

REPUBLIC OF BULGARIA ANNUAL REPORT

НА 2011



НАЦИОНАЛНА АГЕНЦИЯ НАС

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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 Article 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 2011, 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. Introductory part

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 has headquarters in Sofia and 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 infrastructure manager.

The report is made for all companies and undertakings (enterprises) from the Republic of Bulgaria involved in the railway sector (infrastructure managers, railway undertakings, equipment suppliers, specialized entities in charge of 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. Information on the structure of the railway transport

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 carried out. Since 01/01/2002, under the provisions of the Railway Transport Act, the existing national company „Bulgarian State Railways” has been divided into two separate companies - „BDZ” EAD, which is a railway undertaking and the National Railway Infrastructure Company - the 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 performed by the National Railway Infrastructure Company (NRIC) or by merchants having 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.

In 2011, two licenses of new railway undertakings were issued in the Republic of Bulgaria:

State enterprise „Transport construction and reconstruction”: EU license No 208 for carriage of goods - valid as of 29/04/2011;

„Cargo Trans Wagon Bulgaria” AD: EU license No 209 for carriage of goods - valid as of 11/05/2011;

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 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 2013.

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.

In 2009 a ferry connection was put into service between Bulgaria and Russia between the ports of Varna (Bulgaria) and the Caucasus (Russia)

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

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

3. Summary – a generalized analysis of the overall trends (e.g. trends in the development of railway safety, certification, etc.)

During the reporting period 74 major railway accidents have occurred. In these accidents 37 persons have been killed and 42 persons have been seriously injured. The damages caused to the railway system amount to EUR 552,510.11. There have been 27 suicides leading to death registered and 2 suicide attempts with two seriously injured persons.

The main burden on the number of victims is placed by the level crossing accidents and incidents to persons caused by a moving railway vehicle. It should be noted that compared to the previous year there has been an increase in the cases of accidents with people on the railway track without authorisation for the use of railway facilities.

In 2011, two railway undertakings have been granted access to railway infrastructure:

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 trans-European conventional railway system.

4. Safety directive - stage of implementation, national basis for implementation, implementation of voluntary elements, applicable national legislation

The requirements of the Safety Directive 2004/49/EC, as amended by Directives 2008/57/EC, 2008/110/EC and 2009/149/EC, are introduced mainly by Ordinance No. 59 for management of railway safety, which is issued by the Minister of Transport, Information Technology and Communications under Art. 29, par. 3) item. 1, Art. 155f, para. 1) and Art. 115m, para. 4) of the Railway Transport Act. The Ordinance on management of safety stipulates:

1. The general principles of management, regulation and control of safety in railway transport;
2. The requirements and the essential elements of safety management systems (SMS);
3. The requirements for the applicants, terms and conditions for the issuance of safety authorisation of an infrastructure manager and safety certificate for a railway undertaking.
4. The responsibilities shared at the interfaces of the participants in the railway system with respect to safety of railway transport;
5. The common safety indicators (CSI);
6. The national safety rules;
7. The categorization of accidents in railway transport;
8. The procedure for investigating accidents and incidents, the rights and obligations in the process of investigation.
9. The requirements for the applicants, the terms and conditions for the issuance of a certificate to an entity in charge of maintenance of vehicles.

The requirements of Commission Regulation No (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) No 653/2007 and amending Regulation (EC) No 653/2007, were laid down in the Railway Transport Act in Section II. „Maintenance of railway vehicles”, which went into effect on 21/06/2011 and also in Ordinance No 59 for the management of railway safety, which came into force in 2012.

The Railway Transport Act stipulates the status of the National Investigation Body and National Safety Authority and the general (framework) safety requirements. The measures for implementation of the safety requirements take out of their scope:

- a) the Metropolitan;
- b) the public tram transport ;

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

To ensure monitoring and evaluation on the development of 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 № 59 and are fully in accordance with the requirements of Art. 10 and Art. 11 of Directive 2004/49/EC.

In 2011, three applications for issuance of safety certificates parts A and B to railway undertakings have been deposited at the NSA of Bulgaria. The application of „Express Service” of 02/03/2011 was not satisfied and after the implemented structural changes a new

application was filed on 01/11/2011., which had a positive result. The application of the State enterprise „Transport construction and reconstruction” of 03/05/2011 was also satisfied.

Detailed data for the two new safety certificates part A and B, issued in 2011, are presented in the table:

No	Applicant	Date of submission	Type			Validity	
			Authorization	Certificate Part A	Certificate Part B	From	To
1.	„Express Service” Ltd.	03/03/2011					
2.	State enterprise „Transport construction and reconstruction”.	03/05/2011	-	X	X	04/10/2011	03/10/2016
3.	„Express Service” Ltd.	01/11/2011	-	X	X	16/12/2011	15/12/2016

Railway Administration Executive Agency keeps an electronic register „Accidents and incidents in railway transport”, which contains statistical information of all accidents and incidents having occurred in the field of railway transport on the territory of the Republic of Bulgaria.

The staff executing critical safety-related tasks of railway carriage is trained in specialized schools and training centers that are recognized under the Bulgarian legislation and work closely with the National Safety Authority (NSA). The qualification and legal capacity of the staff employed by the railway companies is certified with a document for legal capacity of the staff, 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 on recognition of professional qualifications obtained in another Member State or in third countries with the objective of access to and exercise of regulated professions in the field of railway transport in the Republic of Bulgaria.

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 number of staff 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, Information Technology and Communications 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-economic services” - 5 employees.
Annex B1 shows the chart 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 *Annex B2*.

D. Development of railway safety

1. Initiatives taken for maintenance/ improvement of safety

The implementation of the short-term and long-term investment programs for modernization of the railway infrastructure of the Republic of Bulgaria will continue next year. There is an on-going implementation of the project for reconstruction and electrification of the railway line Plovdiv - Svilengrad - Turkish/Greek borders, which is a transitional with bridge financing - under the ISPA program (the stretch Plovdiv - Dimitrovgrad) to OP „Transport” (the stretch Dimitrovgrad - Svilengrad - Turkish/Greek borders).

