REPUBLIC OF BULGARIA Annual report FFF | 2010



RAILWAY Administration Executive Agency

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A. Scope of the Report

The annual report of the activities of the National Safety Authority (NSA) in the Republic of Bulgaria has been prepared in accordance with the requirements of Art. 18 of Directive 2004/49/EC of the European Parliament and the Council on safety on the Community's railways.

This report shows the development of safety in railway transport in the Republic of Bulgaria in 2010, including the Common Safety Indicators (CSI). Along with the general information on railway transport, the report traces the changes implemented during the reporting year and their impact on safety.

The report aims to show the status of safety and to support the development of the safety management systems of the infrastructure managers and railway undertakings in accordance with the latest European requirements.

B. Introduction

1. Introduction to the report

National Safety Authority in the Republic of Bulgaria is Railway Administration Executive Agency, according to Art. 6, para. 3 of the Railway Transport Act (RTA). Railway Administration Executive Agency is headquartered in Sofia and has territorial units in Sofia, Plovdiv and Gorna Oryahovitsa.

Railway Administration Executive Agency coordinates and controls the activities in the field of railway transport in the Republic of Bulgaria.

The report is based on data from the annual safety reports prepared by the railway undertakings and the railway infrastructure manager.

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

2. Structure of the railways

The Bulgarian State Railways were founded in 1888. Since the beginning of 2002, in accordance with the requirements of Directives 91/440, 95/18 and 95/19, as well as the following ones 2001/12, 2001/13 and 2001/14, restructuring and liberalization of the railway sector was performed. Since 01/01/2002 by the Railway Transport Act the existing national company "Bulgarian State Railways" has been divided into two companies - "BDZ" EAD, which is a railway undertaking and the National Railway Infrastructure Company - the railway infrastructure manager.

The objects of the railway infrastructure and the land on which they are constructed or which is intended for their construction are public state property and their use is provided by the National Railway Infrastructure Company (NRIC) or by merchants having received a concession under the terms and conditions of the Law on Concessions. Currently there is no other registered railway infrastructure manager in the country.

The use of railway infrastructure is carried out by licensed railway undertakings that hold a safety certificate. During the reporting period in the Republic of Bulgaria two licenses for new railway undertakings were issued :

"DB Schenker Rail Bulgaria" EOOD - on 13/05/2010;

"Express Service" OOD - on 12/06/2010.

Priority axes for the development of railway infrastructure are Trans-European corridors IV, VII, VIII, IX and X passing through the territory of the Republic of Bulgaria and connecting it with the neighboring countries and regions.

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

to Turkey through the border crossing of Svilengrad - Kapikule,

to Greece through the border crossings of Kulata - Promahonas and Svilengrad - Dikea, to Serbia through the border crossings Dragoman - Dimitrovgrad (Serbia)

to Romania at Rousse - Giurgiu along the bridge over the Danube River and through the land crossing Kardam - Negru Voda. A second bridge is currently under construction at Vidin - Calafat, which is expected to be put into service in 2012.

The ferryboat complex Varna - Illichovsk (Ukraine) / Poti (Georgia) provides the opportunity for transporting railway wagons/ carriages across the Black Sea to the railway networks of the CIS countries and Asia.

The activities and relationships between the participants in the railway transport are structured in accordance with the requirements of European legislation.

The functions of the regulatory authority in the railway transport are performed by Railway Administration Executive Agency, according to Art. 6, para. 2 of the Railway Transport Act.

Map of the railway network and a list of the railway undertakings and infrastructure managers are presented in Appendix A.

3. Summary - Analysis of the overall trends (trends in the development of railway safety, certification, etc.).

During the reporting period 39 major railway accidents occurred. In these accidents 16 persons were killed and 22 persons were seriously injured. The damages caused to the railway system amount to EUR 729,040.

The main burden on the number of victims are the level crossing accidents and incidents to persons caused by a moving railway vehicle. It may be noted that the level of safety has improved in comparison with the previous year.

In 2010, two railway undertakings were granted access to railway infrastructure:

"DB Schenker Rail Bulgaria" EOOD - Safety Certificate Part A and Part B, valid from 27/05/2010 to 26/05/2015;

"Rail Cargo Austria" AD - Safety Certificate Part B for transit freight transport, including transport of dangerous goods, valid from 01/07/2010 to 23/12/2014 holding a license and safety certificate Part A in another Member State of the European Union No 11 2009 AT 0004, issued on 23/12/2009 by the Federal Ministry of Transport, Innovation and Technology - Austria, valid until 23/12/2014.

During the reporting period continued the implementation of the two major infrastructure projects, started in 2007 - "Reconstruction and electrification of the railway line Plovdiv - Svilengrad and optimization of the line for speed of 160 km/ h" and "Construction of a second bridge over the Danube River at Vidin-Calafat". These projects are realized according to the requirements for interoperability of conventional railway system.

4. Safety Directive - Stage of application, national basis for application, implementation of voluntary elements, applicable national legislation

Directive 2004/49/EC on railway safety has been transposed into the national legislation of the Republic of Bulgaria by the Railway Transport Act (RTA) and its subsequent ordinances. They are promulgated in the State Gazette. The requirements of the Directives are implemented mainly through Ordinance N_{2} 59 on safety management of the railway transport, which is issued by the Minister of Transport, Information Technologies and Communications. The Ordinance on Safety Management provides:

1. the general principles of management, regulation and control of safety in railway transport;

2. the scope of activities in the safety management systems;

3. requirements for applicants, conditions and procedures for issuing safety certificates and safety authorizations;

4. responsibilities shared between the participants in the railway system with respect to safety of railway carriage;

5. common objectives, rules, criteria, methods, indicators, procedures and safety assessments;

6. national safety rules and requirements to the safety management systems;

7. categorization of the accidents in railway transport;

8. procedure for investigating accidents and incidents, rights and obligations in the process of investigation.

Directive 2008/110/EC of 16/12/2008 and Directive 2009/149/EC of 27/11/2009, which amend and complement Directive 2004/49/EC, are transposed in 2010 in the Bulgarian legislation through Ordinance N_{2} 59 on safety management of the railway transport.

New rules were introduced for the investigation of railway accidents and establishment of the causes of their occurrence.

The Railway Transport Act establishes the status of the National Investigation Body and National Safety Authority and the general (framework) safety requirements.

The Railway Transport Act excludes the measures for implementing the safety requirements for:

a) Metropolitan;

b) public tram transport;

The national safety rules are formulated, put into force and applied in an open and nondiscriminatory manner by imposing a systematic approach in the implementation of measures and encourage the development of the railway transport system in line with the EU requirements.

To ensure monitoring and evaluation on the development of national safety the National Safety Authority collects and summarizes information on the Common Safety Indicators

Conditions have been created for implementation of future changes in the national safety rules in compliance with newly adopted Common Safety Methods and their revisions on the Community level.

The requirements for obtaining safety certificates of safety authorizations are defined entirely in accordance with Art. 10 and Art. 11 of Ordinance N_{0} 59 and are fully in accordance with the requirements of Art. 10 and Art. 11 of Directive 2004/49/EC.

In 2010 two applications for issuing safety certificates Part A and B to railway undertakings and one application for issuing a safety certificate Part B to a railway undertaking holding a safety certificate Part A, issued in another EU Member State (Austria), were reviewed. A safety certificate Part A and B was issued to a railway undertaking registered in the Republic of Bulgaria and a safety certificate Part B was issued to a railway undertaking having a safety certificate Part A, issued in another Member State. None of the undertakings has been issued a safety certificate Part A and Part B due to discrepancies in the submitted documents and restructuring. Details are provided in the table:

		Data of		Туре		Vali	dity
№	Submitting entity	submission	Authorization	Certificate Part A	Certificate Part B	From	То
1.	"DB Schenker Rail Bulgaria" EOOD	14/05/2010		Х	Х	27/05/2010	26/05/2015
2.	"Rail Cargo Austria"	14/05/2010			Х	01/07/2010	23/12/2014
3.	"Holding Bulgarian	02/12/2010		-	-	-	-

	State Railways" - EAD						
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Railway Administration Executive Agency keeps an electronic register "Accidents and incidents in railway transport", which keeps statistical information of all accidents and incidents having occurred in railway transport on the territory of the Republic of Bulgaria.

