

REPUBLIC OF BULGARIA

RAILWAY ADMINISTRATION EXECUTIVE AGENCY



ANNUAL SAFETY REPORT OF THE NSA OF BULGARIA FOR 2012

Sofia, September 2013

Content

A. GENERAL INFORMATION	3
A.1. Scope of the report	3
A.2. Summary in English	3
B. INTRODUCTION SECTION	3
B.1. Introduction of the report	3
B.2. Railway structure Information (<i>Annex A</i>)	3
B.3. Summary – General Trend Analyses	3
C. ORGANISATION	4
C.1. Introduction to the organization	4
C.2. Organisational flow - relationship (diagram) between the national safety authority (NSA) and other national bodies, e.g. National Investigation Bodies, National Regulatory Bodies, Ministry of Transport, etc. (<i>Annex B</i>)	5
D. THE DEVELOPMENT OF RAILWAY SAFETY	5
D.1. Initiatives to maintain/improve safety	5
D.2. Detailed data trend analyses	5
D.2a. Report in accordance with Art. 5 of Decision 2009/460/EO relating to 'probable deterioration of safety performance' in the category of "Employees" in Bulgaria	6
D.3. Results of safety recommendations	6
E. IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS (<i>Annex D</i>)	7
F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION	7
F.1. National legislation – starting dates – availability	7
F.2. Numerical dates (<i>ANNEX E</i>)	8
F.3. Procedural aspects	8
G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS	10
H. REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT	12
I. ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME (APPLICABLE FROM 2013)	12
J. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES	12
K. SOURCES OF INFORMATION	12
L. ANNEXES	13
Annex A. Railway Structure Information	14 - 15
Annex B. Organisation chart(s) of the National Safety Authority	16 - 17
Annex C. CSIs data – definitions applied	18 - 26
Annex D. Important changes in legislation and regulation	27 - 29
Annex E. The development of safety certification and authorisation - numerical data	30 - 32

A. GENERAL INFORMATION

A.1. Scope of the report

The annual report of the activities of the National Safety Authority (NSA) of the Republic of Bulgaria is 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 the preceding year 2012, including the development of 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 by the infrastructure managers and railway undertakings in accordance with the latest European requirements.

A.2. Summary in English

All text in English.

B. INTRODUCTORY SECTION

B.1. Introduction to the report

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

B.2. Railway Structure Information (see Annexes A.1 and A.2)

Annex A.1. contains the Network map.

Annex A.2. contains a list of the railway infrastructure managers, possessing safety authorisations (**Table A.2.1**) and a list of the railway undertakings, to which the NSA of Bulgaria has issued safety certificates Part "A" and Part "B" (**Table A.2.1**)

Annex A.2. contains the list with the IMs (**Annex A.2.1**) and list with the RUs (**Annex A.2.1**) in service in the country until 31 December 2012.

B.3. Summary – General Trend Analyses

In comparison with 2011, in 2012 there was a trend for reduction of the values for the CSIs in the most important monitored areas, such as: the total number of significant accidents N00 (from 74 to 48), the total number of fatalities TK00 (from 37 to 21) and the total number of seriously injured persons TS00 (from 42 to 32). For these indicators were reached the levels

from 2010, a year in which were registered their lowest values for the period from 2006 to 2012. Over the past two years, there has been a decrease in the material damage of railway rolling stock and infrastructure. The tendency of increase in the number of suicides has continued over the past three years.

In 2012, two applications for issuance of safety certificates Parts A and B to railway undertakings were submitted to the NSA of Bulgaria. After the submission of all the necessary information relevant to the applications of "Cargo Trans Vagon Bulgaria" AD and "Port Rail" Ltd, the same were satisfied within an average period of about 2 months, i.e. within the determined four-month period pursuant to Art. 12 of Directive 2004/49/EC (see also Annex E.1).

During the reporting year new, amended or renewed safety authorisations of infrastructure managers were not issued (see Annex E.2).

Some details of the two new safety certificates Part A and B, issued in 2012, are provided in the table below:

№	Applicant	Date of submission	Type			Validity	
			Safety Authorisation	Certificate Part A	Certificate Part B	From	To
1.	Cargo Trans Vagon Bulgaria	07.03.2011	-	Yes	Yes	17.04.2012	16.04.2017
2.	Port Rail Ltd.	26.03.2012	-	Yes	Yes	29.05.2012	28.05.2017

In 2012 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 interoperability requirements of the Trans-European conventional railway system.

C. ORGANISATION

C.1. Introduction to the organisation

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

The activity, structure, organization of work and number of personnel of Railway Administration Executive Agency (RAEA) are determined by the Rules of Procedure adopted by the Council of Ministers of the Republic of Bulgaria, which for the last time underwent an amendment at the beginning of 2013 (amended and supplemented, Official Gazette, edition 6 of January 22, 2013.).

The Agency is managed and represented by Executive Director, who is appointed by the Minister of Transport, Information Technologies and Communications in coordination with the Prime Minister. The Executive Director is an authority of the executive power.

The administrative management of the Agency is carried out by a General Secretary appointed by the Executive Director.

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

Specialized Administration:

Directorate General "Railway Inspectorate" - 31 employees, of which 15 employees at the regional units;

Directorate "Regulation" - 11 employees;

General Administration:

Directorate "Administrative-Legal and Financial-Business Management" - 8 employees.