There is also an on-going implementation of the construction works in the project „Rehabilitation of the railway infrastructure in sections of the railway line Plovdiv - Bourgas”, divided into three lots.

To reduce the impact of the subjective factor, there will be a continuation of the process of equipping stations and sections between stations with interlocking equipment, complying to the modern requirements, including re-equipment of the busiest level crossings from guarded by a level-crossing guard to Automatic Crossing Devices (ACD). 35 level crossings of this kind are planned for re-equipment next year.

There will continue to be initiated meetings with regional and local administrations for the closure of some level crossings, which are less busy in terms of automobile traffic and have by-pass roads.

To maintain the level of safety, especially in sections of railway infrastructure that are not covered by the planned infrastructure projects and will remain for keeping into service with outstanding repairs, there will be an increase of the subjective control over the current technical condition of the facilities.

Still, the problem of theft of elements of the railway infrastructure facilities remains a serious issue, which threatens railway safety. Despite the measures taken for protection of the infrastructure manager and the good cooperation with Department „Transport Police” this problem is not resolved definitively.

2. Detailed analysis of trends:

Analysis of the trends associated with the Common Safety Indicators:

- Number of collisions of trains, including collisions with obstacles within the clearance gauge;

In 2011, no major accident resulting from collisions of trains has been registered, including collisions with obstacles within the clearance gauge. There is a reduction of these cases in comparison with 2010 (2 cases).

- Number of train derailments;

In 2011, one major railway accident resulting from collisions of trains has been registered. None was killed or injured, but the traffic on the line was interrupted for about 11 hours. One accident was registered in 2010, too.

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

In 2011, 7 cases have been recorded as significant railway accidents involving pedestrians at level crossings, as a result of which 2 people were killed and 9 were injured. There is one registered cases of an employee injured by a road motor vehicle. There has been a decrease in these cases in comparison with 2010 (10 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 the manually-operated barriers there is a tendency for longer retention time of the beams in closed position in comparison with the level crossings with automated remote control due to the mandatory procedure for handling of manual level crossings. It is known that the long time of closed position of level crossings is prerequisite for incidents, due to entrance of undisciplined drivers of motor vehicles in the area of the closed level crossing. There are plans for gradual replacement of this type of level crossings with automatic crossing devices. In the period 2012 - 2014, there are plans for the design and construction of the 35 automatic crossing devices, which will replace the corresponding number of manually operated level crossings.

Also there is an on-going phased replacement of road traffic lights with a new type of traffic lights with a third light with slowly blinking white light. In 2011, 29 new traffic lights have been installed, with which their total number in the road network in the country has increased to 154.

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

In 2011, 65 accidents to persons, caused by rolling stock in motion, have been registered as in comparison with 2010, when they were 20, they have increased around 2.5 times.

This is due mainly to increased cases of accidents with people on the railway track for unclear reasons without authorization for the use of railway facilities. For limitation of these cases and strengthening the control with the amendment of the RTA of 21/06/2011 (Art. 118 (b) the employees of the Ministry of the Interior shall be authorized to draw up a statement of the persons, which pass the in front of tracks and switches out of the zone designated for passengers without special authorization for this.

There have been registered accidents with passengers trying to board a moving train or to get off it. For the limitation of these cases it is necessary to operate coaches with door locking devices in good working order.

- Number of fires in rolling stock;

In 2011, one significant railway accident resulting from fire has been registered, as for 2010 such cases were not registered. On 20/07/2011, fast passenger train No. 2615, moving in the direction Sofia-Varna with a speed of 118 km/h., on the track between the stations Lessicheri - Resen in 5:20 PM, had its locomotives spontaneously burn into flames. In consequence of the fire, the electric locomotive and two passenger cars from the composition of the train were destroyed, as the inflicted damage for the carrier were in the amount of BGN 591,216.94 (EUR 302,284.42). There are no people injured and killed.

- Number of fatalities;

During the reporting period, the number of dead persons as a result of railway accidents increased compared to the preceding year - 37 people have died in 2011 compared to 16 people, who died in 2010. This is due to the increased cases of accidents with unauthorized people to be found on the railway track for unspecified reasons.

- Number of persons seriously injured;

During the reporting period, the number of seriously injured persons as a result of railway accidents increased compared to the preceding year - 42 people seriously injured in 2011 compared to 22 people seriously injured in 2010. This is due to the increased cases of accidents with unauthorized people on the railway track for unclear reasons and of accidents involving passengers trying to board a moving train or get off it.

- Number of near-misses;

In 2011, there is a decrease in the incidents that are precursors for accident - 94 against 100 in 2010. This is mainly due to the decreasing number of axes of the damaged vehicles.

- Cost of all accidents and incidents.

Total value of all accidents in the period amounts to BGN 1,080,615.85 (EUR 552,510.11). These are basically costs for the recovery of damaged or destroyed infrastructure, damaged or destroyed rolling stock, delay, distortion or redirection of the traffic. We cannot 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, is presented in *Annex C*.

E. Significant legislative and regulatory amendments

In 2011 amendments were made in:

- The Railway Transport Act (in force as of 21/06/2011);
- Ordinance No 46 for the transport of dangerous goods by rail (in force as of 17/06/2011);

The changes are presented in *Annex D*.

F. Development of procedures for issuance 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 2011, safety certificates Part A and Part B were issued to the following railway undertakings:

- State enterprise „Transport construction and reconstruction” - safety certificate part „A” and part „B” for railway transport of cargo, including carriage of dangerous goods, with a validity until 03/10/2016;
- „Express Service” Ltd. - safety certificate part „A” and part „B” for railway transport of cargo, including carriage of dangerous goods, with a validity until 15/12/2016 ;

1.2. Initial date of issuance of safety authorization according to Article 11 of Directive 2004/49/EC

In 2011, no safety authorization was issued to any infrastructure managers

1.3. Availability of national safety rules or other relevant national legislation for railway undertakings and infrastructure managers (website, provision of 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 № 59 on safety management of railway transport in accordance with Directive 2004/49/EC.