Staff executing safety critical tasks of railway carriage is trained in specialized schools and training centers accredited under the Bulgarian legislation and working closely with the National Safety Authority.

The qualification and certification of staff employed by the railway companies is certified with a document for staff qualifications, issued by the NSA, according to Art. 7, paragraph 1, item 4 of the Railway Transport Act. Railway Administration Executive Agency is also the authority for recognition of professional qualifications in the railway transport acquired in another Member State or in third countries..

C. Organization

1.Introduction to the organization.

The activities of the NSA cover the railway system of the Republic of Bulgaria, which includes the activities of the national railway infrastructure manager, railway undertakings and activities related to the safety of transport of entities with domestic railway transport and / or carrying out repairs on the railway infrastructure.

The activities, structure, organization and staff numbers of Railway Administration Executive Agency are determined by Organizational Rules, approved by the Council of Ministers of the Republic of Bulgaria.

The Agency is managed and represented by Executive Director, who is 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 the Agency is carried out by a Chief Secretary appointed by the Executive Director.

The Agency's activities are performed by general and specialized administration, organized in the following departments:

Specialized Administration:

Directorate General "Railway Inspectorate" - 23 employees; Directorate "Regulation" - 13 employees;

Directorate "Interoperability" - 9 employees;

General Administration:

Directorate "Administrative, legal and financial services" - 5 employees. *Appendix B1* shows the pattern of internal organization of the Agency.

2. Relations between the National Safety Authority and other national authorities.

An organizational chart of the process of relations between the National Safety Authority and other national bodies (e.g. the Independent Body for investigation of accidents and incidents, the National Regulatory Authority, the Ministry of Transport, Information Technology and Communications, etc.) is presented in *Appendix B2*.

D. Development of railway safety

1. Initiatives undertaken for maintenance / improvement / of safety.

In 2010, an accident occurred causing great public response. On 04/10/2010, in the section between the railways stations Dragoman - Dragoil, as a result of a gross breach of

regulations, documents and procedures for safety of railway carriage by the on-duty staff of State Enterprise "National Railway Infrastructure Company" and BDZ EAD was realized a head-on collision between international fast train 293 running to the direction of Belgrade - Sofia and labor train 10352 to the direction Dragoman - Dimitrovgrad (Serbia). 28 persons / passengers and employees /suffered from the collision.

During the year, few very unpleasant incidents happened at level crossings, causing fatalities. All of them have resulted from gross breach of the road traffic rules by drivers of motor vehicles. In one case, as a result of a collision of a freight train and a specialized snow-plough, in the section between the railway stations Birimirtsi - Poduyane Distribution were killed the train driver and the snow-plough driver and the assistant loco driver was seriously injured. Overall in level crossing accidents 9 people were killed and 10 were seriously injured.

As a whole the conclusion is that it is necessary s to learn the lesson for rigorous and constant observance of all legal documents relating to the safety of railway carriage, which will ensure preservation of the level of safety.

2. Detailed analysis of trends (with data):

Analysis of the trends associated with the Common Safety Indicators:

• Number of collisions of trains, including collisions with obstacles within the limits of the structure gauge;

In 2010, 2 major accidents were registered due to collisions of trains, including collisions with obstacles within the borders of the railway line. There is reduction of these cases in comparison with 2009 (3 cases). There was no accident resulting in death of people and considerable material damage.

• Number of train derailments;

In 2010 a major railway accident was registered due to derailment.

• Number of accidents at level crossings, including accidents involving pedestrians at railway level crossings;

In 2010 10 cases were recorded as significant railway accident in crossing at level crossings. There is an increase in these cases in comparison with 2009 (5 cases). As the main reason for these accidents may be indicated non-compliance with the rules for crossing at railway level crossings by drivers of motor vehicles or pedestrians. In order to increase the safety of people crossing at level crossings during he last year 7 level crossings were automated.

Number of accidents to persons caused by rolling stock (RS) in circulation excluding suicides;

In 2010, there were 20 registered accidents with people caused by vehicles in motion. Compared with 2009 (40 accidents with people caused by moving rolling stock (RS)) the number of reported incidents has decreased.

Number of fires in rolling stock;

In 2010 as major railway accidents no fires were recorded.

• Number of fatalities;

During the reporting period the number of persons killed as a result of railway accidents decreased compared with the the previous year - 16 died in 2010 versus 28 in 2009.

Number of persons seriously injured;

During the reporting period the number of persons seriously injured as a result of railway accidents has retained the same number - 22 seriously injured persons in 2010 versus 22 in seriously injured persons in 2009.

• Number of near-misses;

In 2010, there is a decrease in incidents that are precursors for accident - 100 against 194 in 2009. This is mainly due to the decreasing number of broken rails.

• Cost of all accidents and incidents.

The total cost of all accidents and incidents during the reporting period amounts to EUR 729,040. These are mainly costs for restoring damaged or destroyed infrastructure, damaged or destroyed rolling stock, delay, disruption or redirection of traffic. We can not provide information about insurance claims of injured people or the cost of treatment and rehabilitation of persons injured in railway accidents.

The technical safety of infrastructure as well as the statistics of railway accidents, according to the definitions and data from the Common Safety Indicators, are presented *in Appendix C*.

E. Important changes in legislation and legislative regulation

In 2010 amendments were made in:

• Ordinance N_{2} 57 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system with the trans-Europeanrailway system;

• Ordinance N_{2} 59 on safety management in railway transport; The changes are presented in *Appendix D*.

F. Development of safety certificates and safety authorizations

1. National legislation - starting dates - accessibility.

1.1 Starting date of issuing Safety Certificate under Article 10 of Directive 2004/49/EC (if it is necessary to distinguish between Part A and B).

In 2010 Safety Certificates Part A and Part B were issued to the following railway undertakings:

"DB Schenker Rail Bulgaria" EOOD - on 27/05//2010 for railway freight carriage, including transport of dangerous goods valid until 26/05/2015.

In 2010 Safety Certificate Part B was issued to a railway undertaking holding a safety certificate Part A, issued in another Member State of the European Union:

"Rail Cargo Austria" AD - on 01/07/2010 for transit freight carriage, including transport of dangerous goods through the territory of the Republic of Bulgaria with validity until 23/12/2014. The railway undertaking holds a safety certificate Part A with No AT 11 2009 0004, issued on 23/12/2009 by the Federal Ministry for Transport, Innovation and Technology - Austria, valid until 23/12/2014.

1.2 Initial date of issuance of Safety Authorization according to Article 11 of Directive 2004/49/EC

In 2010 no safety authorization was issued to a railway infrastructure manager

1.3 Availability of national safety rules or other relevant national legislation for railway undertakings and infrastructure managers (website, hard copy documents on demand, etc.).

All national safety rules are regulated by the Railway Transport Act and the ensuing ordinances. The rules are promulgated in the State Gazette, are published in the Internet, electronic legal information systems (Apis, Ciela, etc.) and are available on the internet sites (website) of the National Safety Authority. Upon request, the same are provided to the applicants for railway undertakings.

The national safety rules have been sent for notification of hard copy and in the electronic form, provided by the European Railway Agency.

2. Numerical data (Annex E)

3. Procedural aspects

3.1 Safety Certificates Part A

3.1.1. The reasons for updating / amending Part A of the certificates (e.g. variation in the type of service, amount of traffic, size of company, etc.) are regulated at national level in Ordinance N_{2} 59 on safety management of railway transport in accordance with Directive 2004/49/EC.

During the reporting period 1 new safety certificate was issued.