Appendix B1 shows the diagram of the internal organization of RAEA.

C.2. Organisational flow – relationship (diagram) between the national safety authority (NSA) and other national bodies (*Annex B*)

The relations between the NSA and other national bodies are shown in a diagram in *Annex B.2*. /The diagram can be found in ***Annex B.2***.

D. THE DEVELOPMENT OF RAILWAY SAFETY**D.1. Initiatives to maintain/improve safety performances**

The implementation of the short-term and long-term investment programs for modernization of the railway infrastructure of the Republic of Bulgaria is under way. There is an on-going implementation of the Project for reconstruction and electrification of the railway line Plovdiv - Svilengrad - Turkish/Greek borders, which is transitional with bridge financing - under the ISPA program (the section Plovdiv - Dimitrovgrad) to the Operational Program "Transport" (the section Dimitrovgrad - Svilengrad - Turkish/Greek borders).

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

In order to reduce the impact of the subjective factor there will be continuation of the process of equipping stations and sections between stations with interlocking equipment, complying with the modern requirements, including re-equipment of the busiest level crossings from guarded by a level-crossing guard to guarded by automatic crossing devices (ACD).

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

To maintain the level of safety, especially in the sections of the railway infrastructure, which are not covered by the planned infrastructure projects and which will remain in operation with overdue repairs, the subjective control on the current technical condition of the equipment will increase.

As a persistent serious and threatening safety issue remains the problem of stealing items from the facilities of the railway infrastructure. Despite the security measures taken by the infrastructure manager and the good cooperation with Department "Transport police" this problem is not resolved definitively.

D.2. Detailed trend analysis

Total number of accidents (N00): In comparison with 2011, in 2012 there was a decrease in the total number of accidents by about 35 %.

Total number of fatalities (without suicides) (TK00): In comparison with 2011, in 2012 there was a decrease in the total number of fatalities by around 43 %, as by this indicator the lowest levels of 2010 were reached.

Total number of serious injuries (TS00): In 2012, in the total number of seriously injured persons, there was also an observed decrease by nearly 25 %.

Total number of precursors (I00): In 2012, compared with 2011, the total number of events associated with precursors for accidents increased by nearly 35 %.

Cost of material damages to rolling stock or infrastructure of significant accidents only (C13):

The costs of material damages to rolling stock and infrastructure amount to 201,810 euro, which, in comparison with 2011, has decreased more than 2.5 times and in comparison with 2010 has increased more than 3.5 times.

Total number of suicides: In 2012 continued the trend of the last three or four years for permanent increase in the suicide rate in our country. In comparison with 2011, a growth of 30 % is observed in them.

To sum up, in the total number of significant accidents and the other important indicators, such as the number of fatalities and seriously injured persons, there is a significant decrease in comparison with the previous year.

D.2a. Report in accordance with Art. 5 of Decision 2009/460/EO relating to 'probable deterioration of safety performance' in the category of "Employees" in Bulgaria

The statement of the NSA of Bulgaria on this matter is in harmony with the opinion of the European Railway Agency, expressed in its report for assessment of the achievement of the Common Safety Targets in 2013. (2013 Assessment of Achievement of Common Safety Targets).

The NSA of Bulgaria holds the opinion that the negative result of the assessment is primarily due to the lack of data for 2004 and 2005 for Bulgaria, which has required the use the National Reference Values (NRVs) of Romania for the category of "Staff". The analysis made by the National Safety Authority has shown that the negative result of the assessment to a larger degree reflects the limitations in the practice of reporting before 2007 than the degraded level of safety in the category of "Staff".

In conclusion, we believe that the result of the assessment does not reflect correctly the evolution of the safety levels of the railway transport in Bulgaria during the respective period of assessment.

D.3. Results of safety recommendations

In the Annual Safety Report for 2012 for railway accidents, the "Specialized Unit for Investigation of Accidents and Incidents in Railway Transport" (SUIART), as the National Investigation Body (NIB), has made one recommendation to the "Bulgarian State Railways - Passenger Services" LTD and to the other railway undertakings in the country to improve the safety of railway transport.

The recommendations made by SUIART, are aimed mainly at improving the fire and emergency safety, to prevention and to the actions of the railway undertakings on the outbreak of fires in railway rolling stock.

Safety measure decided	Accidents/ precursors, which have triggered the measure		
	Date	Place	Description of the event
<p>The main recommendations made by NIB in the final report from 06.02.2012 are as follows:</p> <ul style="list-style-type: none"> - to change the extinguishing system with a more efficient one, providing for extinguishing of outbreaks of fire in the rectifier cabinet and in other difficult to reach places on the electric locomotive; - to replace the currently used extinguishing media with a new, advanced type, providing for a better fire fighting; - to explore the option of introducing additional means (pyro extinguishing materials), providing for timely and 	20/07/2011	The railway line Sofia - Varna, the station-to-station block (divisional post) Lesicheri-Resen.	Fire in railway rolling stock arising on passenger train No 2615 of the "Bulgarian State Railways - Passenger Services" Ltd., served by electric locomotive No 44.089.1

reliable extinguishing of fire outbreaks; - based on the results of the experiments made with the new planned dry capacitors in the rectifier unit of the electric locomotives, to make timely replacement of the old components in the subsequent scheduled repairs (shear, medium and overhaul repairs); - to upgrade the fire alarm system of the electric locomotives of the same series; - to remedy promptly the leakages and losses of oil from the locomotive connections and aggregates; - to conduct emergency instructions on fire safety and emergency actions to the locomotive teams in the event of fires in traction rolling stock and to inform them about the details of this case; - to investigate the possibility of applying thermography cameras for diagnostics of thermal processes in equipment for low, medium and high voltage when the locomotives enter the facility.			
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E. IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS **(Annex D)**