During the reporting period 2 new safety certificates were issued. None were updated.

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 № 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 issuance of 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 on behalf of the railway undertakings of the additional information and documents requested by the NSA.

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 2011, 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.

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

In 2011, there have been 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.

The railway undertakings express their opinions on the procedures/practices /for application for a safety certificate during the meetings and consultations conducted with the NSA.

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.).

None were updated.

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 № 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 issuance of 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 on behalf of the railway undertakings of the additional information and documents requested by the NSA.

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

In 2011, there have been 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 shall 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.

The railway undertakings express their opinions on the procedures/practices /for application for a safety certificate during the meetings and consultations conducted with the NSA.

3.3. Safety authorizations

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

In 2011, no new safety authorization was issued to an infrastructure manager in the Republic of Bulgaria

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 Directive.

In 2011, no new safety authorization was issued to an infrastructure manager in the Republic of Bulgaria.

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

During the reporting period, no new safety authorization was issued to an infrastructure manager in the Republic of Bulgaria

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

During the reporting period, no new safety authorization was issued to an infrastructure manager in the Republic of Bulgaria

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.

The infrastructure manager expresses its opinion on the procedures/practices /for application for a safety authorisation during meetings and consultations conducted with the NSA.

3.3.6. Fees imposed by the NSA for issuance of safety authorization (Yes / No - Value).

In 2011, there have been 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 2011, 509 inspections have been 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, BGN 11,070.61 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 № 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 indicated specifically
		2	2		
1. Number of inspections of railway undertakings /infrastructure managers/ for the year of 2011.	Planned				General
	Performed				509

		Issued Safety certificates Part A	Issued Safety certificates Part B	Issued Safety authorizations	Other activities - to be indicated specifically
		2	2		
2. Number of inspections of railway undertakings /infrastructure managers/ for the year of 2011.	Planned				
	Performed				

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

In 2011, a report has been prepared on the thorough check of the activity of the „BDZ” EAD, the „BDZ-Passenger Services” EOOD and „BDZ-Freight Services” EOOD carried out at the end of 2010 with focus on:

- Compliance of the safety management systems established in the companies to the requirements of Ordinance No. 59 of 05/12/2006 for management of railway safety and the national safety rules and
- Organization of the repair activity of railway rolling stock, property of „BDZ” EAD, and the efficiency of the system for control of the quality of the repair work and the technical condition of the railway rolling stock in service.

As a result of the recommendations, restructuring of the companies was carried out with the aim to improve the organization for the safety of carriages.

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.

For established violations relating to the safety of carriages, the officials of the NSA compile acts of administrative violation, according to the Railway Transport Act. In 2011, 23 penal decrees have been issued on the basis of acts of violations of the RTA, drawn up by the inspectors 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 infrastructure managers relating to conditions in their safety authorizations

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

H. Conclusions - Priorities - Outcomes 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. Annexes

ANNEX A: Information on the structure of the railway transport

ANNEX B: Organizational charts of the NSA

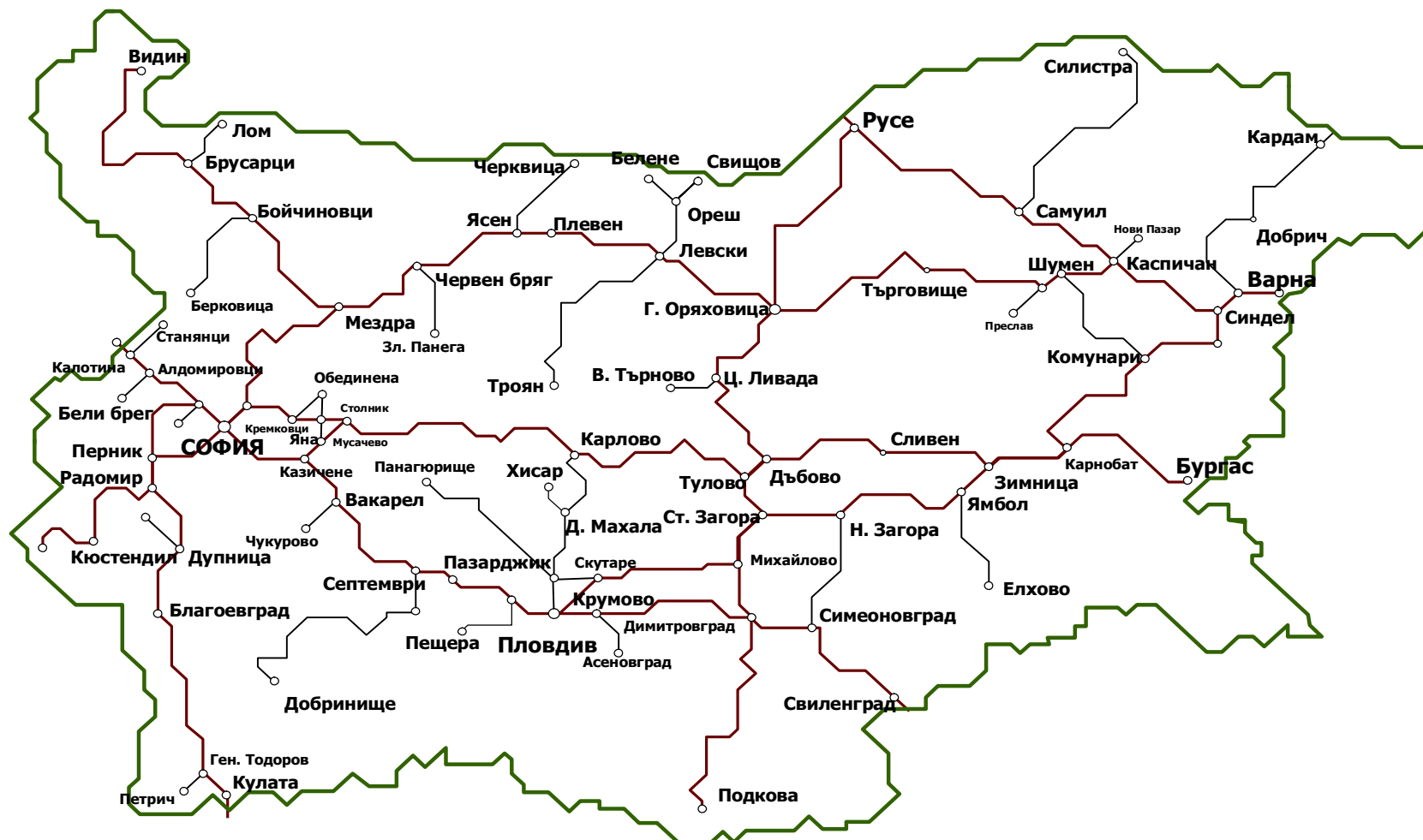
ANNEX C: Data on the Common Safety Indicators - definitions applied