3.1.2. The main reasons why the average time for issuing safety certificate Part A (limited to those mentioned in Annex F and after having received all the relevant information) is longer than the four months provided in Article 12 (1) of the Safety Directive.

According to Ordinance \mathbb{N} 59 on safety management of the railway transport the designated four-month period begins from the date of submittance of the application by the railway undertaking. The period of issuing the safety certificate part A for the individual railway undertakings is between one month and eight months. The main reason for this is the incomplete documentation and the slow submittance of the requested by the NSA additional information and documents from the railway undertakings.

3.1.3. Overview of the requirements of other National Safety Authorities regarding the verification/ evaluation / of the information related to safety certificate Part A of the railway undertakings, which has been issued in the Republic of Bulgaria but is applicable in other Member States.

During the reporting period there is no railway undertaking with a safety certificate part A in Bulgaria, which has applied for a certificate B in another Member State.

3.1.4. Summary of the problems with cross acceptance of the safety certificate Part A valid on Community level .

In 2010 the National Safety Authority of Bulgaria has received an application for Safety Certificate Part B from a railway undertaking that has received a safety certificate part A in another country from the Community.

The requested certificate was issued in 2010 as at the acceptance of the documents the National Safety Authority complied with the requirement for recognition of the safety certificate part A, issued by another country from the Community.

3.1.5. Fees imposed by the NSA for issuance of safety certificate Part A (Yes / No - Value).

In 2010 there were no fees collected for issuance of safety certificate/ safety authorization.

3.1.6. Summary of the problems associated with the use of harmonized formats for safety certificate Part A, particularly in relation to categories of the type and scope of service.

Upon issuance of safety certificates there were no problems regarding the harmonized format.

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

During the reporting period, in the implementation of the procedures for examining documents and issuing safety certificates Part A the NSA encountered no problems that may hinder or delay the issuance of the certificate.

3.1.8. Summary of the problems mentioned by the railway undertakings in their applications for safety certificate Part A

The main problem before the railway undertakings is related to what documents exactly must be presented when applying. All problems encountered in the preparation of the railway undertakings of the documents for application for safety certificate part A are solved together with officials from the NSA through meetings and counseling.

3.1.9. Procedures for gathering feedback (e.g. questionnaires), which allow the railway undertakings to express their opinions on the procedures/ practices/ for issuance or registration of complaints.

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

3.2 Safety Certificates Part B

3.2.1. The reasons for updating/ amending Part B of the certificates (e.g. variation in the type of service, amount of traffic, lines of operation, type of rolling stock, category of staff, etc.).

In 2010 in the Republic of Bulgaria there was a request to updateSafety Certificate Part B of a railway undertaking that has received Safety Certificate Part A in another country of the Community.

3.2.2. Main reasons why the average time for issuing safety certificate Part B (limited to those mentioned in Annex F and after having received all relevant information) is longer than the four months provided in Article 12 (1) of the Safety Directive.

According to Ordinance N_{2} 59 on safety management of railway transport the designated fourmonth period begins to run from the date of submittance of the application by the railway undertaking. The period of issuing the safety certificate part B for the individual railway undertakings is between one month and eight months. The main reason for this is the incomplete documentation and the slow submittance of the requested by the NSA additional information and documents of the railway undertakings.

3.2.3. Fees imposed by the NSA for issuance of safety certificate Part A (Yes / No - Value).

In 2010 there were no fees collected for issuance of safety certificate/ safety authorization.

3.2.4. Summary of the problems associated with the use of harmonized formats for safety certificate Part B, particularly in relation to the categories of the type and scope of service.

Upon issuance of safety certificates there were no problems regarding the harmonized format.

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

During the reporting period, at the implementation of procedures for examining documents and issuing safety certificates Part B, the NSA encountered no common problems that may hinder or delay the issuance of the certificate.

3.2.6. Summary of the problems mentioned by the railway undertakings in their applications for safety certificate Part B.

As with safety certificate part A, the main problem facing the railway undertakings is related to exactly what documents must be presented when applying for Part B. All the problems occurring in the preparation of the railway undertakings for applications for safety certificates part B are solved together with officials from the NSA through meetings and counseling.

3.2.7 Procedures for gathering feedback (e.g. questionnaires), which allow the railway undertakings to express their opinions on the procedures / practices / for issuance or registration of complaints.

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

3.3 Safety authorizations

3.3.1. Reasons for updating / amendment / of the safety authorizations

In 2010 in Bulgaria no new safety authorization was issued to a railway infrastructure manager

3.3.2. The main reasons why the average time for issuing safety authorization (limited to those mentioned in Annex F and after having received all the relevant information) is longer than the four months provided in Article 12 (1) of the Safety Certificate.

In 2010 in Bulgaria no new safety authorization was issued to a railway infrastructure manager

3.3.3. A summary of the common problems / difficulties / with respect to the procedure for issuing safety authorizations

During the reporting period in Bulgaria no new safety authorization was issued to a railway infrastructure manager

3.3.4. Summary of the problems mentioned by the infrastructure managers when applying for safety authorizations

During the reporting period in Bulgaria no new safety authorization was issued to a railway infrastructure manager

3.3.5. Procedures for gathering feedback (e.g. questionnaires), which allow the infrastructure managers to express their opinions on the procedures / practices / for issuance or registration of complaints.

There is no established practice for gathering feedback regarding the preparation of documents by infrastructure managers applying for a safety authorization.

3.3.6. Fees imposed by the NSA $\,$ for issuance of Safety Authorization (Yes / No - Value).

In 2010 there were no fees collected for issuance of safety certificate/ safety authorization.

G. Supervision of railway undertakings and infrastructure managers

1. Description of the supervision of railway undertakings and infrastructure managers

The National Safety Authority controls:

• the construction, repair, maintenance and operation of the railway infrastructure, safety of traffic and carriage by rail and the technical condition of the rolling stock;

• the operation of safety management systems, designed and maintained by the infrastructure managers and railway undertakings;

• compliance of the general requirements and safety conditions and technical operation of the internal railway transport;

• compliance with the essential requirements to the railway system to achieve interoperability;

• the work of the staff of the infrastructure manager and the railway undertakings and the activity of construction and repair entities and of the domestic railway transport of ministries, companies and enterprises on the safety of movements;

• conformity of the constituents for interoperability with national requirements and standards in the process of design, construction and operation of the railway system.

1.1- Audits and inspections conducted by the NSA

In 2010 497 inspections were made on objects of the railway infrastructure and the railway undertakings.

1.2- Capacity (staff), which the NSA has for inspections (number,% of the engaged staff of the NSA)

The administrative capacity of the NSA, i.e. Railway Administration Executive Agency, has 52 employees, of which 23 employees are in the Directorate General "Railway Inspectorate", which performs the safety functions, or 44% of the staff of the Agency.

1.3 - Economic aspects of the inspections (expenses).

During the reporting period EUR 4,245 were spent on inspections.

2. Presentation of the annual safety reports within the statutory period by all infrastructure managers and railway undertakings under Article 9 (4) of the Safety Directive.

All railway undertakings holding a safety certificate part A and part B and also the railway infrastructure manager submitted their annual safety reports on time. According to Ordinance N_{0} 59 on safety management of railway transport this deadline is determined until the 30th of May. The data from these reports have been 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 be specified
		1	2		
1. Number of	Planned				General
the railway undertakings/ infrastructure managers for 2010	Conducted				497

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety authorizations	Other activities - to be specified
		1	2		
2. Number of	Planned				
undertakings / infrastructure managers for 2010	Conducted				

3. Summary of the corrective measures (acts, amendments, cancellations, terminations, important warnings, etc.) related to the safety aspects arising from these audits/ inspections.