In 2012, amendments were made in:

- Ordinance No. 56 of 14.02.2003 on the requirements, terms and conditions of training of the applicants for acquisition of legal capacity required by the staff responsible for safety of the railway transport and on the terms for carrying out the examinations of persons from the personnel responsible for the safety conditions of the transportation (in force as of 06.11.2012);
- Ordinance No. 57 of 09.06.2004 for achievement of interoperability of the national railway system with the railway system within the European Union (in force as of 17.01.2012)
- Ordinance No 59 of 05.12.2006 on safety management in railway transport (in force as of 06.04.2012)

In 2012 no amendments entered into force in the Railway Transport Act.

The changes are presented in *Appendix D*.

F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

F.1. National legislation – starting dates – availability

1.1. Starting date of issuing safety certificate (SC) pursuant to Art. 10 of Directive 2004/49/EC (if it is necessary to distinguish between Parts A and B).

In 2012, safety certificates were issued to the following railway undertakings:

- "Cargo Trans Vagon Bulgaria" AD with headquarters in the town of Sofia - safety certificate Part "A" and Part "B" for railway transport of cargo, including carriage of dangerous goods, with a validity until 16.04.2017;
- "Port Rail Ltd. with headquarters in the town of Bourgas - safety certificate Part "A" and Part "B" for railway transport of cargo, including carriage of dangerous goods, with a validity until 28.05.2017;

At the end of 2012, the licensed in Germany railway undertaking IGE Bahntouristik GmbH & Co. KG submitted an application for the issuance of a safety certificate - Part A and Part B. The NSA rejected the application because the applicant was not a trade company registered in Bulgaria and had no Bulgarian license for the performance of railway activity.

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

In 2012, no safety authorizations were issued or renewed to infrastructure managers.

F.2. Numerical data (*Annex E*)

The data can be found in Annex E.

F.3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Safety Certificates

In 2012, no Safety Certificates Part A were updated or amended.

3.1.2. Main reasons for cases when the issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/

In 2012, there were no cases of exceeding the prescribed four-month period.

3.1.3. Overview of the requests from other NSAs to verify/access information relating the Part A Safety Certificate of a RU that has been certified in your country but applies for a Part B certificate in the other MS

In 2012, no such requests were received.

3.1.4. Summary of issues with the mutual acceptance of the Community-wide valid Part A Safety Certificate

In 2012, no problems occurred with the mutual recognition of the safety certificates - Part A, valid for the entire territory of the Community.

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

In 2012, there were no fees collected for the issuance of safety certificates - Part A.

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

In 2012, such problems did not arise.

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

In 2012, no problems/difficulties were encountered in the implementation of the procedures for issuance of safety certificates - Part A.

3.1.8. Summary of the issues mentioned by RUs when applying for a Part A Safety Certificate

The main problem in front of the railway undertakings is related to what documents exactly shall be presented when applying. All problems encountered in the preparation by the railway undertakings of the documents for application for safety certificate part A were solved together with the officials of the NSA through meetings and counselling.

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

The railway undertakings express their opinions regarding 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. Reasons for updating/amending Part B Safety Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)

In 2012, requests for update/amendment of safety certificates Part B, were not established.

3.2.2. Main reasons for cases when the issuing time for Part B Safety Certificates (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/

In 2012, there were no cases of exceeding the prescribed four-month period.

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

In 2012, no fees were collected for the issuance of safety certificate - Part B.

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

In 2012, such problems did not arise.

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

In 2012, the procedure for issuance of safety certificate - Part B to the licensed in Germany railway undertaking IGE Bahntouristik GmbH & Co. KG was terminated, because the enterprise was not a trade company registered in Bulgaria and has no Bulgarian license for the performance of railway activity. The procedure has not been renewed until the drafting of this report.

3.2.6. Summary of the issues mentioned by RUs when applying for a Part B Safety Certificate

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

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

3.3.1. Reasons for updating/amending Safety Authorisations

In 2012, requests for update/amendment of safety certificates were not established.

3.3.2. Main reasons for cases when the issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/

In 2012, no new safety authorizations were issued to any infrastructure managers.

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

In 2012, the procedure for issuing safety authorisations was not applied.

3.3.4. Summary of the issues mentioned by IMs when applying for a Safety Authorisation

In 2012, such problems were not established.

3.3.5. Feedback procedure (e.g. questionnaire) that allows IMs to express their opinion on issuing procedures/practices or to file 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. NSA charging fee for issuing a Safety Authorisation (Yes/No – Cost)

In 2012, there were no fees collected for the issuance of safety authorization.

