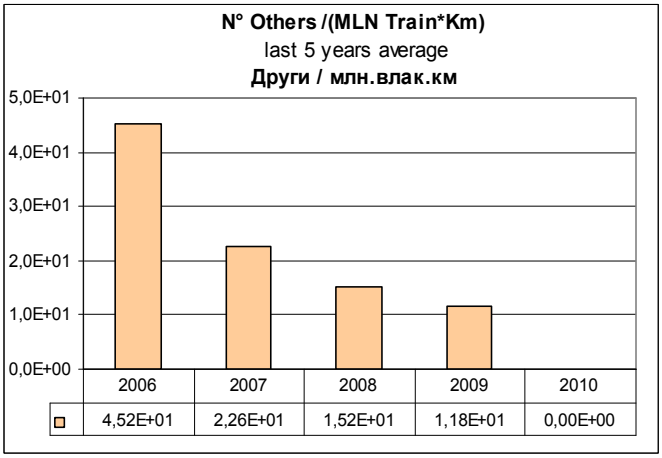




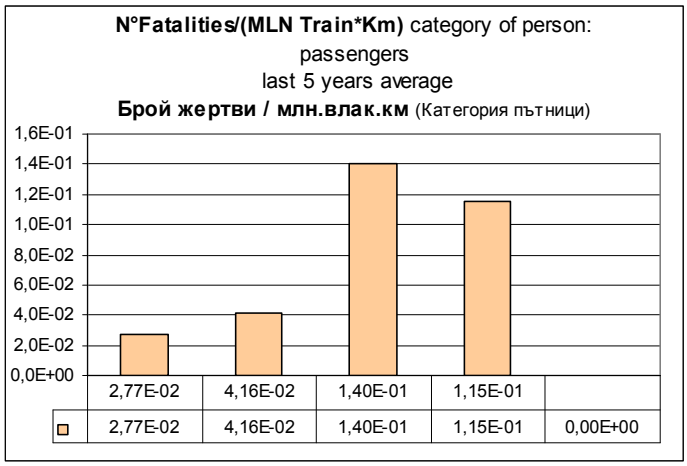


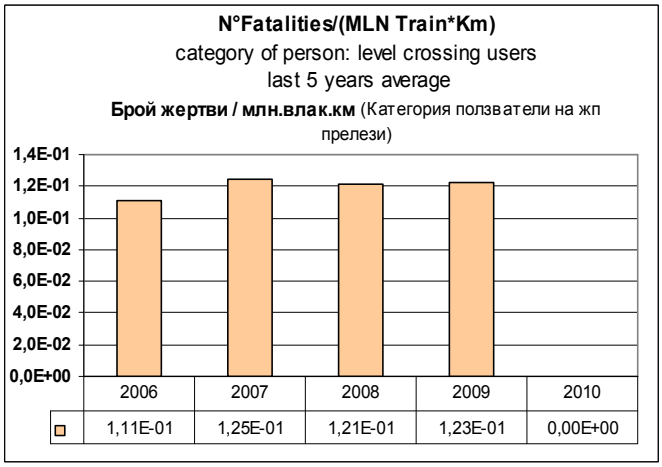


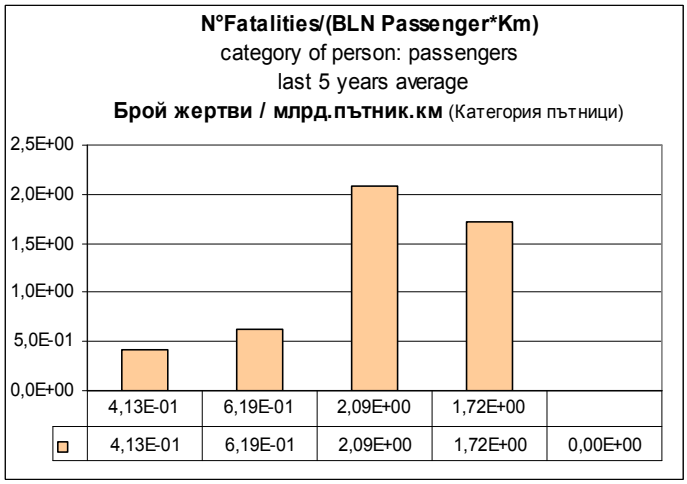


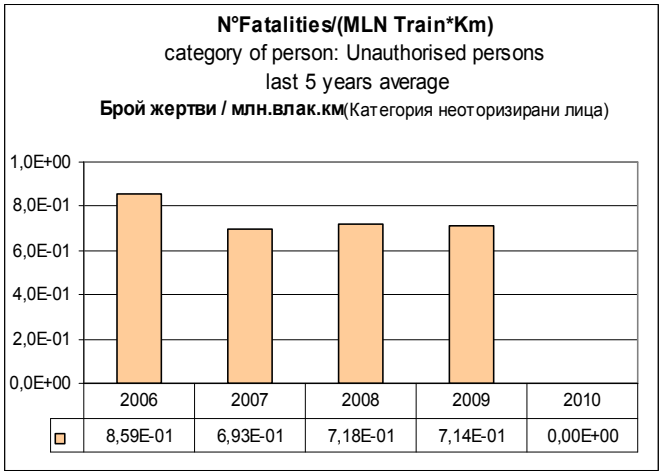


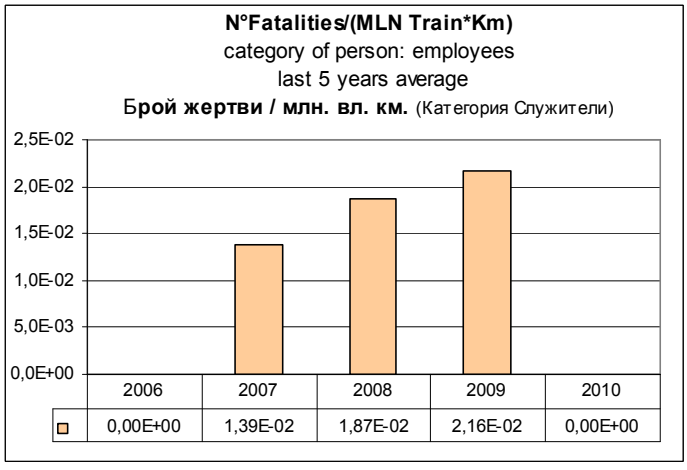
Fatalities, divided by categories of injured people