In the inspections of the railway infrastructure and railway undertakings conducted by the NSA, prescriptions were made and actions were taken to assure compliance with the safety requirements of the objects of railway infrastructure and rolling stock. Upon finding deficiencies that threaten the safety of carriages the inspectors of the NSA stop the service of elements of railway infrastructure or rolling stock until troubleshooting of the deficiencies. The railway infrastructure manager and the railway undertakings are required to meet the prescriptions in the specified time. Implementation of prescriptions and elimination of inconsistencies with the safety requirements are subject to subsequent control by the NSA.

Upon finding violations by members of the staff associated with the safety of carriages employees of the NSA issue acts of administrative violationin compliance with the Railway Transpor Act In 2010, 44 penalty decrees were issued on the basis of acts of violations of the the Railway Transport Act, which were drawn up by employees of Railway Administration executive Agency.

4. Complaints on behalf of the infrastructure manager regarding railway undertakings relating to conditions in their Safety Certificates Part A and Part B

During the reporting period no complaints were received from the manager of the railway infrastructure on the conditions in the safety certificates A and Part B of railway carriers.

5. Complaints on behalf of railway undertakings about the rail infrastructure manager relating to conditions in its safety authorization

During the reporting period no complaints from railway undertakings were received on conditions in the safety authorization of the railway infrastructure manager.

H. Conclusions - Priorities - Results of the safety recommendations

Key priorities for improving safety are enhancing the criteria for maintaining the objects of railway infrastructure and rolling stock in accordance with the safety requirements and increase of the quality of preventive control over the operation of railway undertakings, the staff performing safety-related tasks and in putting into service of objects of the railway infrastructure and rolling stock.

I. Appendixes

APPENDIX A: Information on the structure of the railway transport

APPENDIX B: Diagrams of the organization of the NSA

APPENDIX C: Data on the Common Safety Indicators - definitions applied

APPENDIX D: Important changes in the legislation and the legislative regulation

APPENDIX E: Development of safety certification and safety authorizations - numerical data

Appendix A: Information on the structure of the railway transport

A.1.1. Network Map





A.1.2. Pan-European transport corridors passing through the Republic of Bulgaria

A.2. List of railway undertakings and infrastructure managers

A.2.1. Infrastructure Managers

Name Addro	dress	Website / Link for the status of the network	Safety Authorizations (Number / / date)	Starting date of business activity	Overall length of the network / line width	Length of the electrified line / Voltage	Full length of double / single line	Overall length of a line of the high- speed type (Directive 96/48/ES) - HSL	Used equipment - type of automatic train protection - ATP	Number of level crossings- LC	Number of signals
National 1233 Railway Sofia, Infrastructure Company Blvd.,	3 - 1 ia, 110, aria sa" d.,	<u>www.rail-infra.bg</u>	BG2020080001 from 11/12/2008	01/01/2002.	Total extended length of 6799 km, including: 125 km / 760 mm 6641 km / 1435 mm 33 km / 1520 mm	4708 km 25 KV/50Hz	(2x969) 1938 km	0	Train Control System (automatic locomotive signaling) Total 440 km.	Total number of level crossings - 815 including: with protection - 669 without protection - 146 Total pedestrian paths - 121	

A.2.2. Railway undertakings

Name	Addres s	Website	Safety Certificate	Safety certificate A-B	Starting date of business	Type of traffic	Number of locomotives	Number of power multiple units /	Number of coaches /	Number of drivers / team	Volume of passenger	Volume of freight
	5		2001/14/EC (number / date)	2004/49/EC ((number / date)	activity	(freight,)		diesel multiple units	wagons	responsible for safety	transport	transport
"Holding Bulgarian State Railways" EAD	1080 - Sofia, 3, Ivan Vazov Str.	gd.zbd.www			01.01.2002	Railway passenger and freight carriage	249 electric locomotives 236 diesel locomotives					
"BDZ - Freight Services" Ltd.	1080 - Sofia, 3, Ivan Vazov Str.			A - BG1120080002 29/12/2008 B - BG1220080002 29/12/2008	31/01/2008	Railway carriage of freight, including transport of dangerous goods			11 858 freight wagons			

"Gastrade" AD	"Bulmarket - DM" Ltd.	"Bulgarian Railway Company" Ltd.	"BDZ - Passenger Transport" Ltd.
1784, city of Sofia 1000, 62, "Tsarigradsko Shose" Blvd., Floor 2	7000 - Rousse 100, "Tutrakan" Blvd.	1301 - Sofia, 16, "Lavele" Str.	1080 - Sofia, 3, Ivan Vazov Str.
www.gastradebg.com	www.bulmarket.bg	www.brc-bg.com	
A - BG1120090003 01/07/2009 B - BG1220090003 01/07/2009	A - BG1120090001 30/03/2009 B- BG1220090001 30/03/2009	A – BG1120080003 30/12/2008 B – BG1220080003 30/12/2008	A – BG1120080001 29/12/2008 B – BG1220080001 29/12/2008
01/10/2008	03/08/2004	05/10/2005	31/01/2008
Freight transport, including transport of dangerous goods	Freight transport, including transport of dangerous goods	Freight transport, including transport of dangerous goods	Railway passenger carriage
	5 electric locomotives 6 diesel locomotives	16 electric locomotives	
			23 diesel multiple units 22 electric multiple units
23 freight wagons	17 freight wagons	possess no own (use wagons of the freight forwarders)	1304 coaches
	81.18 million tonne- kilometers	1269.5 million tonne- kilometers	

S district 2070 Pirdop	Rail "Rail 1000 1000	Cargo Austria" Sofía	"Unitranskom" AD Sofia 1000, 106 "Maria
2070 Pirdop Industrial Zone	1000 133, I	Sofia Dunav Str.	Sofia 1000, 106 "Maria Luisa" Blvd.,
A – BG11201000 27/05/2010 B – BG12201000 27/05/2010	001 B	- BG1220100002 01/07/2010	A - BG1120090002 01/07/2009 B - BG1220090002 01/07/2009
			01/10/2008
reight transport, cluding transport o angerous goods	of Trans the ter includ dange	it of goods through trritory of the country, ding transport of srous goods	Freight transport, including transport of dangerous goods

Appendix B: Organizational Chart of the NSA

B.1. Scheme: Internal organization



B.2. Scheme: Relations with other national authorities

FUNCTIONAL STRUCTURE



Appendix C: Data for Common Safety Indicators - applied definitions

B1: Statistical and other data

Guidelines for data transmission and file formats ver.2010

Field number	Data Code	Description of data	Data format	Example of data				
0. Reporting country details								
01	СС	Reporting country	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	BG				
02	ΥY	Reporting year	Format: YYYY, four digits number	2010				
1.1a. Total number of accidents and a break-down into the following types of accidents								
1	N00	Total Number of all accident	Numeric value	39				
2	N01	Number of Collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	2				
3	N02	Number of Derailments of trains	Numeric value	1				
4	N03	Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	10				
5	N04	Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	20				
6	N05	Number of Fires in rolling stock	Numeric value	0				
7	N06	Number of Other accidents	Numeric value	6				