G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

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

The National Safety Authority supervises:

- 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 the railway undertakings;
- compliance with the general requirements and safety conditions and technical operation of the internal railway transport;
- compliance with the essential requirements to the railway system for achievement of interoperability;
- on the work of the staff of the infrastructure manager and the railway undertakings and on the activity of the construction and repair entities and on the domestic railway transport of ministries, companies and enterprises on the safety of traffic;
- on the conformity of the constituents for interoperability with the 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 2012, 688 inspections were made on sites of the railway infrastructure and of 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, is 52 employees, of which 31 employees are in Directorate General "Railway Inspectorate", which performs safety functions, or this is 60 % of the staff of the Agency.

2. Submission of all annual safety reports by the railway undertakings and infrastructure managers according to Art. 9 (4) of the Safety Directive in the statutory terms.

In 2012, the majority of the railway undertakings (RUs) holding safety certificates Part A and Part B and also the railway infrastructure manager submitted their annual safety reports within the prescribed deadlines.

According to Ordinance № 59 on safety management of railway transport, this deadline is determined until the 30th of June. The data from these reports has been used by the NSA for the drafting of this report.

Reminder letters were sent to some of the railway undertakings, such as "Gastrade" AD, Rail Cargo Austria - Sofia branch, SE "Transport Construction and Rehabilitation", "Cargo Trans Vagon Bulgaria" AD, "Port Rail" Ltd. and "Unitranscom" AD. Only "Unitranscom" AD did not submit its ASR for 2012.

INSPECTIONS	Type	Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (please specify)
3. Number of inspections of RUs/IMs for 2012	Planned	-	-	-	-
	Unplanned	-	-	-	-
	Carried out	-	-	-	688 inspections were carried out over the objects of the RUs/ IMs

AUDITS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (please specify)
4. Number of audits of RUs/IMs for 2012	Planned	2	2	0	-
	Carried out	2	2	0	-

5. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following 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 threatening 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 within the specified deadline. Implementation of the prescriptions and elimination of the 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 draw acts of administrative violation according to the Railway Transport Act. In 2012, 219 penal decrees were issued based on acts of violations of the RTA, drawn up by the inspectors of Railway Administration Executive Agency.

6. Short summary/description of the complaints from IMs concerning RUs related to conditions in their Part A/Part B Safety Certificate

During the reporting period, no complaints were received by the railway infrastructure manager regarding the conditions in the safety certificates A and Part B of the railway undertakings.

7. Short summary/description of the complaints from RUs concerning IMs related to conditions in their Safety Authorisation

During the reporting period, one complaint by a railway undertaking was received in relation to limiting the infrastructure capacity, due to closure of stations for the traffic service for the part of the day, serviced by the IM.

As a result, the NSA issued a prescription to the IM (SE "NRIC") to immediately suspend the operations of non-securing a capacity ordered by the railway undertaking and to cancel the operation of texts of the "Document for the status of the railway network" (issued by the IM on 10.02.2012), obliging the RUs to pay to the IM all costs related to earlier detection or extension of the working time of a station, closed for part of the day for the traffic service.

H. REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT

In 2012, in Bulgaria the Common Safety Method (CSM) on risk evaluation and assessment was not applied.

I. ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME (APPLICABLE FROM 2013)

In 2012, no alternative measures were applied for the certification of entities responsible for the maintenance of vehicles, through derogations, in accordance with Article 14a(8) of Directive 2008/110/EC.

J. NSA CONCLUSIONS ON THE REPORTING YEAR - PRIORITIES

Despite the reduced number of significant accidents, fatalities and seriously injured persons in 2012, the evolution of safety in the Bulgarian railways marks a weak development.

The key priorities of the NSA for improvement of safety are: implementation of the requirements of the Railway Safety Directive, supervision of the railway sector and a further strengthening of the legal framework, as well as a further increase of the criteria for maintenance of the sites of railway infrastructure and railway rolling stock in accordance with the safety requirements and improvement of the quality of preventive control on the operation of the railway undertakings, of the staff related to the safety of transportation and the putting into service of the objects of the railway infrastructure and the railway rolling stock.

K. SOURCES OF INFORMATION

Main sources of information for this report:

- Annual safety reports of the infrastructure manager and the railway undertakings.
- Final reports of investigations conducted by the National Investigating Body;
- Final reports of the Regional Investigating Committees in Sofia, Plovdiv and Gorna Oryahovitsa, with the participation of representatives from the NSA, IM and the railway undertakings.
- Annual reports of Regional Railway Inspectorate - Sofia, Regional Railway Inspectorate - Plovdiv and Regional Railway Inspectorate - Gorna Oryahovitsa.
- Daily reports of the accidents of IM
- The internal database of the NSA for RU and IM
- ERADIS and ERAIL database