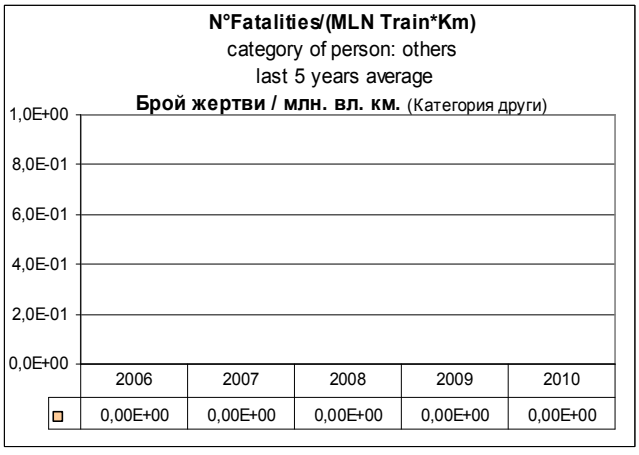




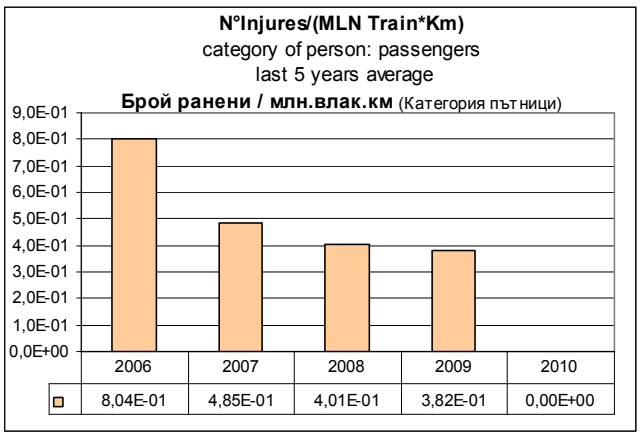


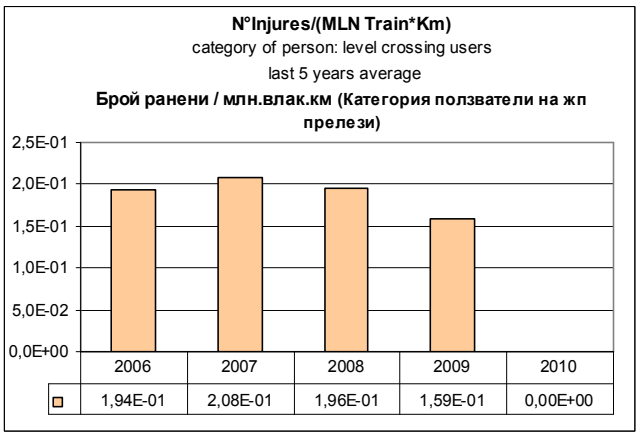


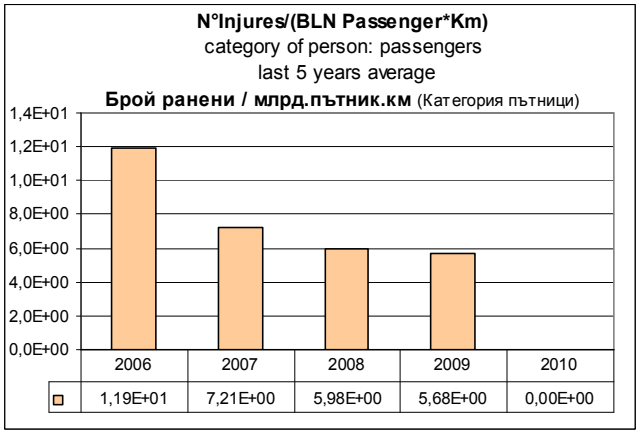


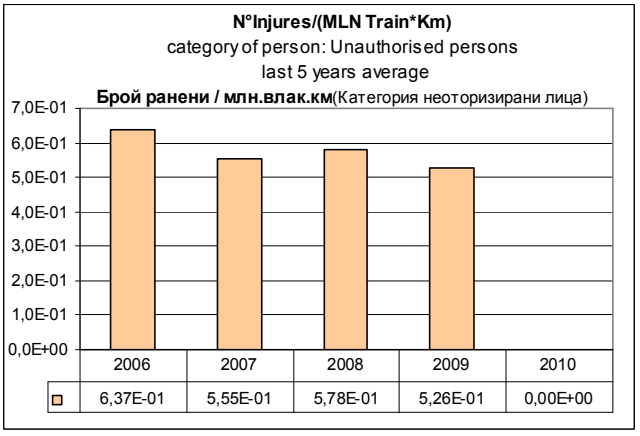


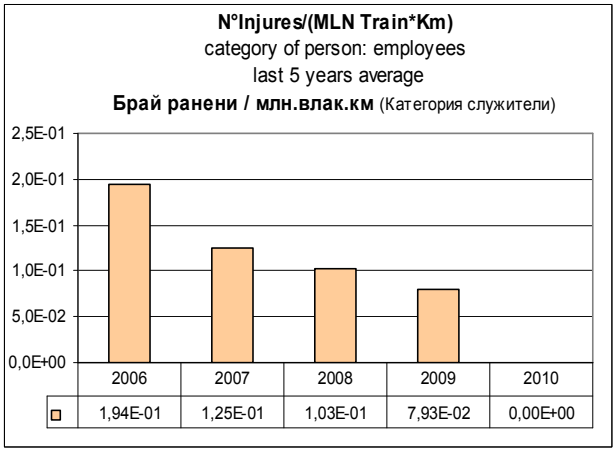
Injuries humans, divided by categories

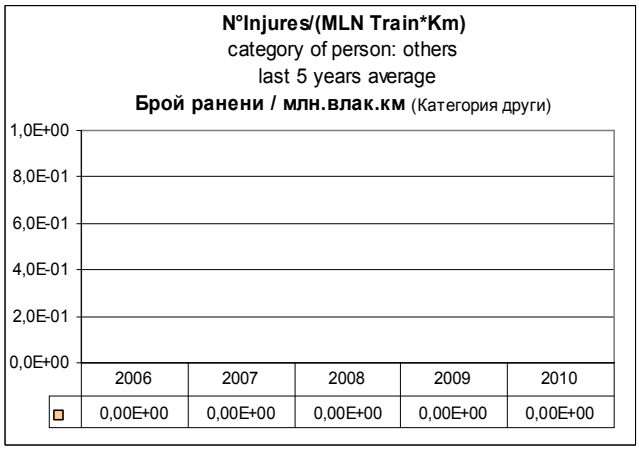


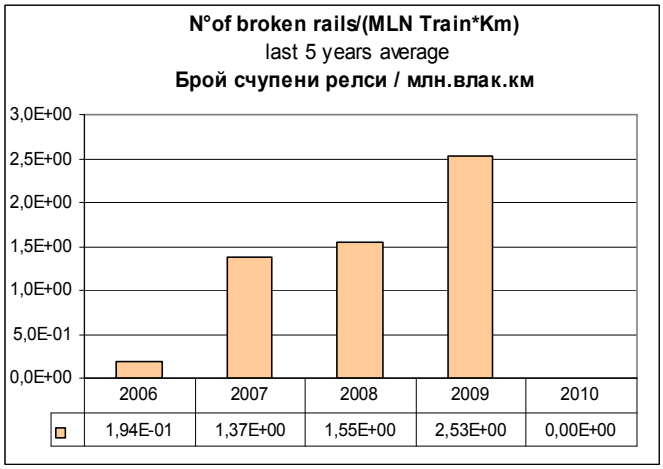


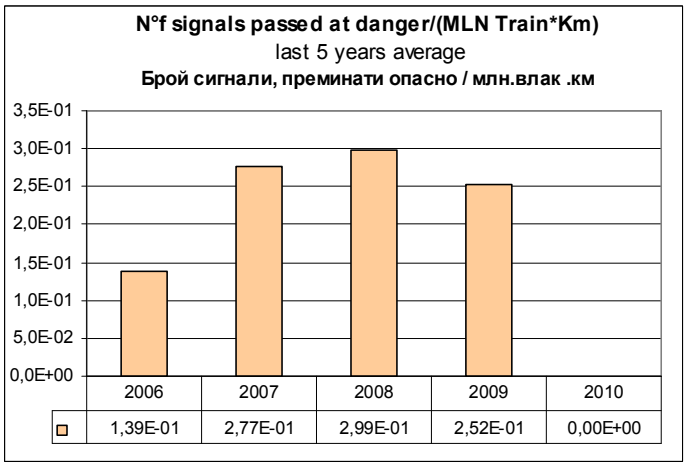