1.1b. R	elative	to million train kilometres number of accidents and a break-dow	n into the following types of accidents					
8	N10	Relative to train km Total Number of all accident	Numeric value (train km in million)	1,27E+00				
9	N11	Relative to train km Number of Collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	6,53E-02				
10	N12	Relative to train km Number of Derailments of trains	Numeric value (train km in million)	3,26E-02				
11	N13	Relative to train km Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	3,26E-01				
12	N14	Relative to train km Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	6,53E-01				
13	N15	Relative to train km Number of Fires in rolling stock	Numeric value (train km in million)	0,00E+00				
14	N16	Relative to train km Number of Other accidents	Numeric value (train km in million)	1,96E-01				
1.2a. Total number of suicides								
15	N07	Number of events: suicide	Numeric value	18				
1.2b. R	elative	to million train kilometres number of suicides						
16	N17	Relative to train km Number of events: suicide	Numeric value (train km in million)	5,88E-01				
1.3a. To the follo	otal nu owing (mber of accidents involving the transport of dangerous goods di categories	vided into					
17	N18	Total number of accidents involving at least one railway vehicle transporting dangerous goods	Numeric value	0				
18	N19	Number of accidents involving at least one railway vehicle transporting dangerous goods in which dangerous goods are NOT released	Numeric value	0				
19	N20	Number of accidents involving at least one railway vehicle transporting dangerous goods in which dangerous goods ARE	Numeric value	0				

		released			
1.3b. R the follo	1.3b. Relative to million train kilometres Total number of accidents involving the transport of dangerous goods divided into the following categories				
20	N21	Relative to train km Total number of accidents involving at least one railway vehicle transporting dangerous goods	Numeric value (train km in million)	0,00E+00	
21	N22	Relative to train km Number of accidents involving at least one railway vehicle transporting dangerous goods in which dangerous goods are NOT released	Numeric value (train km in million)	0,00E+00	
22	N23	Relative to train km Number of accidents involving at least one railway vehicle transporting dangerous goods in which dangerous goods ARE released	Numeric value (train km in million)	0,00E+00	
2.1a. To	tal nur	nber of Persons seriously injured by type of accident divided into	the following categories		
23	TS00	Total number in all accidents	Numeric value	22	
24	TS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
25	TS02	In derailments of trains	Numeric value	0	
26	TS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	10	
27	TS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	12	
28	TS05	In fires in rolling stock	Numeric value	0	
29	TS06	In others	Numeric value	0	
2.1b. Relative to million train kilometres total number of Persons seriously injured by type of accident divided into the following categories					
30	TS10	Total number in all accidents	Numeric value (train km in million)	7,18E-01	

31	TS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
32	TS12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
33	TS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	3,26E-01	
34	TS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	3,92E-01	
35	TS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
36	TS16	In others	Numeric value (train km in million)	0,00E+00	
2.2a. To	tal nur	nber of Passengers seriously injured by type of accident divided	into the following categories		
37	PS00	Total number in all accidents	Numeric value	0	
38	PS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
39	PS02	In derailments of trains	Numeric value	0	
40	PS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0	
41	PS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0	
42	PS05	In fires in rolling stock	Numeric value	0	
43	PS06	In others	Numeric value	0	
2.2b. Re categor	2.2b. Relative to million train kilometres total number of Passengers seriously injured by type of accident divided into the following categories				
44	PS10	Total number in all accidents	Numeric value (train km in million)	0,00E+00	
45	PS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	

46	PS12	In derailments of trains	Numeric value (train km in million)	0,00E+00
47	PS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00
48	PS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00
49	PS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
50	PS16	In others	Numeric value (train km in million)	0,00E+00
2.2c. Re followin	elative t	to million passenger train kilometres total number of Passengers gories	seriously injured by type of accident divided	into the
51	PS20	Total number in all accidents	Numeric value (pass. train km in million)	0,00E+00
52	PS21	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (pass. train km in million)	0,00E+00
53	PS22	In derailments of trains	Numeric value (pass. train km in million)	0,00E+00
54	PS23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (pass. train km in million)	0,00E+00
55	PS24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (pass. train km in million)	0,00E+00
56	PS25	In fires in rolling stock	Numeric value (pass. train km in million)	0,00E+00
57	PS26	In others	Numeric value (pass. train km in million)	0,00E+00
2.2d. Relative to million passenger kilometres total number of Passengers seriously injured by type of accident divided into the following categories				
58	PS30	Total number in all accidents	Numeric value (pass. km in million)	0,00E+00
59	PS31	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (pass. km in million)	0,00E+00
60	PS32	In derailments of trains	Numeric value (pass. km in million)	0,00E+00
61	PS33	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (pass. km in million)	0,00E+00

62	PS34	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (pass. km in million)	0,00E+00
63	PS35	In fires in rolling stock	Numeric value (pass. km in million)	0,00E+00
64	PS36	In others	Numeric value (pass. km in million)	0,00E+00
2.3a. To catego	otal nun ries	nber of Employees including the staff of contractors seriously in	jured by type of accident divided into the follo	owing
65	SS00	Total number in all accidents	Numeric value	1
66	SS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
67	SS02	In derailments of trains	Numeric value	0
68	SS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	1
69	SS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0
70	SS05	In fires in rolling stock	Numeric value	0
71	SS06	In others	Numeric value	0
2.3b. Ro divided	elative t into th	to million train kilometres total number of Employees including t e following categories	he staff of contractors seriously injured by ty	pe of accident
72	SS10	Total number in all accidents	Numeric value (train km in million)	3,26E-02
73	SS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
74	SS12	In derailments of trains	Numeric value (train km in million)	0,00E+00
75	SS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	3,26E-02
76	SS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00
77	SS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00

78	SS16	In others	Numeric value (train km in million)	0,00E+00
2.4a. T	otal nu	mber of Level-crossing users seriously injured by type of accide	nt divided into the following categories	
79	LS00	Total number in all accidents	Numeric value	9
80	LS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
81	LS02	In derailments of trains	Numeric value	0
82	LS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	9
83	LS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0
84	LS05	In fires in rolling stock	Numeric value	0
85	LS06	In others	Numeric value	0
2.4b. Re followir	elative ng cate	to million train kilometres total number of Level-crossing users s gories	seriously injured by type of accident divided in	nto the
86	LS10	Total number in all accidents	Numeric value (train km in million)	2,94E-01
87	LS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
88	LS12	In derailments of trains	Numeric value (train km in million)	0,00E+00
89	LS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	2,94E-01
90	LS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00
91	LS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
92	LS16	In others	Numeric value (train km in million)	0,00E+00
2.5a. T	otal nu	mber of Unauthorised persons seriously injured by type of accid	ent divided into the following categories	

93	US00	Total number in all accidents	Numeric value	12	
94	US01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
95	US02	In derailments of trains	Numeric value	0	
96	US03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0	
97	US04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	12	
98	US05	In fires in rolling stock	Numeric value	0	
99	US06	In others	Numeric value	0	
2.5b. Re followin	elative t ng cate	to million train kilometres total Total number of Unauthorised pe gories	rsons seriously injured by type of accident di	vided into the	
100	US10	Total number in all accidents	Numeric value (train km in million)	3,92E-01	
101	US11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
102	US12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
103	US13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
104	US14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	3,92E-01	
105	US15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
106	US16	In others	Numeric value (train km in million)	0,00E+00	
2.6a. To	2.6a. Total number of Other persons seriously injured by type of accident divided into the following categories				
107	OS00	Total number in all accidents	Numeric value	0	
108	OS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	

109	OS02	In derailments of trains	Numeric value	0		
110	OS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0		
111	OS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0		
112	OS05	In fires in rolling stock	Numeric value	0		
113	OS06	In others	Numeric value	0		
2.6b. Re categor	elative : ies	to million train kilometres total number of Other persons serious	ly injured by type of accident divided into the	following		
114	OS10	Total number in all accidents	Numeric value (train km in million)	0,00E+00		
115	OS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00		
116	OS12	In derailments of trains	Numeric value (train km in million)	0,00E+00		
117	OS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00		
118	OS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00		
119	OS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00		
120	OS16	In others	Numeric value (train km in million)	0,00E+00		
3.1a. To	3.1a. Total number of Persons killed by type of accident divided into the following categories					
121	TK00	Total number in all accidents	Numeric value	16		
122	TK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0		
123	TK02	In derailments of trains	Numeric value	0		

124	TK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	9
125	TK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	7
126	TK05	In fires in rolling stock	Numeric value	0
127	TK06	In others	Numeric value	0
3.1b. R	elative	to million train kilometres total number of Persons killed by type	of accident divided into the following categor	ies
128	TK10	Total number in all accidents	Numeric value (train km in million)	5,22E-01
129	TK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
130	TK12	In derailments of trains	Numeric value (train km in million)	0,00E+00
131	TK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	2,94E-01
132	TK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	2,28E-01
133	TK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
134	TK16	In others	Numeric value (train km in million)	0,00E+00
3.2а. То	otal nur	nber of Passengers killed by type of accident divided into the foll	owing categories	
135	PK00	Total number in all accidents	Numeric value	0
136	PK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
137	PK02	In derailments of trains	Numeric value	0
138	PK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0
139	PK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0