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

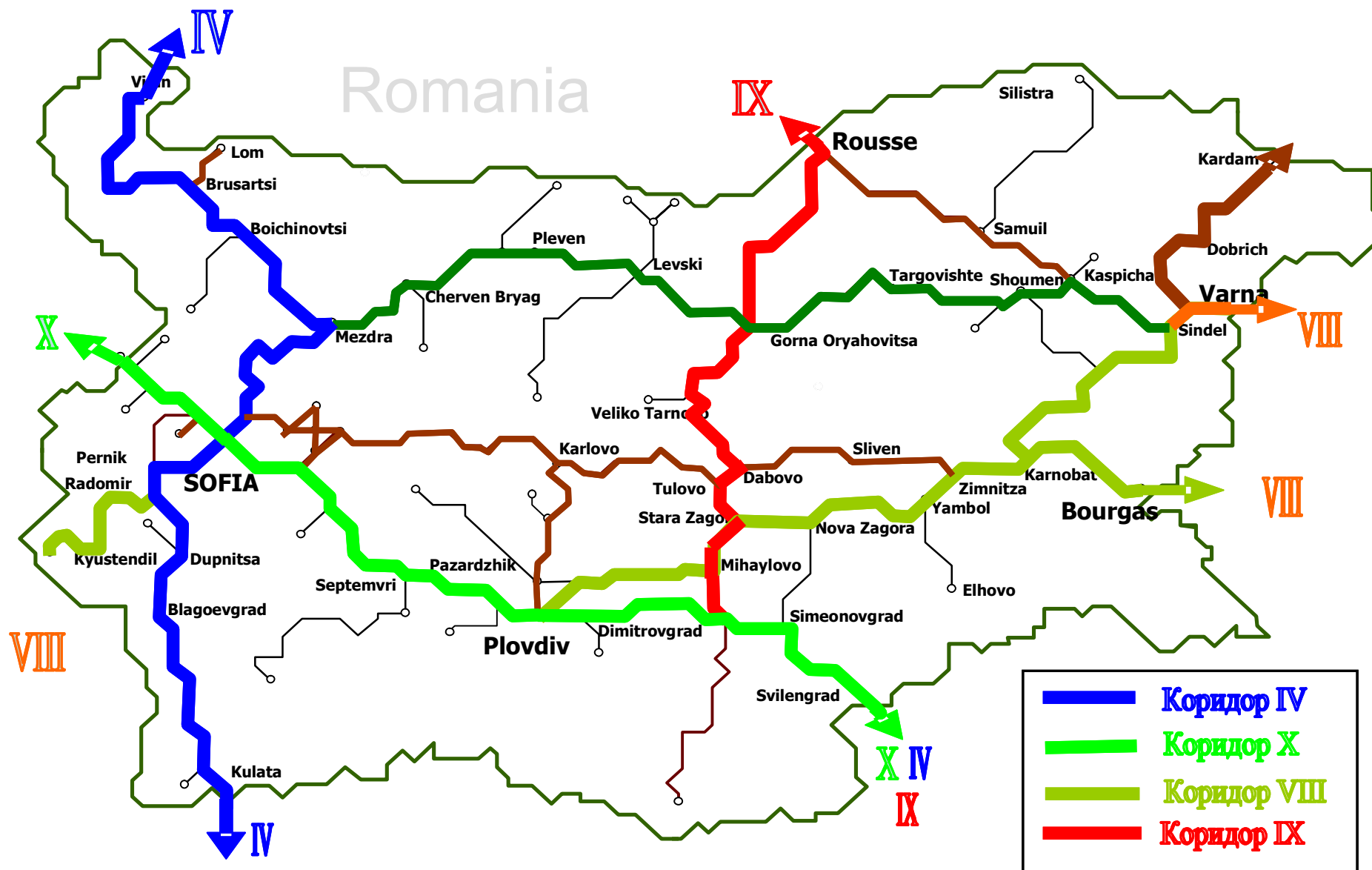
ANNEX E: Development of safety certification and safety authorizations - numerical
data

Annex A: Information on the structure of the railway transport

A.1.1. Map of the network



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	Address	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 Railway Infrastructure Company	1233 - Sofia, 110, "Maria Luisa" Blvd.,	www.rail-infra.bg	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