L. Annexes:

ANNEX A: Railway Structure Information

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

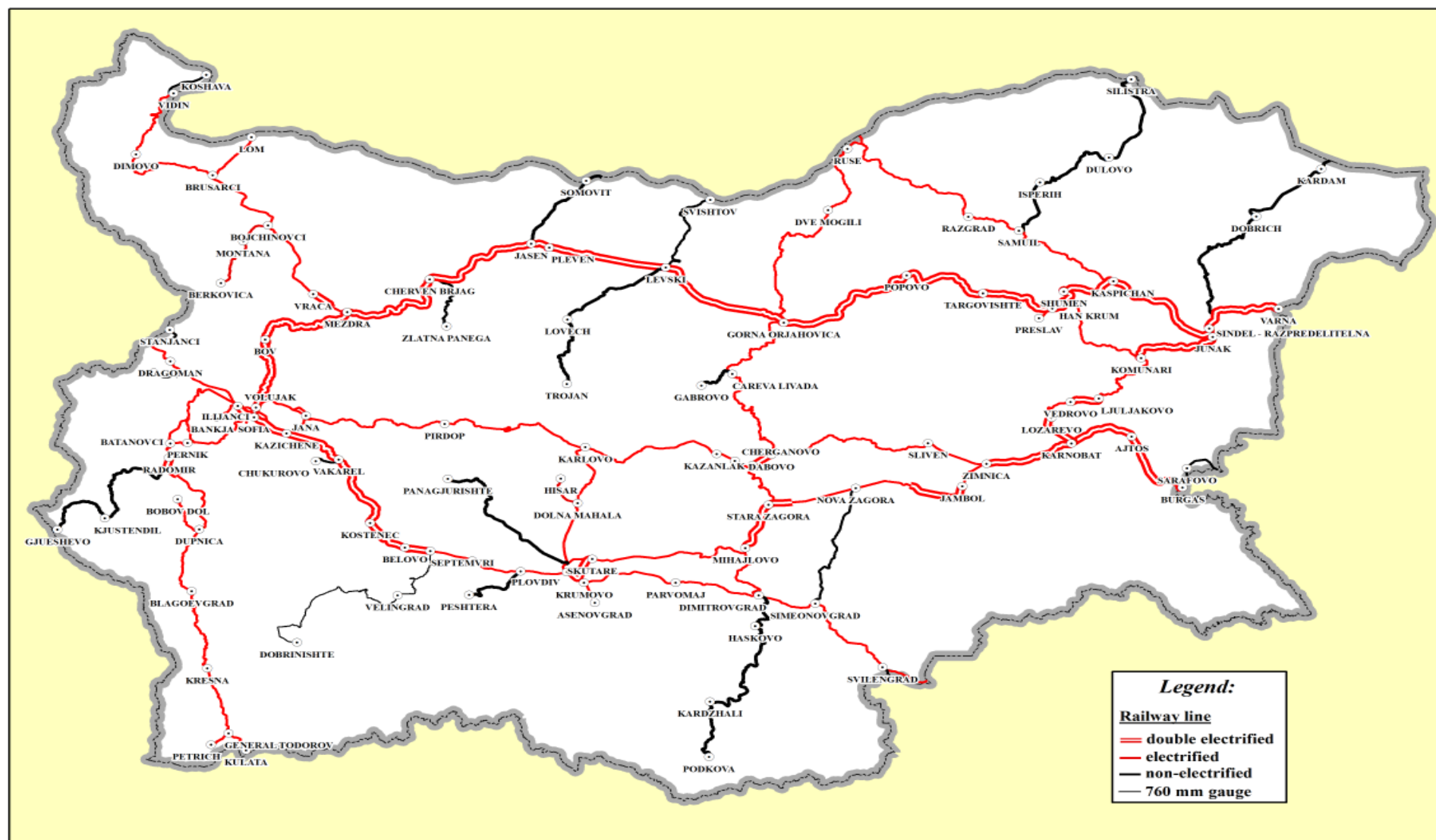
ANNEX C: CSIs data – definitions applied

ANNEX D: Important changes in legislation and regulation

ANNEX E: The development of safety certification and authorisation – numerical data

ANNEX A: Railway Structure Information

A.1. Network map



A.2. List of RUs and IMs

A.2.1. IMs

<i>Name</i>	<i>Address</i>	<i>Website/ Network Statement Link</i>	<i>Safety Authorisation (Number/ Date)</i>	<i>Start date commercial activity</i>	<i>Total Track Length/ Gauge</i>	<i>Electrified Track Length/ Voltages</i>	<i>Total Double/ Single Track Length</i>	<i>Total Track Length HSL</i>	<i>ATP equipment used</i>	<i>Number of LC</i>	<i>Number of main (light) signals</i>
SE "National Railway Infrastructure Company" (NRIC)	1233 Sofia, 110, "Maria Luisa" Blvd.	www.rail-infra.bg	BG 20 2008 0001 11/12/2008	01/01/2002	6635 km, including: 6477 km (1435 mm) 33 km (1520 mm) 125 km (760 mm)	Total: 4708 km 25 kV/50Hz	Total: 4921 km including: 1954 km (double tracks) 2967 km (single track)	0	Total: 470 km , including: 237 km EBICAB-700 233 km ETCS L1	Total: 783 pcs., including: 646 pcs. (active) 137 pcs. (passive)	-