140	PK05	In fires in rolling stock	Numeric value	0	
141	PK06	In others	Numeric value	0	
3.2b. Re	3.2b. Relative to million train kilometres total number of Passengers killed by type of accident divided into the following categories				
142	PK10	Total number in all accidents	Numeric value (train km in million)	0,00E+00	
143	PK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
144	PK12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
145	PK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
146	PK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00	
147	PK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
148	PK16	In others	Numeric value (train km in million)	0,00E+00	
3.2c. Re categor	elative t ies	o million passenger train kilometres total number of Passengers	killed by type of accident divided into the fol	lowing	
149	PK20	Total number in all accidents	Numeric value (pass. train km in million)	0,00E+00	
150	PK21	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (pass. train km in million)	0,00E+00	
151	PK22	In derailments of trains	Numeric value (pass. train km in million)	0,00E+00	
152	PK23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (pass. train km in million)	0,00E+00	
153	PK24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (pass. train km in million)	0,00E+00	
154	PK25	In fires in rolling stock	Numeric value (pass. train km in million)	0,00E+00	
155	PK26	In others	Numeric value (pass. train km in million)	0,00E+00	

3.2d. Re	3.2d. Relative to million passenger kilometres total number of Passengers killed by type of accident divided into the following categories				
156	PK30	Total number in all accidents	Numeric value (pass. km in million)	0,00E+00	
157	PK31	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (pass. km in million)	0,00E+00	
158	PK32	In derailments of trains	Numeric value (pass. km in million)	0,00E+00	
159	PK33	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (pass. km in million)	0,00E+00	
160	PK34	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (pass. km in million)	0,00E+00	
161	PK35	In fires in rolling stock	Numeric value (pass. km in million)	0,00E+00	
162	PK36	In others	Numeric value (pass. km in million)	0,00E+00	
3.3а. То	otal nur	nber of Employees including the staff of contractors killed by typ	be of accident divided into the following categ	ories	
163	SK00	Total number in all accidents	Numeric value	2	
164	SK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
165	SK02	In derailments of trains	Numeric value	0	
166	SK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	1	
167	SK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	1	
168	SK05	In fires in rolling stock	Numeric value	0	
169	SK06	In others	Numeric value	0	
3.3b. Re into the	3.3b. Relative to million train kilometres total number of Employees including the staff of contractors killed by type of accident divided into the following categories				
170	SK10	Total number in all accidents	Numeric value (train km in million)	6,53E-02	

171	SK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
172	SK12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
173	SK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	3,26E-02	
174	SK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	3,26E-02	
175	SK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
176	SK16	In others	Numeric value (train km in million)	0,00E+00	
3.4а. То	otal nur	nber of Level-crossing users killed by type of accident divided in	to the following categories		
177	LK00	Total number in all accidents	Numeric value	8	
178	LK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
179	LK02	In derailments of trains	Numeric value	0	
180	LK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	8	
181	LK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0	
182	LK05	In fires in rolling stock	Numeric value	0	
183	LK06	In others	Numeric value	0	
3.4b. Re categor	3.4b. Relative to million train kilometres total number of Level-crossing users killed by type of accident divided into the following categories				
184	LK10	Total number in all accidents	Numeric value (train km in million)	2,61E-01	
185	LK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
186	LK12	In derailments of trains	Numeric value (train km in million)	0,00E+00	

187	LK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	2,61E-01
188	LK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00
189	LK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
190	LK16	In others	Numeric value (train km in million)	0,00E+00
3.5а. То	otal nur	nber of Unauthorised persons killed by type of accident divided i	nto the following categories	
191	UK00	Total number in all accidents	Numeric value	6
192	UK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
193	UK02	In derailments of trains	Numeric value	0
194	UK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0
195	UK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	6
196	UK05	In fires in rolling stock	Numeric value	0
197	UK06	In others	Numeric value	0
3.5b. Re categor	elative ries	to million train kilometres total Total number of Unauthorised per	rsons killed by type of accident divided into the	ne following
198	UK10	Total number in all accidents	Numeric value (train km in million)	1,96E-01
199	UK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
200	UK12	In derailments of trains	Numeric value (train km in million)	0,00E+00
201	UK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00
202	UK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	1,96E-01

203	UK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
204	UK16	K16 In others Numeric value (train km in million)		0,00E+00	
3.6a. Total number of Other persons killed by type of accident divided into the following categories					
205	OK00	Total number in all accidents	Numeric value	0	
206	OK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
207	OK02	In derailments of trains	Numeric value	0	
208	OK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0	
209	OK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0	
210	OK05	In fires in rolling stock	Numeric value	0	
211	OK06	In others	Numeric value	0	
3.6b. Re	elative	to million train kilometres total number of Other persons killed by	y type of accident divided into the following c	ategories	
212	OK10	Total number in all accidents	Numeric value (train km in million)	0,00E+00	
213	OK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
214	OK12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
215	OK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
216	OK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00	
217	OK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
218	OK16	In others	Numeric value (train km in million)	0,00E+00	

4.1a. Total number of events relating to precursors of accidents and a break-down into the following types					
219	100	Total number of precursors	Numeric value	100	
220	101	Total number of broken rails	Numeric value	69	
221	102	Total number of track buckles Numeric value		1	
222	103	Total number of wrong-side signalling failures Numeric value		0	
223	104	Total number of signals passed at danger	Numeric value	0	
224	105	Total number of broken wheels on rolling stock in service	Numeric value	1	
225	106	Total number of broken axles on rolling stock in service	Numeric value	29	
4.1b. Re	lative	to million train kilometres number of precursors and a break-	down into the following types of accidents		
226	I10	Total number of precursors	Numeric value (train km in million)	3,26E+00	
227	111	Total number of broken rails	Numeric value (train km in million)	2,25E+00	
228	112	Total number of track buckles	Numeric value (train km in million)	3,26E-02	
229	113	Total number of wrong-side signalling failures	Numeric value (train km in million)	0,00E+00	
230	114	Total number of signals passed at danger	Numeric value (train km in million)	0,00E+00	
231	115	Total number of broken wheels on rolling stock in service	Numeric value (train km in million)	3,26E-02	
232	116	Total number of broken axles on rolling stock in service	Numeric value (train km in million)	9,47E-01	
5.1a. Ind	licator	s to calculate the economic impact of accidents			

233	C00	0 Economic impact of ALL accidents Numeric value in €		#N/A	
234	C10	Economic impact of significant accidents ONLY	Numeric value in €	#N/A	
235	C01	Economic impact of fatalities	Numeric value in €	#N/A	
236	C02	Economic impact of serious injuries Numeric value in €		#N/A	
As a result of ALL accidents					
237	C03	Cost of material damages to rolling stock or infrastructure (all accidents)	Numeric value in €	0	
238	C07	Cost of damage to the environment (all accidents)	Numeric value in €	-	
239	C04	C04 Cost of delays as a consequence of all accidents Numeric value in €		#N/A	
240	C05	Minutes of delays of passenger trains (all accidents)	Numeric value (minutes)	-	
241	C06	06 Minutes of delays of freight trains (all accidents) Numeric value (minutes)		-	
As a res	ult of si	gnificant accidents ONLY			
242	C13	Cost of material damages to rolling stock or infrastructure (significant accidents)	Numeric value in €	729040,000	
243	C17	Cost of damage to the environment (significant accidents)	Numeric value in €	-	
244	C14	Cost of delays as a consequence of significant accidents	Numeric value in €	#N/A	
245	C15	Minutes of delays of passenger trains (significant accidents)	Numeric value (minutes)	-	
246	C16	Minutes of delays of freight trains (significant accidents)	Numeric value (minutes)	-	
5.1b. Re	5.1b. Relative to million train kilometres the economic impact of accidents				