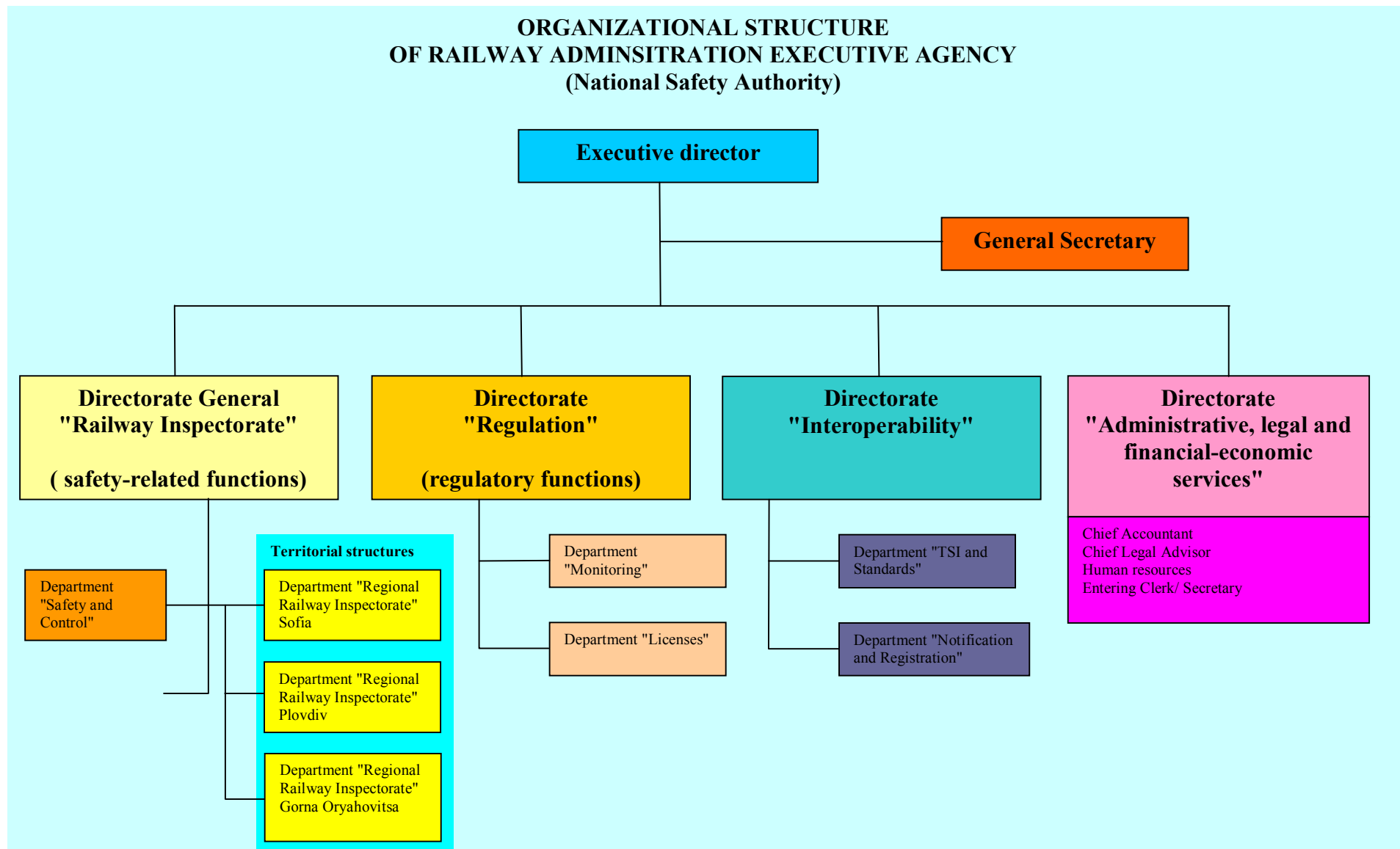
Name	Address	Website	Safety Certificate 2001/14/EC (number / date)	Safety certificate A-B 2004/49/EC ((number / date)	Starting date of business activity	Type of traffic (freight, ...)	Number of locomotives	Number of power multiple units / diesel multiple units	Number of coaches / wagons	Number of drivers / team responsible for safety	Volume of passenger transport	Volume of freight transport
"Holding Bulgarian State Railways" EAD	1080 - Sofia, 3, Ivan Vazov Str.	www.bdz.bg			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 transport of goods, including carriage of dangerous goods			11 858 freight wagons			
"BDZ - Passenger Transport" Ltd.	1080 - Sofia, 3, Ivan Vazov Str.			A – BG1120080001 29/12/2008 B – BG1220080001 29/12/2008	31/01/2008	Railway passenger carriage		23 diesel multiple units 22 electric multiple units	1304 coaches			

"Unitranskom" AD	"Gastrade" AD	"Bulmarket - DM" Ltd.	"Bulgarian Railway Company" Ltd.
Sofia 1000, 106 "Maria Luisa" Blvd.,	1784, city of Sofia 1000, 62, "Tsarigradsko Shose" Blvd., Floor 2 www.gastradebg.com	7000 - Rousse 100, "Tutrakan" Blvd. www.bulmarket.bg	1301 - Sofia, 16, "Lavele" Str. www.brc-bg.com
A - BG1120090002 01/07/2009 B - BG1220090002 01/07/2009	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
01/10/2008	01/10/2008	03/08/2004	05/10/2005
Railway transport of goods, including carriage of dangerous goods	Railway transport of goods, including carriage of dangerous goods	Railway transport of goods, including carriage of dangerous goods	Railway transport of goods, including carriage of dangerous goods
		5 electric locomotives 6 diesel locomotives	16 electric locomotives
	23 freight wagons	17 freight wagons	possess no own (use wagons of the freight forwarders)
		81.18 million tonne-kilometers	1269.5 million tonne-kilometers

State enterprise „Transport construction and reconstruction“;	„Express Ltd.“	Service	„DB Schenker Rail Bulgaria“ EOOD	„Rail Cargo Austria“
11271 Sofia 14, Kiril Blagoev Str. www.fsv-bg.com	7011, Russe, DZS district		2070 Pirdop Industrial Zone	1000 Sofia 133, Dunav Str.
A – BG1120110001 04/10/2011 B – BG1220110001 04/10/2011	A – BG1120110002 16.12.2011 B – BG1220110002 16.12.2011		A – BG1120100001 27/05/2010 B – BG1220100001 27/05/2010	B- BG1220100002 01/07/2010
Railway transport of goods, including carriage of dangerous goods	Railway transport of goods, including carriage of dangerous goods		Railway transport of goods, including carriage of dangerous goods	Railway transport of goods, including carriage of dangerous goods