A.2.2. Railway Undertakings

<i>Name</i>	<i>Address</i>	<i>Website/ Network Statement Link</i>	<i>Safety Certificate 2001/14/EC (Number/ Date)</i>	<i>Safety Certificate A-B 2004/49/EC (Number/ Date)</i>	<i>Start date commercial activity</i>	<i>Traffic Type (freight, etc.)</i>	<i>Number of Locomotives (registered in Bulgarian NRV)</i>	<i>Number Of Railcars/ Multiple Unit-sets</i>	<i>Number of Coaches/ Wagons (registered in Bulgarian NRV)</i>	<i>Number of train drivers/ safety crew</i>	<i>Volume of passenger transport [million passengers]</i>	<i>Volume of freight transport [million tonnes-km]</i>
"BDZ - Freight services" Ltd.	1080 Sofia, 3, "Ivan Vazov" Str.	www.bdz.bg	-	BG 11 2008 0002 29/12/2008 BG 12 2008 0002 29/12/2008	23/07/2008	Freight only	Total: 207 pcs. , including: 90 Electric Locos 117 Diesel Locos	0/0	1 coach / 4504 wagons	Total: 2243 safety employees, including: 738 train drivers	0	2043 MLN tonnes-km/ 9,77 MLN tonnes
"BDZ - Passenger services" Ltd.	1080 Sofia, 3, "Ivan Vazov" Str.	www.bdz.bg	-	BG 11 2008 0001 29/12/2008 BG 12 2008 0001 29/12/2008	23/05/2008	Passenger only	Total: 146 pcs. , including: 138 (1435 mm) 8 (760 mm)	42 EMU 26 DMU	741 coaches / 0 wagons	Total: 2927 safety employees, including: 945 train drivers	26,523 MLN Passengers	0
"Bulgarian Railway Company" AD	Sofia, 1527, 9 „Chamkoria“ Str. Floor 2/3	www.brc-bg.com	-	BG 11 2008 0003 30/12/2008 BG 12 2008 0003 30/12/2008	03/11/2004	Freight only	16 Electric Locos Uses 13 pcs. rented	0/0	0 / 0 (uses rented wagons)	Total: 222 safety employees, including: 105 train drivers	0	1418,237 MLN tonnes-km/ 2,05 MLN tonnes
"Bulmarket DM" Ltd.	7000 Rousse, 100, "Tutrakan" Blvd.	www.bulmarket.bg	-	BG 11 2009 0001 30/03/2009 BG 12 2009 0001 30/03/2009	03/08/2004	Freight only	Total: 11 pcs. , including: 4 Electric Locos 7 Diesel Locos	0/0	0 coaches / 17 wagons	Total: 79 train drivers including: 35 train drivers	0	183 MLN tonnes-km/ 0,655 MLN tonnes
"Unitranscom" S.A.	1000 Sofia, 106, „Maria Luisa“ Blvd.	-	-	BG 11 2009 0002 01/07/2009 BG 12 2009 0002 01/07/2009	15/09/2008	Freight only	0	0/0	0/0	0/0	0	0