247	C20	Relative to train km, Economic impact of ALL accidents	Numeric value in €/trainkm (train km in million)	-
248	C21	Relative to train km, Economic impact of significant accidents ONLY	Numeric value in €/trainkm (train km in million)	-
249	C22	Economic impact of fatalities	Numeric value in €/trainkm (train km in million)	-
250	C23	Economic impact of serious injuries	Numeric value in €/trainkm (train km in million)	-
251	C24	Cost of material damages to rolling stock or infrastructure of ALL accidents	Numeric value in €/trainkm (train km in million)	0,00E+00
252	C25	Cost of delays as a consequence of ALL accidents	Numeric value in €/trainkm (train km in million)	-
253	C26	Cost of material damages to rolling stock or infrastructure of significant accidents	Numeric value in €/trainkm (train km in million)	2,38E+04
254	C27	Cost of delays as a consequence of significant accidents	Numeric value in €/trainkm (train km in million)	-
6.1a. Indicators relating to technical safety of infrastructure and its implementation				
255	T01	Percentage of tracks with Automatic Train Protection (ATP) in operation	Numeric value (%) (67% = 0.67)	11,00%
256	T02	Percentage of train kilometres using operational ATP systems	Numeric value (%)	21,00%
257	T03	Total number of level crossings (active and passive)	Numeric value	815
258	T06	Total number of active level crossings	Numeric value	669
259	T07	with automatic user-side warning	Numeric value	0
260	T08	with automatic user-side protection	Numeric value	131
261	T09	with automatic user-side protection and warning	Numeric value	0
262	T10	with automatic user-side protection and warning, and rail-side protection	Numeric value	354
263	T11	with manual user-side warning	Numeric value	0

264	T12	with manual user-side protection	Numeric value	184		
265	T13	with manual user-side protection and warning	Numeric value	0		
266	T14	Total number of passive level crossings	Numeric value	146		
6.1b. Re	6.1b. Relative to line km, indicators relating to technical safety of infrastructure and its implementation					
267	T15	Relative to line km number of level crossings (active and passive)	Numeric value	2,05E-01		
268	T16	Relative to line km number of active level crossings	Numeric value	1,68E-01		
269	T17	with automatic user-side warning	Numeric value	0,00E+00		
270	T18	with automatic user-side protection	Numeric value	3,30E-02		
271	T19	with automatic user-side protection and warning	Numeric value	0,00E+00		
272	T20	with automatic user-side protection and warning, and rail-side protection	Numeric value	8,91E-02		
273	T21	with manual user-side warning	Numeric value	0,00E+00		
274	T22	with manual user-side protection	Numeric value	4,63E-02		
275	T23	with manual user-side protection and warning	Numeric value	0,00E+00		
276	T24	Relative to line km number of passive level crossings	Numeric value	3,67E-02		
6.1c. Re	6.1c. Relative to track km, indicators relating to technical safety of infrastructure and its implementation					
277	T04	Relative to track km number of level crossings (active and passive)	Numeric value	1,58E-01		
278	T25	Relative to track km number of active level crossings	Numeric value	1,30E-01		
279	T26	with automatic user-side warning	Numeric value	0,00E+00		

280	T27	with automatic user-side protection Numeric value		2,54E-02
281	T28	with automatic user-side protection and warning	Numeric value	0,00E+00
282	T29	with automatic user-side protection and warning, and rail-side protection	Numeric value	6,87E-02
283	T30	with manual user-side warning	Numeric value	0,00E+00
284	T31	with manual user-side protection	Numeric value	3,57E-02
285	T32	with manual user-side protection and warning Numeric value		0,00E+00
286	T33	Relative to track km number of passive level crossings Numeric value		2,83E-02
7. Indicators relating to the management of safety				
287	A01	Total number of accomplished audits	Numeric value	0
288	A02	A02 Percentage of audits accomplished /required (and/or planned). Numeric value (%)		0,00%
8. Refer	ence d	ata traffic and infrastructure		
289	R01	Total number of Train km	Numeric value (in million Train*km)	30,637
290	R02	Number of Passenger km	Numeric value (in million Passenger*km)	2099,660
291	R05	Number of Passenger train km	Numeric value (in million Train*km)	23,112
292	R06	Number of Freight train km	Numeric value (in million Train*km)	6,504
293	R04	Number of Other train km	Numeric value (in million Train*km)	1,021
294	R07	Number of Freight tonne km	Numeric value (in million tonne*km)	7,274
295	R08	Number of line kilometres (double track lines are to be counted ONCE)	Numeric value (in km)	3973,000

296	R03	Number of track kilometres (double track lines are to be counted TWICE) Numeric value (in km)		5154,000
9. Reference data for economic indicators				
297	R09	Average percentage of work passengers per year	Numeric value (%)	-
298	R10	Average percentage of non-work passengers per year	Numeric value (%)	
299	R11	National value of preventing a fatality	Numeric value in €	-
300	R12	National value of preventing a serious injury	Numeric value in €	-
301	R13	National value of time for a work passenger of a train (an hour)	Numeric value in €	-
302	R14	National value of time for a non-work passenger of a train (an hour)	Numeric value in €	-
303	R15	National value of time for a tonne freight (an hour)	Numeric value in €	-
304	R16	Fall back value of preventing a fatality	Numeric value in €	#N/A
305	R17	Fall back value of preventing a serious injury	Numeric value in €	#N/A
306	R18	Fall back value of time for a work passenger of a train (an hour)	Numeric value in €	#N/A
307	R19	Fall back value of time for a non-work passenger of a train (an hour)	Numeric value in €	#N/A
308	R20	Fall back value of time for a tonne freight (an hour)	Numeric value in €	#N/A

C.2. Definitions used in the annual report

C.2.1 used in this report are consistent definitions in Regulation 91/03 with respect to:

- fatalities (killed people)
- bodily injury (seriously wounded person)
- passenger-km

- railway passenger
- suicide
- significant accident
- train
- train-km

C.2.2. National definitions

C.3. Abbreviations

CSI Common safety indicators ERA European Railway Agency LC level crossing MLN 10⁶ BLN 10⁹ NSA National Safety Authority RS Rolling Stock RU/IM Railway undertakings and infrastructure managers

	Legal basis	Date, on which the legislation comes into force	Reasons for introduction (specify the new rules or amendments to the existing legislation)	Description
Common legislation concerning the national railway safety	Change of the scope, tasks, responsibilities, competencies, etc.		ncies, etc.	
	No new or modified requirements			
Legislation concerning the notified bodies, assessors, third parties, authorities in charge of registration, exams, etc.		Change of t	he scope, tasks, responsibilities, compete	encies, etc.
	No new or modified requirements			
National rules relating to railway safety				
Rules on national safety targets and safety methods	New or change	ed requirements including	the implementation of Common Safety	Methods and Common Safety Targets
	ORDINANCE № 59 of December 5, 2006 on safety management in railway transport Annex 1	22/06/2010	Transposition of Directive 2009/149/EC of the European Parliament and the Council of November 27, 2009, amending Directive 2004/49/EC on safety on the Community railways.	Defines common safety indicators and common methods for calculating accident costs.
Rules concerning the requirements for safety management systems and safety certificates of railway undertakings	Rules concerning the requirements for safety management systems and safety certificates of railway undertakings		ents in the Safety Directive	
Pulse concerning the requirements	ORDINANCE № 59 of December 5, 2006 on safety management in railway transport Article 39, Paragraph 1, Item 3	28/12/2010	Transposition of Directive 2008/110/EC of the European Parliament and Council of December 16, 2008, amending Directive 2004/49/EC on safety on the Community railways.	Safety certificate shall be wholly or partly renewed under <u>Art. 29</u> for issuance of a certificate for maintenance of rolling stock
for safety management systems and safety certificates/ safety authorizations to railway undertakings and infrastructure	Nev	v or changed requirement	s, including implementation of requirem	ents in the Safety Directive