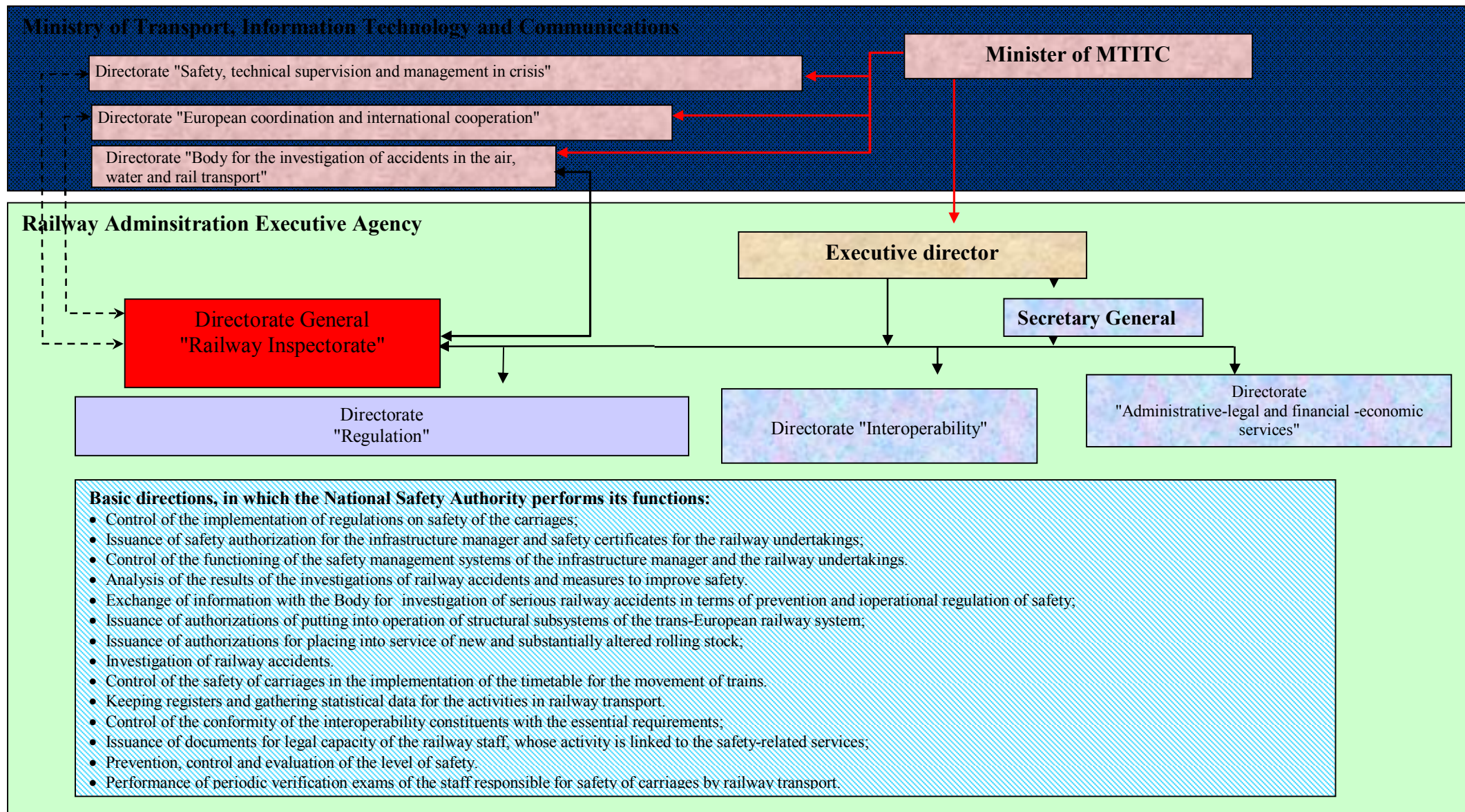
Annex B: Organizational chart of the NSA

B. 1. Chart: Internal organization



B.2. Chart: Interfaces with other national authorities

FUNCTIONAL STRUCTURE



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

B1: Statistical and other data

Field number	Data Code	Description of data	Data format	Example of data
0. Reporting country details				
01	CC	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	YY	Reporting year	Format: YYYY, four digits number	2011
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	74
2	N01	Number of Collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
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	7
5	N04	Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	65
6	N05	Number of Fires in rolling stock	Numeric value	1
7	N06	Number of Other accidents	Numeric value	0

1.2a. Total number of suicides				
15	N07	Number of events: suicide	Numeric value	27
1.3a. Total number of accidents involving the transport of dangerous goods divided into the following categories:				
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 released	Numeric value	0
2.1a. Total number of Persons seriously injured by type of accident divided into the following categories				
23	TS00	Total number in all accidents	Numeric value	42
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	9
27	TS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	33
28	TS05	In fires in rolling stock	Numeric value	0
29	TS06	In others	Numeric value	0

2.2a. Total number of Passengers seriously injured by type of accident divided into the following categories

37	PS00	Total number in all accidents	Numeric value	14
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	14
42	PS05	In fires in rolling stock	Numeric value	0
43	PS06	In others	Numeric value	0

2.3a. Total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories

65	SS00	Total number in all accidents	Numeric value	2
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	1
70	SS05	In fires in rolling stock	Numeric value	0
71	SS06	In others	Numeric value	0

2.4a. Total number of Level-crossing users seriously injured by type of accident divided into the following categories

79	LS00	Total number in all accidents	Numeric value	8
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	8
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

2.5a. Total number of Unauthorised persons seriously injured by type of accident divided into the following categories

93	US00	Total number in all accidents	Numeric value	18
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	18
98	US05	In fires in rolling stock	Numeric value	0
99	US06	In others	Numeric value	0

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

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	37
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	2
125	TK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	35
126	TK05	In fires in rolling stock	Numeric value	0
127	TK06	In others	Numeric value	0

3.2a. Total number of Passengers killed by type of accident divided into the following categories

135	PK00	Total number in all accidents	Numeric value	1
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	1
140	PK05	In fires in rolling stock	Numeric value	0
141	PK06	In others	Numeric value	0

3.3a. Total number of Employees including the staff of contractors killed by type of accident divided into the following categories