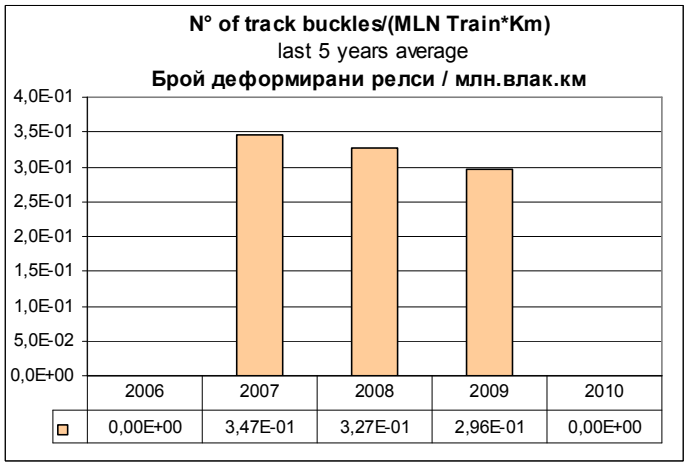


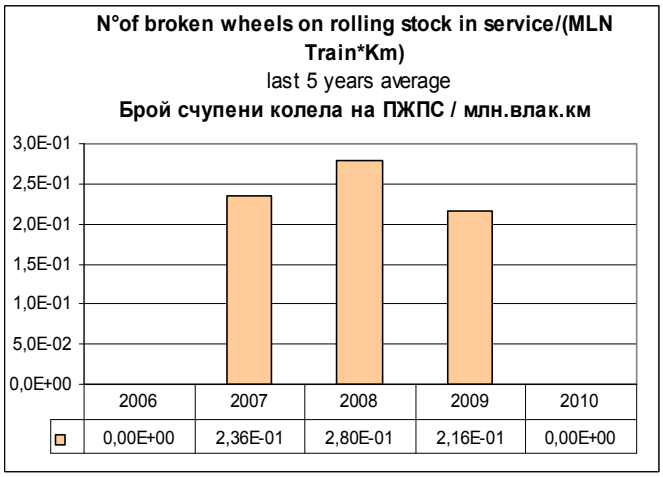


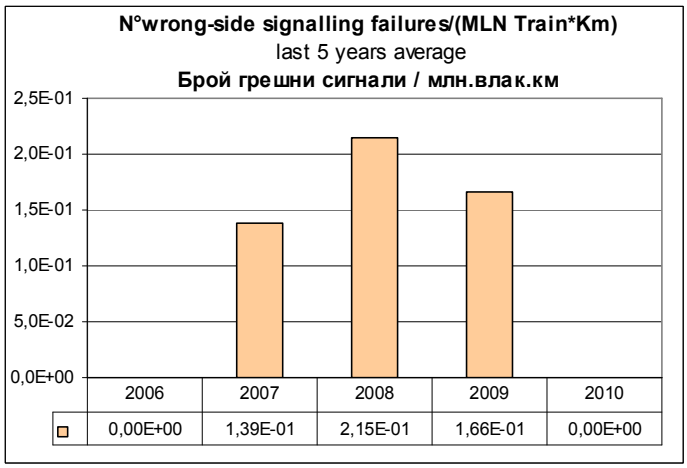


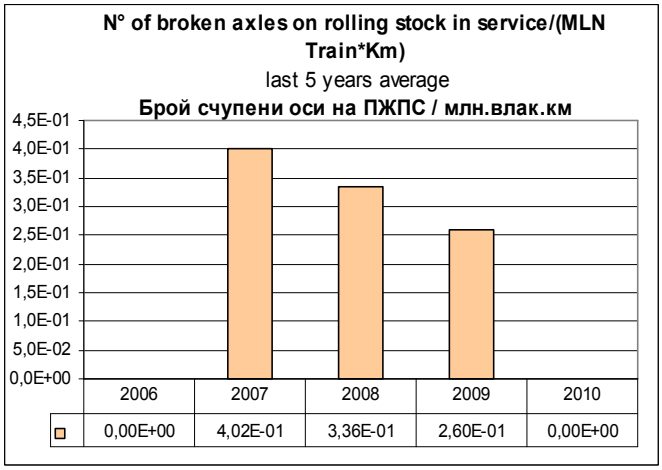

N°of broken rails/(MLN Train*Km)
last 5 years average
Брой счупени релси / млн.влак.км
3,0E+00
2,5E+00
2,0E+00
1,5E+00
1,0E+00
5,0E-01
0,0E+00
2006 2007 2008 2009 2010
1,94E-01 1,37E+00 1,55E+00 2,53E+00 0,00E+00