managers				
	ORDINANCE № 59	28/12/2010	Transposition of Directive	Safety certificate shall be wholly or partly
	of December 5, 2006 on		2008/110/EC of the European	renewed under <u>Art. 29</u> for issuance of a
	safety management in		Parliament and Council	certificate for maintenance of rolling stock
	railway transport		of December 16, 2008, amending	_
	Art.50, para. 1, item. 4		Directive 2004/49/EC on safety	
			on the Community railways.	
Rules on requirements for owners of wagons/ carriages	New	or changed requirements	, including implementation of the requir	ements of the EU legislation
	ORDINANCE Nº 59		Transposition of Directive	Designation of entity responsible for the
	of December 5, 2006 on		2008/110/EC of the European	maintenance of rolling stock
	safety management in		Parliament and Council	Registration of railway vehicles in the Rolling
	railway transport, Section		of December 16, 2008, amending	Stock Register and control of the accuracy and
	VI, "Maintenance of		Directive 2004/49/EC on safety	updating of the information recorded in the
	rolling stock"		on the Community railways.	Register
	_			
Rules concerning the requirements for repair workshops	New or changed requirements, including implementation of the requirements of the EU legislation			
	ORDINANCE № 59	28/12/2010	Transposition of Directive	Designation of entity responsible for the
	of December 5, 2006 on		2008/110/EC of the European	maintenance of rolling stock.
	safety management in		Parliament and Council	Registration of railway vehicles in the Rolling
	railway transport, Section		of December 16, 2008, amending	Stock Register and control of the accuracy and
	VI, "Maintenance of		Directive 2004/49/EC on safety	updating of the information recorded in the
	rolling stock"		on the Community railways.	Register
Dulas en nominemento for	Now or show and			• EU logislation, including TSI and DID
sutherizations for placing into	New or changed	requirements, including i	implementation of the requirements of th	te EU legislation, including 151 and RID
authorizations for placing into				
substantially altered rolling stock				
including rules for exchange of				
rolling stock between railway				
undertakings, registration systems				
and the requirements for the				
verification procedures.				
	Ordinance № 57 on the	26/10/2010	Transposition of Directive	The objectives are setting a minimum level
	essential requirements		2008/57/EC of the European	of technical harmonization in railway transport
	towards the railway		Parliament and the Council of 17 June	and creating conditions to facilitate, improve and
	infrastructure and rolling		2008 on the interoperability of the rail	develop international railway transport services

	stock for provision of the necessary parameters for interoperability of the national railway system with the trans-European railway system; Chapter V, Section IV, "Authorization for placing into service of rolling stock" Chapter Seven "Registers"		system within the Community and 2009/131/EO Directive of 16 October 2009 amending Annex VII to Directive 2008/57/EC of the European Parliament and the Council on the interoperability of the railway system within the Community	in the European Union and with third countries as well as contribution to the progressive creation of the internal market of equipment and services for construction, renewal, upgrading and operation of the railway system.
General operating rules of the railway network, including rules associated with the signaling and procedures related to the traffic	New or changed re	equirements, including	implementation of the requirements of th	e EU legislation, including TSI and RID
	No new or modified requiren	nents		
Rules laying down the requirements on additional internal operating rules (company rules) that must be established by the IMs and RUs	New or changed re	equirements, including	I implementation of the requirements of th	e EU legislation, including TSI and RID
	No new or modified requirements			
Rules regarding the requirements for staff performing critical tasks, including selection criteria, health and vocational training and certification	New or changed re	equirements, including	implementation of the requirements of th	e EU legislation, including TSI and RID
	No new or modified requirements			
Rules concerning the investigation of accidents and incidents including recommendations			1	<u> </u>
	ORDINANCE № 59 from December 5, 2006 for safety management of railway transport	28/12/2010	Chapter Five, "Investigation of accidents and incidents in railway transport"	Determines the way and the procedure of investigating accidents and incidents in railway transport.
Rules concerning the requirements of national safety indicators including how to collect and analyze data.				
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	ORDINANCE № 59 of December 5, 2006 on safety management in railway transport Annex 1	22/06/2010	Transposition of Directive 2009/149/EC of the European Parliament and Council of November 27, 2009, amending Directive 2004/49/EC on safety in railway transport	Identifies safety indicators that have to be submitted by individual undertakings and the infrastructure manager.
Rules on requirements for	New or chan	ged requirements includ	ing implementation of the requirements.	of the FU legislation including TSI
authorization for placing into service of infrastructure (lines, bridges, tunnels, energy, ATC, radio, signaling, centralization, level crossings, platforms, etc.).		geu requirements, merud		
	Ordinance № 57 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system with the trans-European railway system; Chapter Five "Subsystems, verification and certification of compliance"	26/10/2010	Transposition of Directive 2008/57/EC of the European Parliament and the Council of 17 June 2008 on the interoperability of the rail system within the Community and 2009/131/EO Directive of 16 October 2009 amending Annex VII to Directive 2008/57/EC of the European Parliament and the Council on the interoperability of the rail system within the Community	Introduces the constituents of interoperability, interfaces and procedures for each subsystem, and the rules for the entire compatibility of railway system, necessary to achieve its interoperability. It aims at setting the minimum level of technical harmonization in railway transport.

APPENDIX E: Development of safety certification and safety authorizations - numerical data

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

Number of safety certificates issued under Directive	National certificates	0
were licensed in 2006	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 registered in 2010	National certificates	1	0	0
	In another Member State	0	0	0

		New	Updated/ amended	renewed
E.2.2. Number of valid safety	National certificates	1	0	1
railway undertakings registered in 2010	In another Member State	0	0	0

			А	R	Р
E.2.3. Number of	National certificates	New certificates	1	0	1
safety certificates		Updated/ amended certificates			
railway		Renewed certificates			
registered in 2010	In another Member	New certificates			
	State	updated/ amended certificates			
		Renewed certificates			

			А	R	Р
E.2.4. Number of	National certificates	New certificates	1	0	1
safety certificates		Updated/ amended certificates			
railway		Renewed certificates	1		
registered in 2010	In another Member	New certificates			

State	Updated/ amended certificates		
	Renewed certificates		

A = Accepted application, the certificate has already been issued

R = Rejected application, a certificate is not issued so far

P = The question is still pending, a certificate is not issued so far

E.2.5. List of countries, in which the railway undertakings applying for a Safety Certificate Part B in your country, have received certificate Part A:

- 1. Bulgaria.
- 2. Austria

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

	New	Updated/ amended certificates	Renewed
E.3.1. Number of valid safety authorizations held by the infrastructure manager in 2010, which are registered in your Member State	0	0	0

E.3.2. Number of applications for safety authorizations, submitted by the infrastructure manager in 2010, which are registered in your Member State	New authorizations		
	Updated/ amended authorization		
Wender State	Renewed authorizations		

A = Accepted application, the certificate has already been issued

R = Rejected application, an authorization is not issued pending, an authorization is not issued until now P = the question is still

E.4. Procedural aspects - Safety Certificates Part A

		New	Updated/ amended	renewed
Average time after having received all relevant	National Certificate	4 months	0	0
reception of the application and the final issuance of the safety certificate Part A in 2010 for possession of a	Certificate issued by another Member State	0	0	0

railway undertaking.				
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E.5. Procedural aspects - Safety Certificates Part B

		New	Updated/ amended certificates	renewed
Average time after having received all relevant	National Certificate	4 months	0	0
reception of the application and the final issuance of the safety certificate Part B in 2010 for possession of a railway undertaking.	Certificate issued by another Member State	0	0	0

E.6. Procedural aspects - Safety authorizations

		New	Updated/ amended certificates	renewed
Average time after having received all relevant information between reception of the application and the final issuance of the safety authorization in 2010 for possession of IM.	National authorization	0	0	0