163	SK00	Total number in all accidents	Numeric value	1
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	0
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

3.4a. Total number of Level-crossing users killed by type of accident divided into the following categories

177	LK00	Total number in all accidents	Numeric value	2
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	2
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

3.5a. Total number of Unauthorised persons killed by type of accident divided into the following categories

191	UK00	Total number in all accidents	Numeric value	33
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	33
196	UK05	In fires in rolling stock	Numeric value	0
197	UK06	In others	Numeric value	0

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

4.1a. Total number of events relating to precursors of accidents and a break-down into the following types

219	I00	Total number of precursors	Numeric value	94
220	I01	Total number of broken rails	Numeric value	71
221	I02	Total number of track buckles	Numeric value	1
222	I03	Total number of wrong-side signalling failures	Numeric value	0
223	I04	Total number of signals passed at danger	Numeric value	4
224	I05	Total number of broken wheels on rolling stock in service	Numeric value	2
225	I06	Total number of broken axles on rolling stock in service	Numeric value	16

5.1a. Indicators to calculate the economic impact of accidents

233	C00	Economic impact of ALL accidents	Numeric value in €	-
234	C10	Economic impact of significant accidents ONLY	Numeric value in €	35376728
235	C01	Economic impact of fatalities	Numeric value in €	30192000
236	C02	Economic impact of serious injuries	Numeric value in €	4632218
As a result of ALL accidents				
237	C03	Cost of material damages to rolling stock or infrastructure (all accidents)	Numeric value in €	-
238	C07	Cost of damage to the environment (all accidents)	Numeric value in €	-
239	C04	Cost of delays as a consequence of all accidents	Numeric value in €	
240	C05	Minutes of delays of passenger trains (all accidents)	Numeric value (minutes)	-
241	C06	Minutes of delays of freight trains (all accidents)	Numeric value (minutes)	-
As a result of significant accidents ONLY				
242	C13	Cost of material damages to rolling stock or infrastructure (significant accidents)	Numeric value in €	552510,110
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 €	-
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)	-

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	788
258	T06	Total number of active level crossings	Numeric value	654
259	T07	with automatic user-side warning	Numeric value	0
260	T08	with automatic user-side protection	Numeric value	161
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	315
263	T11	with manual user-side warning	Numeric value	0
264	T12	with manual user-side protection	Numeric value	178
265	T13	with manual user-side protection and warning	Numeric value	0
266	T14	Total number of passive level crossings	Numeric value	134

7. Indicators relating to the management of safety

287	A01	Total number of accomplished audits	Numeric value	0
288	A02	Percentage of audits accomplished /required (and/or planned).	Numeric value (%)	0,00%

8. Reference data traffic and infrastructure

289	R01	Total number of Train km	Numeric value (in million Train*km)	31,243
290	R02	Number of Passenger km	Numeric value (in million Passenger*km)	2067,000
291	R05	Number of Passenger train km	Numeric value (in million Train*km)	22,917
292	R06	Number of Freight train km	Numeric value (in million Train*km)	7,310
293	R04	Number of Other train km	Numeric value (in million Train*km)	1,014
294	R07	Number of Freight tonne km	Numeric value (in million tonne*km)	8,158
295	R08	Number of line kilometres (double track lines are to be counted ONCE)	Numeric value (in km)	3946,000
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 €	0.000
300	R12	National value of preventing a serious injury	Numeric value in €	0,000
301	R13	National value of time for a work passenger of a train (an hour)	Numeric value in €	0,000
302	R14	National value of time for a non-work passenger of a train (an hour)	Numeric value in €	0,000
303	R15	National value of time for a tonne freight (an hour)	Numeric value in €	0,000
304	R16	Fall back value of preventing a fatality	Numeric value in €	816000,00
305	R17	Fall back value of preventing a serious injury	Numeric value in €	110290,91
306	R18	Fall back value of time for a work passenger of a train (an hour)	Numeric value in €	28,23
307	R19	Fall back value of time for a non-work passenger of a train (an hour)	Numeric value in €	9,41
308	R20	Fall back value of time for a tonne freight (an hour)	Numeric value in €	1,73

C.2. Definitions used in the annual report

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

- fatalities (killed people)
- body injury (seriously injured 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	10^6
BLN	10^9
NSA	National Safety Authority
RS	Rolling Stock
RU/IM	Railway undertakings and infrastructure managers

ANNEX D: Important changes in legislation and legislative regulation

	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.			
Legislation, concerning the NSA	Railway Transport Act	21/06/2011	<p>It is transposed by Directive 2008/110/EC of the European Parliament and of the Council amending Directive 2004/49/EC on safety on the Community's railways, which defines the new provisions for the safe working condition of the vehicles.</p> <p>National measures are introduced implementing Regulation (EC) № 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) № 653 / 2007</p>	<p>For the purpose of clarity regarding responsibility for the maintenance and safe working condition of the vehicles, the current Part II "Issuance of Safety Certificate (for vehicles)" was replaced by "Maintenance of vehicles" as three new paragraphs of Art. 45 specify the obligations of the railway carriers, keepers and the infrastructure manager.</p> <p>Art. 46 defines the requirements to the entity in charge of maintenance applying for a certificate of maintenance of vehicles to the NSA.</p> <p>In the new Art. 46a and 46b are stipulated the detailed rules and conditions for the issuance/ revocation of a certificate for maintenance of vehicles of ECM by the NSA.</p>
Legislation concerning the notified bodies, assessors, third parties, authorities in charge of registration, exams, etc.	Change of the scope, tasks, responsibilities, competencies, etc.			
	No new or changed requirements			
National rules relating to railway safety				
Rules on national safety targets and safety methods	New or changed requirements, including implementation of Common Safety Methods and Common Safety Targets			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements
Rules concerning the requirements for safety management systems and safety certificates of railway undertakings	New or changed requirements, including implementation of requirements in the Safety Directive			