N°f signals passed at danger/(MLN Train*Km)
last 5 years average
Брой сигнали, преминати опасно / млн.влак .км
3,5E-01
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
1,39E-01 2,77E-01 2,99E-01 2,52E-01 0,00E+00

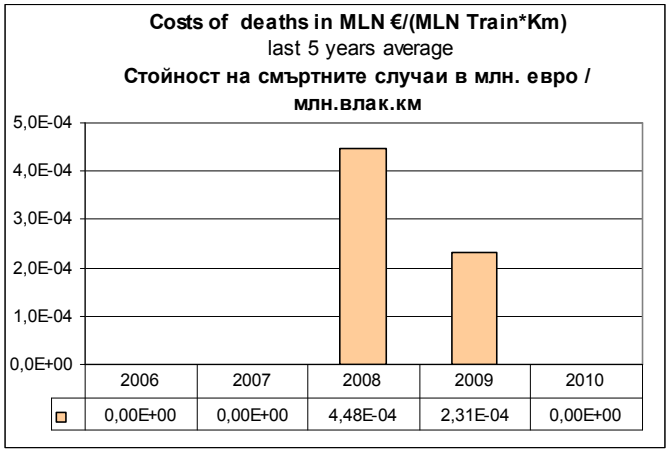

N° of track buckles/(MLN Train*Km)
last 5 years average
Брой деформирани релси / млн.влак.км
4,0E-01
3,5E-01
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 3,47E-01 3,27E-01 2,96E-01 0,00E+00

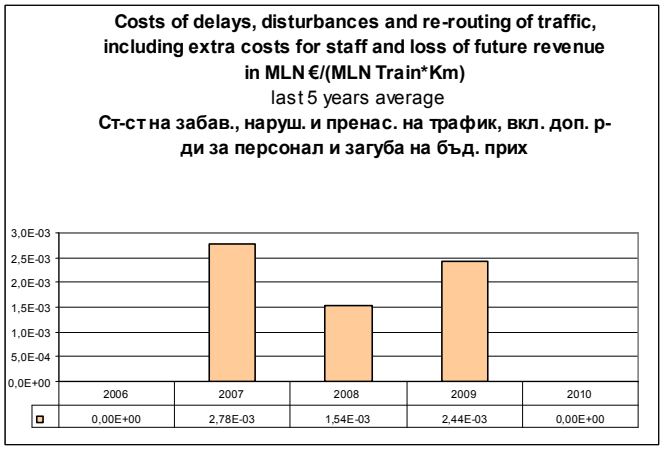

N°of broken wheels on rolling stock in service/(MLN Train*Km)
last 5 years average
Брой счупени колела на ПЖПС / млн.влак.км
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 2,36E-01 2,80E-01 2,16E-01 0,00E+00

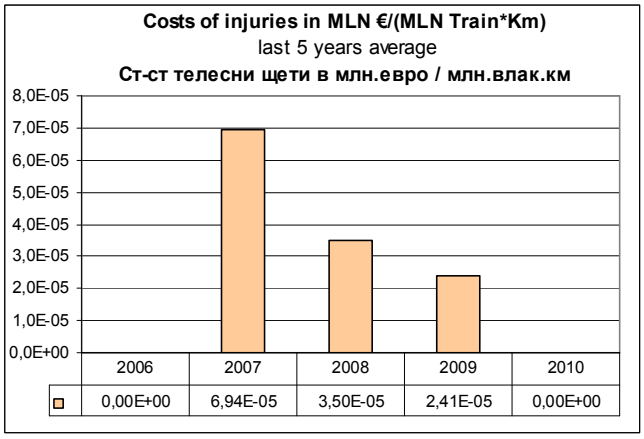

N°wrong-side signalling failures/(MLN Train*Km)
last 5 years average
Брой грешни сигнали / млн.влак.км
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 1,39E-01 2,15E-01 1,66E-01 0,00E+00

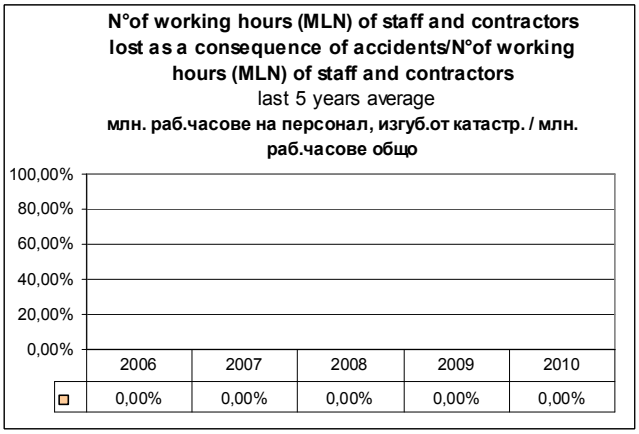

N° of broken axles on rolling stock in service/(MLN Train*Km)
last 5 years average
Брой счупени оси на ПЖПС / млн.влак.км
4,5E-01
4,0E-01
3,5E-01
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 4,02E-01 3,36E-01 2,60E-01 0,00E+00

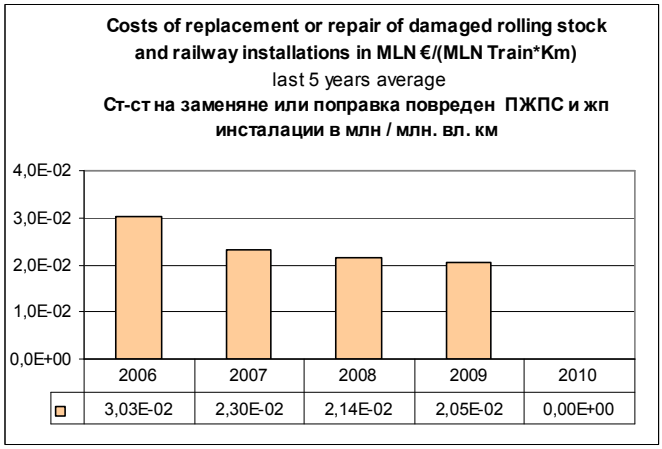
Values of all accidents, number of working hours of the personnel, lost as a result of an accident