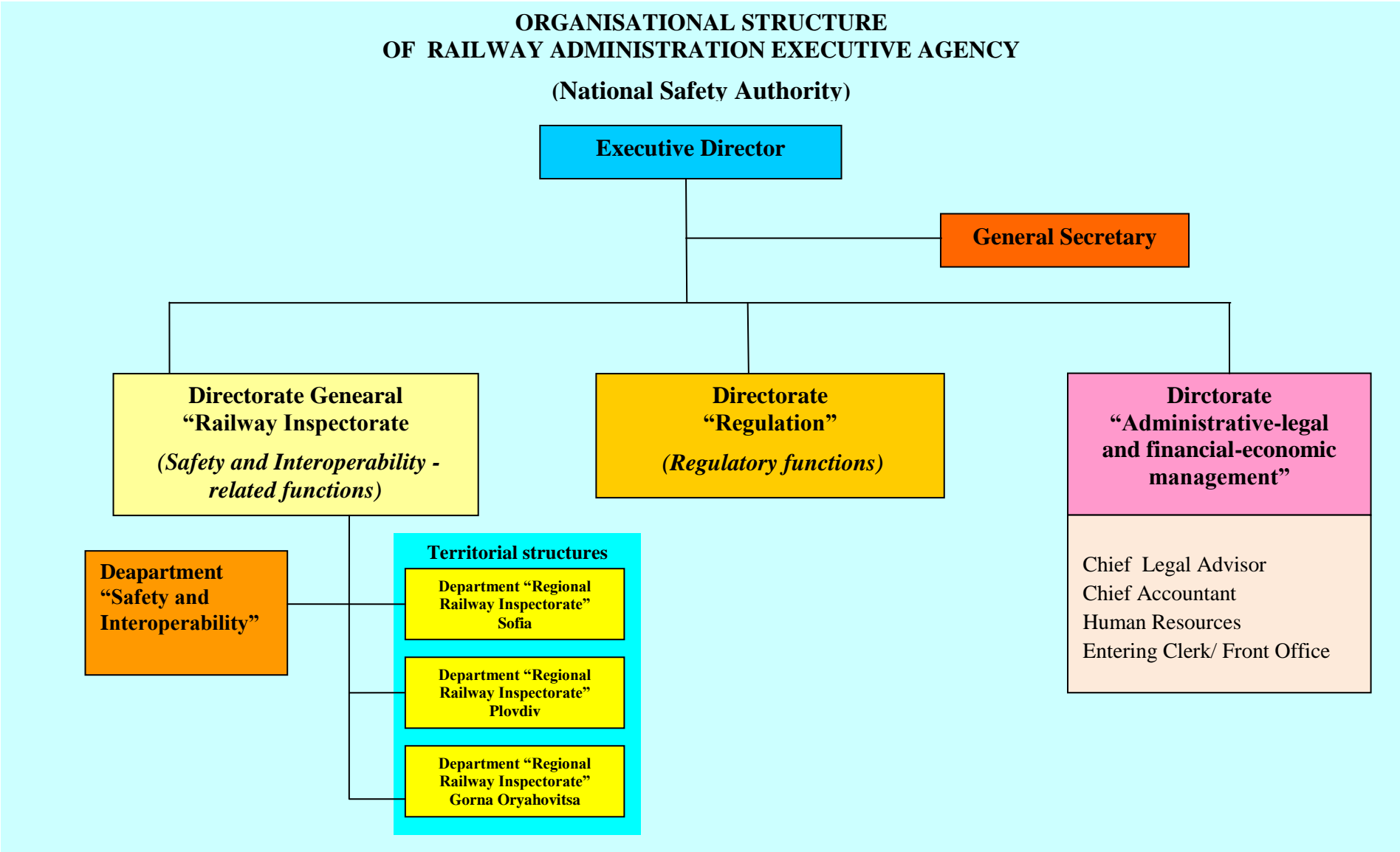
<i>Name</i>	<i>Address</i>	<i>Website/ Network Statement Link</i>	<i>Safety Certificate 2001/14/EC (Number/ Date)</i>	<i>Safety Certificate A-B 2004/49/EC (Number/ Date)</i>	<i>Start date commercial activity</i>	<i>Traffic Type (freight, etc.)</i>	<i>Number of Locomotives</i>	<i>Number of Railcars/ Multiple Unit-sets</i>	<i>Number of Coaches/ Wagons</i>	<i>Number of train drivers/ safety crew</i>	<i>Volume of passenger transport</i>	<i>Volume of freight transport</i>
"Gastrade" S.A.	1784 Sofia, 62, "Tsarigradsko shoes" Blvd., Floor 2	www.gastradebg.com	-	BG 11 2009 0003 01/07/2009 BG 12 2009 0003 01/07/2009	08/05/2008	Freight only	0 (uses rented)	0/0	23 wagons	-	0	-
"Rail Cargo Austria" AG	1000 Sofia, 133, "Dunav" Str., Floor 1, App. 2	www.railcargo.at	-	AT 11 2009 0004 23/12/2009 BG 12 2010 0002 01/07/2010	06/02/2009	Freight only	0 (uses rented)	0/0	0/0 (uses rented wagons)	Total: 4 safety employees, including: 2 train drivers	0	0,523 MLN tonnes-km -
"DB Schenker Rail Bulgaria" EODD	2070 Pirdop, Industrial zone	-	-	BG 11 2010 0001 27/05/2010 BG 12 2010 0001 27/05/2010	11/01/2010	Freight only	Total: 27 pcs., including 5 Electric Locos 22 Diesel Locos	0/0	0 coaches / 175 wagons	Total: 146 safety employees, including: 58 train drivers	0	317,0 MLN tonnes-km 0,972 MLN tonnes
SE "Transport Construction and Rehabilitation"	1271 Sofia, 14, "Kiril Blagoev"	http://www.tsv- bg.com	-	BG 11 2011 0001 04/10/2011 BG 12 2011 0002 04/10/2011	24/03/2009	Freight only	0 Electric Locos / 3 Diesel Locos	0/0	0 coaches / 197 wagons	Total: 192 safety employees, including: 18 train drivers	0	11,446 MLN tonnes-km 0,058 MLN tonnes-km
"Express Service" Ltd.	7011 Rousse, DZS district	http://exservice.biz	-	BG 11 2011 0002 16/12/2011 BG 12 2011 0002 16/12/2011	09/03/2010	Freight only	0 Electric Locos / 4 Diesel Locos	0/0	0/0 (uses rented wagons)	Total: 18 safety employees, including: 7 train drivers	0	0,015345 MLN tonnes-km 0,640 MLN tonnes
"Cargo Trans Vagon Bulgaria" AD	1612 Sofia, 19, "Hrizantema" Str.	-	-	BG 11 2012 0001 17/04/2012 BG 12 2012 0001 17/04/2012	08/10/2009	Freight only	0 (uses rented)	0/0	0/0 (uses rented wagons)	Total: 1 safety employees, including: 0 train drivers	0	- 0,000552 MLN tonnes
"Port Rail" Ltd.	8000 Burgas, 1, "Knyaz Alexander Batenberg" Blvd.	-	-	BG 11 2012 0002 29/05/2012 BG 12 2012 0002 29/05/2012	27/12/2011	Freight only	0 (uses rented)	0/0	0/0 (uses rented wagons)	Total: 31 safety employees, including: 7 train drivers	0	0,323 MLN tonnes-km 0,006156 MLN tonnes

Used abbreviations:

EMU – Electric Multiple Unit
 DMU – Diesel Multiple Unit
 NVR – National Vehicle Register
 MLN - Million