	Railway Transport Act	21/06/2011	Transposition of Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways	Stipulates the requirements to ECM applying for issuance of a certificate of maintenance of vehicles to the NSA. Determines the detailed rules and conditions for the issuance of a certificate of maintenance of vehicles of ECM by the NSA.
Rules concerning the requirements for safety management systems and safety certificates/ safety authorizations to railway undertakings and infrastructure	New or changed requirements, including implementation of requirements in the Safety Directive			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements
Rules on requirements for owners of wagons/ carriages	New or changed requirements, including implementation of the requirements of the EU legislation			
	Railway Transport Act	21/06/2011	Transposition of Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways National measures are introduced implementing Regulation (EC) № 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) № 653 / 2007	Stipulates the general requirements to the entities in charge of the maintenance of vehicles.
Rules concerning the requirements for the maintenance workshops	New or changed requirements, including implementation of the requirements of the EU legislation			
	Railway Transport Act	21/06/2011	Transposition of Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways National measures are introduced implementing Regulation (EC) № 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) № 653/2007	Stipulates the general requirements to the entities in charge of the maintenance of vehicles.

Rules on requirements for authorizations for placing into service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between railway undertakings, registration systems and the requirements for the verification procedures.	New or changed requirements, including implementation of the requirements of the EU legislation, including TSI and RID			
General operating rules of the railway network, including rules associated with the signaling and procedures related to the traffic	New or changed requirements, including implementation of the requirements of the EU legislation, including TSI and RID			
	Ordinance № 46 on the transport of dangerous goods	17/06/2011.	<p>There has been transposition of the provisions concerning railway transport of Commission Directive 2010/61/EU of 2 September 2010 adapting for the first time the Annexes to Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to scientific and technical progress.</p> <p>The requirements of the Regulations concerning the International Carriage of Dangerous Goods (RID 2011), in force from 01.01.2011 for the contracting states under the RID have been stipulated</p>	<p>The amendments to the Ordinance are the result of amendments to the Regulations RID and primarily RID 2011, which are generally in the following areas:</p> <ul style="list-style-type: none"> ✓ scope and designations of the classes of dangerous goods and the range of topics that will be examined to obtain a certificate for safety advisers for the transport of dangerous goods by rail; ✓ the scope of rights and responsibilities of the main actors in the transport process - sender, carrier, receiver and consultant on the safe transport of dangerous goods by rail; ✓ Introduces the requirement that trains carrying dangerous goods with high risk potential shall use devices, equipment or methods of protection against theft of their cargo; the application of such protective measures, however, shall not jeopardize the emergency response; <p>The Ordinance has added a new "Section VIIa. Requirements for persons performing functions relating to the carriage of dangerous goods", which introduces provisions to the persons relating to the carriage of dangerous goods, the requirements for their briefing are stipulated as well as the related documentation. A new "Section X. General Precautions" has been created, which introduced general measures for safe transport of dangerous goods;</p> <p>Certain terms and definitions have been</p>

				specified, as in the additional provisions are added egal definitions of several terms in accordance with those specified in the Regulations concerning the International Carriage of Dangerous Goods RID 2011.
Rules laying down the requirements on additional internal operating rules (company rules) that shall be established by the IMs and RUs	New or changed requirements, including implementation of the requirements of the EU legislation, including TSI and RID			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements
Rules regarding the requirements for staff performing critical tasks, including selection criteria, health and vocational training and certification	New or changed requirements, including implementation of the requirements of the EU legislation, including TSI and RID			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements
Rules concerning the investigation of accidents and incidents including recommendations	New or changed requirements, including implementation of the requirements of the Safety Directive			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements
Rules concerning the requirements of national safety indicators including how to collect and analyze data.	New or changed requirements, including implementation of the requirements of the Safety Directive			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements
Rules on requirements for authorization for placing into service of infrastructure (lines, bridges, tunnels, energy, ATC, radio, signaling, interlocking, level crossings, platforms, etc.).	New or changed requirements, including implementation of the requirements of the EU legislation, including TSI			
	No new or changed requirements	No new or changed requirements	No new or changed requirements	No new or changed requirements

ANNEX 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 2001/14/EC, owned by railway undertakings in 2011, which were licensed	In your country	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 in 2011 by railway undertakings registered	In your country	2	0	0
	In another Member State	0	0	0

		New	Updated/ amended	renewed
E.2.2. Number of valid safety certificates Part B held in 2011 by railway undertakings registered :	In your country	2	0	0
	In another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for safety certificates Part A submitted in 2011 by railway undertakings registered	In your country	New certificates	2	0	1
		Updated/ amended certificates			
		Renewed certificates			
	In another Member State	New certificates			
		updated/ amended certificates			
		Renewed certificates			

			A	R	P
E.2.4. Number of applications for safety certificates Part B submitted in 2011 by railway undertakings registered	In your country	New certificates	2	0	1
		Updated/ amended certificates			
		Renewed certificates			
	In another Member State	New certificates			
		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.

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

	New	Updated/ amended certificates	Renewed
E.3.1. Number of valid safety authorizations held in 2011 by the infrastructure manager, which are registered in your Member State	0	0	0

		A	R	P
E.3.2. Number of applications for safety authorizations, submitted by the infrastructure manager in 2011, which are registered in your Member State	New authorizations			
	Updated/ amended authorization			
	Renewed authorizations			

A = Accepted application, the certificate has already been issued

R = Rejected application, an authorization is not issued

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

E.4. Procedural aspects - Safety Certificates - Part A

		New	Updated/ amended	renewed
Average time after having received all relevant information between the reception of the application and the final issuance of the safety certificate Part A in 2011 for railway undertaking possessing:	Certificate issued in your Member-States	2 months	0	0
	Certificate issued by another Member State	0	0	0

E.5. Procedural aspects – Safety Certificates – Part B

		New	Updated/ amended certificates	renewed
Average time after having received all relevant information between the reception of the application and the final issuance of the safety certificate Part B in 2011 for a railway undertaking, possessing:	Certificate issued in your Member-States	2 months	0	0
	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 2011 for IM, possessing	Authorization issued in your Member-States	0	0	0
	Authorization issued by another member -State			