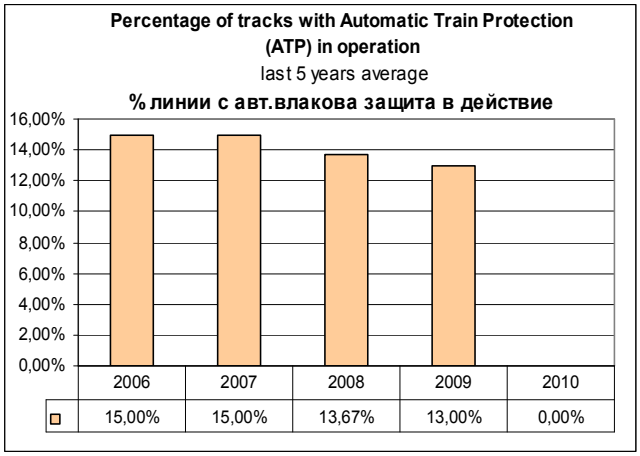


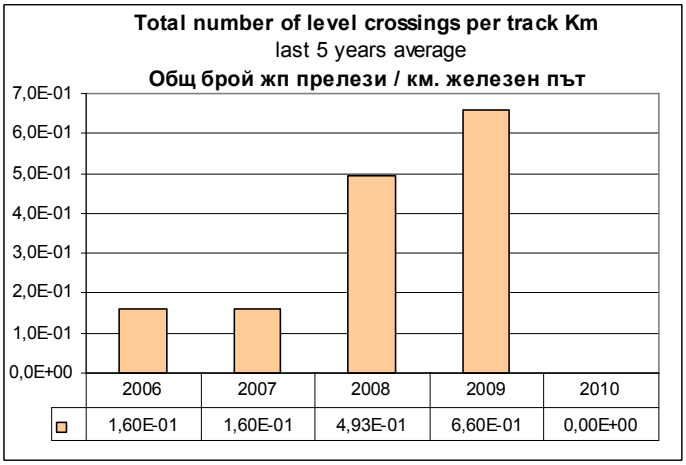


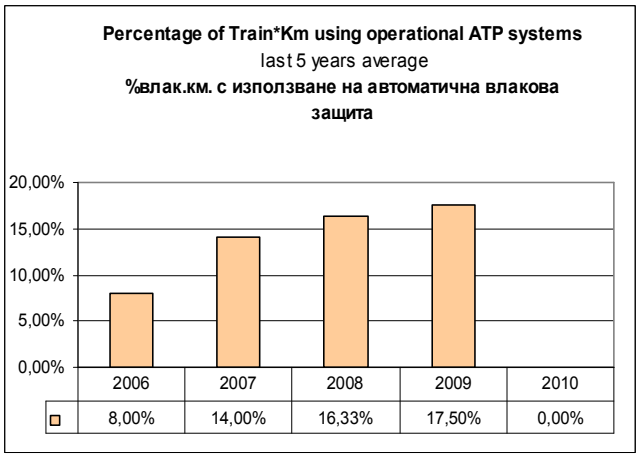


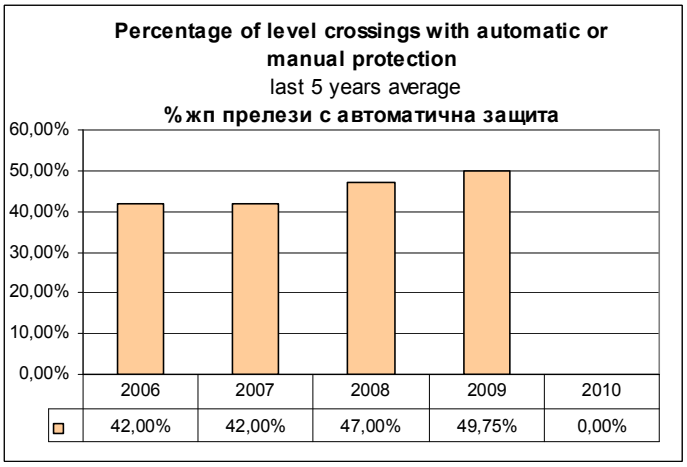


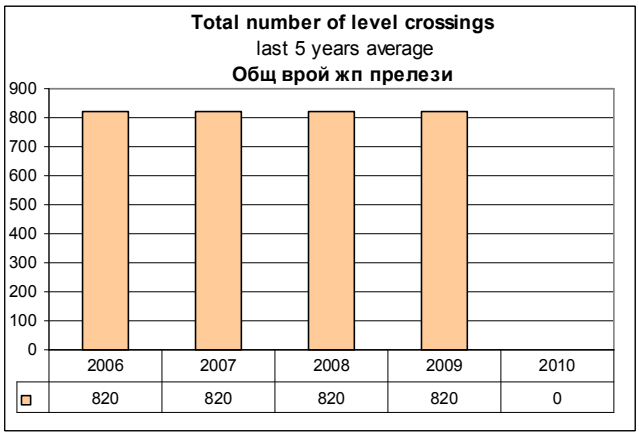


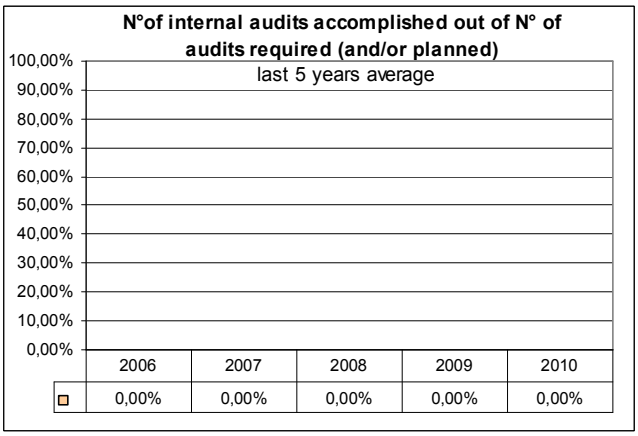


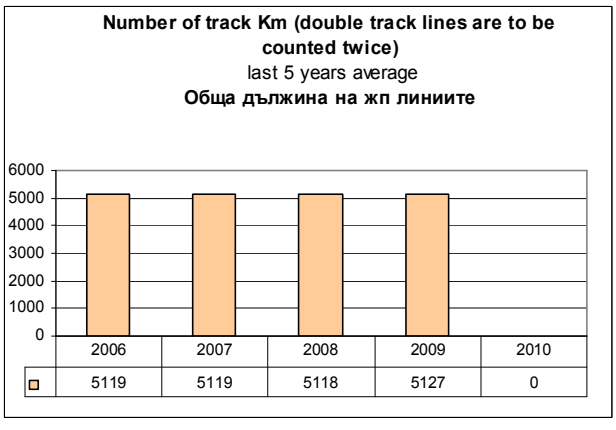












2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2008 report: values related to the average among 2006, 2007 and 2008.
2009 report: values related to the average among 2006, 2007, 2008 and 2009.

C.2. Other Statistical Data

Field number	Data Code	Description of data	Example of data
01	CC	Reporting country	BG
02	YY	Reporting year	2009
0. Reporting country details			
1	N00	Total Number of all accident	48
2	N01	Number of Collisions of trains, including collisions with obstacles within the clearance gauge	3
3	N02	Number of Derailments of trains	0
4	N03	Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	5
5	N04	Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	40
6	N05	Number of Fires in rolling stock	0
7	N06	Number of Other accidents	0
1.1a. Total number of suicides			
8	N07	Number events: suicide	19
1.1b. Relative to "million" train kilometres number of accidents and a break-down into the following types of accidents			

9	N10	Relative to train km Total Number of all accident	1,524293426
10	N11	Relative to train km Number of Collisions of trains, including collisions with obstacles within the clearance gauge	0,095268339
11	N12	Relative to train km Number of Derailments of trains	0
12	N13	Relative to train km Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	0,158780565
13	N14	Relative to train km Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	1,270244522
14	N15	Relative to train km Number of Fires in rolling stock	0
15	N16	Relative to train km Number of Other accidents	0
1.1b. Relative to "million" train kilometres number of suicides			
16	N17	Relative to train km Number events: suicide	0,603366148
1.2a. Total number of Persons seriously injured by type of accident divided into the following categories			
17	TS00	Total number in all accident	22
18	TS01	In collisions of trains, including collisions with obstacles within the clearance gauge	4
19	TS02	In derailments of trains	0
20	TS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	1
21	TS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	17
22	TS05	In fires in rolling stock	0

23	TS06	In others	0
1.2b. Relative to "million" train kilometres total number of Persons seriously injured by type of accident divided into the following categories			
24	TS10	Total number in all accident	0,698634487
25	TS11	In collisions of trains, including collisions with obstacles within the clearance gauge	0,127024452
26	TS12	In derailments of trains	0
27	TS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,031756113
28	TS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,539853922
29	TS15	In fires in rolling stock	0
30	TS16	In others	0
1.2a. Total number of Passengers seriously injured by type of accident divided into the following categories			
31	PS00	Total number in all accident	10
32	PS01	In collisions of trains, including collisions with obstacles within the clearance gauge	1
33	PS02	In derailments of trains	0
34	PS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
35	PS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	9
36	PS05	In fires in rolling stock	0
37	PS06	In others	0
1.2b. Relative to "million" train kilometres total number of Passengers seriously injured by type of accident divided into the following categories			

38	PS10	Total number in all accident	0,317561131
39	PS11	In collisions of trains, including collisions with obstacles within the clearance gauge	0,031756113
40	PS12	In derailments of trains	0
41	PS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
42	PS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,285805017
43	PS15	In fires in rolling stock	0
44	PS16	In others	0
1.2c. Relative to "million" passenger kilometres total number of Passengers seriously injured by type of accident divided into the following categories			
45	PS20	Total number in all accident	0,004664092
46	PS21	In collisions of trains, including collisions with obstacles within the clearance gauge	0,000466409
47	PS22	In derailments of trains	0
48	PS23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
49	PS24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,004197683
50	PS25	In fires in rolling stock	0
51	PS26	In others	0
1.2a. Total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories			
52	SS00	Total number in all accident	0
53	SS01	In collisions of trains, including collisions with obstacles within the clearance gauge	0

54	SS02	In derailments of trains	0
55	SS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
56	SS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
57	SS05	In fires in rolling stock	0
58	SS06	In others	0
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	SS10	Total number in all accident	0
60	SS11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
61	SS12	In derailments of trains	0
62	SS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
63	SS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
64	SS15	In fires in rolling stock	0
65	SS16	In others	0
1.2a. Total number of Level-crossing users seriously injured by type of accident divided into the following categories			
66	LS00	Total number in all accident	1
67	LS01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
68	LS02	In derailments of trains	0
69	LS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	1

70	LS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
71	LS05	In fires in rolling stock	0
1.2b. Relative to "million" train kilometres total number of Level-crossing users seriously injured by type of accident divided into the following categories			
72	LS06	In others	0
73	LS10	Total number in all accident	0,031756113
74	LS11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
75	LS12	In derailments of trains	0
76	LS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,031756113
77	LS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
78	LS15	In fires in rolling stock	0
79	LS16	In others	0
1.2a. Total number of Unauthorised persons seriously injured by type of accident divided into the following categories			
80	US00	Total number in all accident	11
81	US01	In collisions of trains, including collisions with obstacles within the clearance gauge	3
82	US02	In derailments of trains	0
83	US03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
84	US04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	8
85	US05	In fires in rolling stock	0

86	US06	In others	0
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	US10	Total number in all accident	0,349317244
88	US11	In collisions of trains, including collisions with obstacles within the clearance gauge	0,095268339
89	US12	In derailments of trains	0
90	US13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
91	US14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,254048904
92	US15	In fires in rolling stock	0
93	US16	In others	0
1.2a. Total number of Other persons seriously injured by type of accident divided into the following categories			
94	OS00	Total number in all accident	0
95	OS01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
96	OS02	In derailments of trains	0
97	OS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
98	OS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
99	OS05	In fires in rolling stock	0
100	OS06	In others	0
1.2b. Relative to "million" train kilometres total number of Other persons seriously injured by type of accident divided into the following categories			

101	OS10	Total number in all accident	0
102	OS11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
103	OS12	In derailments of trains	0
104	OS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
105	OS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
106	OS15	In fires in rolling stock	0
107	OS16	In others	0
1.3a. Total number of Persons killed by type of accident divided into the following categories			
108	TK00	Total number in all accident	28
109	TK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
110	TK02	In derailments of trains	0
111	TK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	4
112	TK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	24
113	TK05	In fires in rolling stock	0
114	TK06	In others	0
1.3b. Relative to "million" train kilometres total number of Persons killed by type of accident divided into the following categories			
115	TK10	Total number in all accident	0,889171165
116	TK11	In collisions of trains, including collisions with obstacles within the clearance gauge	0

117	TK12	In derailments of trains	0
118	TK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,127024452
119	TK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,762146713
120	TK15	In fires in rolling stock	0
121	TK16	In others	0
1.3a. Total number of Passengers killed by type of accident divided into the following categories			
122	PK00	Total number in all accident	1
123	PK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
124	PK02	In derailments of trains	0
125	PK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
126	PK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1
127	PK05	In fires in rolling stock	0
128	PK06	In others	0
1.3b. Relative to "million" train kilometres total number of Passengers killed by type of accident divided into the following categories			
129	PK10	Total number in all accident	0,031756113
130	PK11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
131	PK12	In derailments of trains	0
132	PK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0

133	PK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,031756113
134	PK15	In fires in rolling stock	0
135	PK16	In others	0
1.3c. Relative to "million" passenger kilometres total number of Passengers killed by type of accident divided into the following categories			
136	PK20	Total number in all accident	0,000466409
137	PK21	In collisions of trains, including collisions with obstacles within the clearance gauge	0
138	PK22	In derailments of trains	0
139	PK23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
140	PK24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,000466409
141	PK25	In fires in rolling stock	0
142	PK26	In others	0
1.3a. Total number of Employees including the staff of contractors killed by type of accident divided into the following categories			
143	SK00	Total number in all accident	1
144	SK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
145	SK02	In derailments of trains	0
146	SK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
147	SK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1
148	SK05	In fires in rolling stock	0

149	SK06	In others	0
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	SK10	Total number in all accident	0,031756113
151	SK11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
152	SK12	In derailments of trains	0
153	SK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
154	SK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,031756113
155	SK15	In fires in rolling stock	0
156	SK16	In others	0
1.3a. Total number of Level-crossing users killed by type of accident divided into the following categories			
157	LK00	Total number in all accident	4
158	LK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
159	LK02	In derailments of trains	0
160	LK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	4
161	LK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
162	LK05	In fires in rolling stock	0
163	LK06	In others	0
1.3b. Relative to "million" train kilometres total number of Level-crossing users killed by type of accident divided into the following categories			

164	LK10	Total number in all accident	0,127024452
165	LK11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
166	LK12	In derailments of trains	0
167	LK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,127024452
168	LK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
169	LK15	In fires in rolling stock	0
170	LK16	In others	0
1.3a. Total number of Unauthorised persons killed by type of accident divided into the following categories			
171	UK00	Total number in all accident	22
172	UK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
173	UK02	In derailments of trains	0
174	UK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
175	UK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	22
176	UK05	In fires in rolling stock	0
177	UK06	In others	0
1.3b. Relative to "million" train kilometres total Total number of Unauthorised persons killed by type of accident divided into the following categories			
178	UK10	Total number in all accident	0,698634487
179	UK11	In collisions of trains, including collisions with obstacles within the clearance gauge	0

180	UK12	In derailments of trains	0
181	UK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
182	UK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,698634487
183	UK15	In fires in rolling stock	0
184	UK16	In others	0
1.3a. Total number of Other persons killed by type of accident divided into the following categories			
185	OK00	Total number in all accident	0
186	OK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
187	OK02	In derailments of trains	0
188	OK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
189	OK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
190	OK05	In fires in rolling stock	0
191	OK06	In others	0
1.3b. Relative to "million" train kilometres total number of Other persons killed by type of accident divided into the following categories			
192	OK10	Total number in all accident	0
193	OK11	In collisions of trains, including collisions with obstacles within the clearance gauge	0
194	OK12	In derailments of trains	0
195	OK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0

196	OK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
197	OK15	In fires in rolling stock	0
198	OK16	In others	0
2.1a. Total number of incidents and near-misses and a break-down into the following types			
199	I00	Total number of incidents and near-misses	194
200	I01	Total number of broken rails	185
201	I02	Total number of track buckles	6
202	I03	Total number of wrong-side signalling failures	0
203	I04	Total number of signals passed at danger	3
204	I05	Total number of broken wheels on rolling stock in service	0
205	I06	Total number of broken axles on rolling stock in service	0
2.1b. Relative to "million" train kilometres number of incidents and near-misses and a break-down into the following types of accidents			
206	I10	Total number of incidents and near-misses	6,160685932
207	I11	Total number of broken rails	5,874880915
208	I12	Total number of track buckles	0,190536678
209	I13	Total number of wrong-side signalling failures	0
210	I14	Total number of signals passed at danger	0,095268339
211	I15	Total number of broken wheels on rolling stock in service	0

212	I16	Total number of broken axles on rolling stock in service	0
3.1a. Total costs in euro of all accidents			
213	C00	Total costs of all accidents	694465,605
214	C01	Costs of deaths	0,000
215	C02	Costs of injuries	0,000
216	C03	Costs of replacement or repair of damaged rolling stock and railway installations	551004,995
217	C04	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue	143460,610
3.1b. Relative to "million" train kilometres total costs in euro of all accidents			
218	C10	Total costs of all accidents	22053,52826
219	C11	Costs of deaths	0
220	C12	Costs of injuries	0
221	C13	Costs of replacement or repair of damaged rolling stock and railway installations	17497,77691
222	C14	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue	4555,75135
3.2a. Total number of working hours of staff and contractors lost as a consequence of accidents			
223	W00	Total number of working hours of staff and contractors lost as a consequence of accidents	
3.2b. Relative to Total number of hours worked number of working hours of staff and contractors lost as a consequence of accidents			
224	W10	Relative to Total number of working hours number of staff and contractors lost as a consequence of accidents	-
4. Indicators relating to technical safety of infrastructure and its implementation			

225	T01	Percentage of tracks with Automatic Train Protection (ATP) in operation	11,00%
226	T02	Percentage of train kilometres using operational ATP systems	21,00%
227	T03	Total number of level crossings	819
228	T04	Total number of level crossings per line kilometre	0,158905704
229	T05	Percentage of level crossings with automatic or manual protection	58,00%
5. Indicators relating to the management of safety			
230	A01	Total number of accomplished audits	2941
231	A02	percentage of audits accomplished /required (and/or planned).	
6. Reference data			
232	R01	Number of Train*Km	31,490
233	R02	Number of Passenger*Km	2144,040
234	R03	Number of track kilometres (double track lines are to be counted twice)	5154,000
235	R04	Total number of working hours	

C.3. Definitions used in the annual report

C.3.1 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.3.2. National definitions

None

C.4. 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	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation	Changes in the scope, tasks, respononsibilities, competences, etc.			
	None			
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	Changes in the scope, tasks, respononsibilities, competences, etc			
	None			
National rules concerning railway safety				
Rules concerning national safety targets and methods	New or changed requiremenrs, including appliance of CSMs and CSTs			
	None			
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	New or changed requirements, including applianceof Safety Directive requirements			
	None			
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	New or changed requirements, including applianceof Safety Directive requirements			
	None			

Rules concerning requirements for wagon keepers	New or changed requirements, including applianceof EU legislation requirements			
	None			
Rules concerning requirements for maintenance workshops	New or changed requirements, including applianceof EU legislation requirements			
	None			
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 changed requirements, including applianceof EU legislation requirements, TSI and RID			
	None			
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	New or changed requirements, including applianceof EU legislation requirements, TSI and RID			
	Art. 75 (2), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Design of rail lines for speeds higher than 160 km/h	Visibility of entrance to station, section and prediction sidelights of railway lines, designed for speeds higher than 160 km/h and up to 250 km/h has to be not less than 400m.
	Art. 77 (2), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Design of rail lines for speeds higher than 160 km/h	Visibility of exit-station sidelights of railway lines, designed for speeds higher than 160 km/h and up to 250 km/h has to be not less than 400m
	Art. 121 (3), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p.5 from Railway Transport Act	The way of work with telex connections is prescribed by IM.

Chapter nine, Part II of Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009		A GSM-R system is being implemented as a system for transferring data.
Art. 179 (5), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p.5 from Railway Transport Act	The IM is prescribing the way of movement of specialized machines for maintenance of railway tracks and overhead lines and shunters of serie 52-00 which are equipped with nonregistering speed indicator on intersections.
Art. 181 (3), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p.2 and 5 from Railway Transport Act	The parameters of wheelsets of rail selfpropelled specialized machines for maintenance of railway tracks and overhead lines are being issued with instruction of th IM.
Art. 218 (4), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p.1 and 5 from Railway Transport Act	The IM is prescribing a rules for seting the coorect time of all clocks on the network.
Art. 222 (2), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p.1 and 5 from Railway Transport Act	The IM prescribes in an instruction the way of movement of trains in case of blackout of the communicational lines.
Art. 317 p.3, Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Train movement onside with a speeds up to 100km/h	One blinking green light on prediction sidelight means that the entrance signal is “open”, the train can continue movement with maximum speed, but expecting to reducing the speed up to 100km/h
Art. 324, Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Train movement onside with a speeds up to 100km/h	Additional rectangle green colored light is being installed on the entrance sidelights on sections which are equipped with switches allowing onside train movement with speed up to 100km/h. This additional light is turned only in combination with two allowing train movement lights and prescribes a speed limit of 100km/h when passing the switches.

	Art. 331, Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Train movement onside with a speeds up to 100km/h	Additional rectangle green colored light is being installed on the exit-station sidelights on sections which are equipped with switches allowing onside train movement with speed up to 100km/h. This additional light is turned only in combination with two allowing train movement lights and prescribes a speed limit of 100km/h when passing the switches.
	Art. 357 (5), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Train movement onside with a speeds up to 100km/h	It is not allowed to install ground exit-station sidelights on onside tracks which are designed for train movement with a speeds up to 100km/h
	Art. 393, Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Better signaling of sections with reduced speeds in case of construction works on railway infrastructure.	Gives opportunity to signall three areas with reduced speed on after another when the area with lowest speed is in the middle of the section.
	Art. 396 (6), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p. 5 from Railway Transport Act	The IM sets up a rules for the organization of using signal tools when a practice, training or practical exam for granting an licence on operation and safety activities is being held.
	Art. 451 (4), Ordinance No58 concerning the rules of technical operation, train circulation and signalling in the railway transport	10.09.2009	Art. 10 (1)p. 5 from Railway Transport Act	The IM defines the device to be installed on the end of sidetracks.
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	New or changed requirements, including applianceof EU legislation requirements, TSI and RID			
	None			

Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	New or changed requirements, including applianceof EU legislation requirements, TSI and RID			
	New Art.8_a, Ordinance No54	22.12.2009	Transposes the requirements of Directive 2007/59/EC on certification of train drivers, driving locomotives and trains on the EU railway system	Concerning medical requirements when periodical exams are being held to those who have licence and certificate acc. to Art.36 (1) from Ordinance No56
	New Chapter Five in Ordinance No56	22.12.2009	Transposes the requirements of Directive 2007/59/EC on certification of train drivers, driving locomotives and trains on the EU railway system	Specifies a requirements on the way certification of train drivers that are driving locomotives and trains on the EU railway network is being done.
Rules concerning the investigation of the accident and incidents including recommendation				
	None			
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators				
	None			
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	New or changed requirements, including applianceof EU legislation requirements and TSI's			
	None			

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 2009 being registered	in your Member State	3	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 2009 being registered	in your Member State	5	0	0
	in another Member State	0	0	0

			A	R	P
E.2.3. Number of	in your Member	new certificates	3	0	1

applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2009 being registered	State for	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 2009 being registered	in your Member State for	new certificates	5	0	1
		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

1. Bulgaria
2. Romania
3. Austria

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 2009 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 2009 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
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 2009 for Railway Undertakings holding	a certificate released by your Member State	7 Months	0	0
	a certificate 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 2009 for Railway Undertakings holding	a certificate released by your Member State?	7 Months	0	0
	a certificate 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 2009 for Infrastructure Managers holding	An authorisation released by your Member State	0	0	0