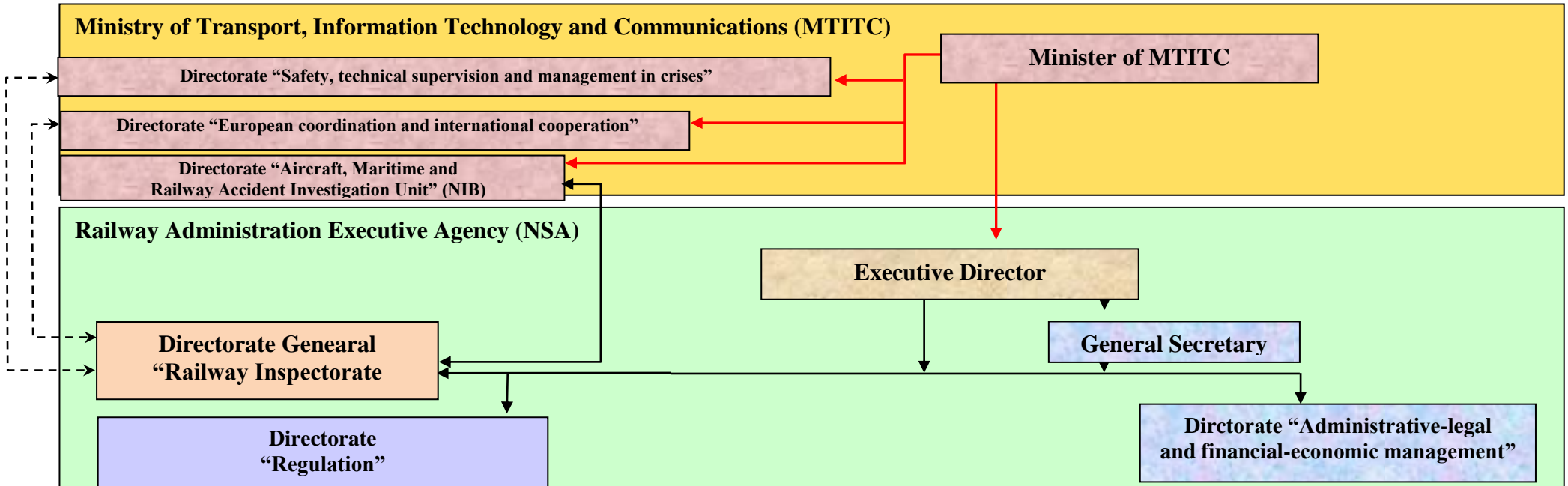
ANNEX B: Organisation chart(s) of the NSA

B.1. Chart: Internal organisation



B.2. Charts: Relationship with other National Bodies

FUNCTIONAL STRUCTURE



Basic directions, in which the National Safety Authority performs its functions under Art. 64 (1) of Ordinance No 59 on railway safety:

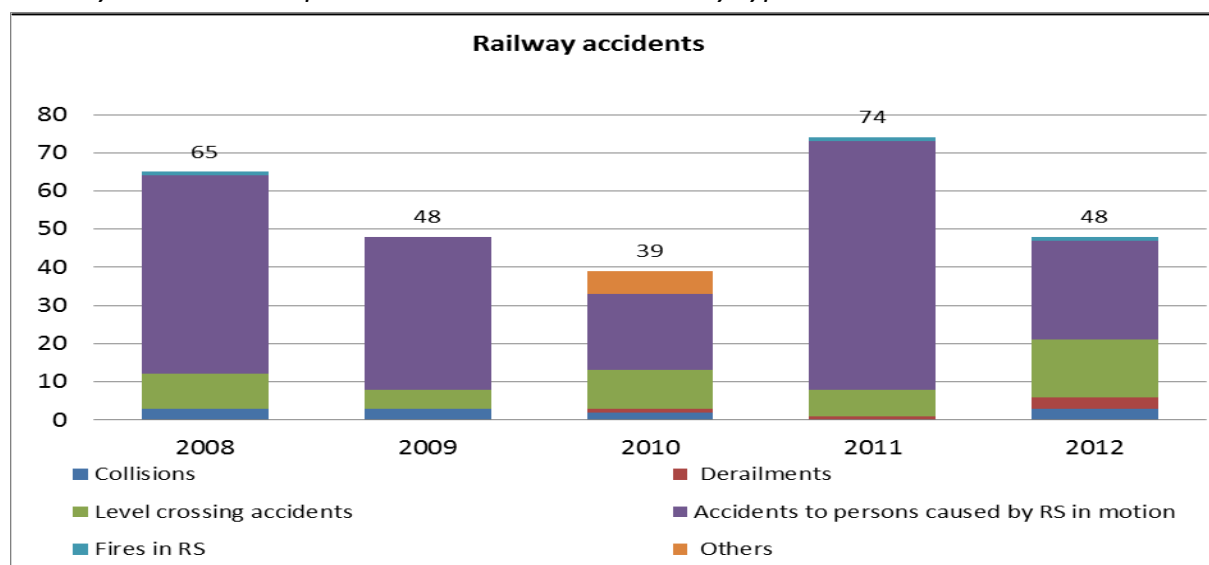
- Issues authorizations of placing into service of structural subsystems of the Trans-European railway system;
- Performs controls on the conformity of the constituent elements of interoperability with the essential requirements in the respective TSIs;
- Imposes restrictions or a ban for the operation of the relevant subsystems or parts of them in the cases of the RTA;
- Analyzes the results of the investigations of railway accidents, and if necessary, takes measures to improve the level of safety.
- Investigates railway accidents in the cases prescribed by the RTA;
- Develops and submits proposals to the Minister of Transport, Information Technologies and Communications for the adoption of new or change of existing NSR by performing controls for compliance with them.
- Keeps a log of the vehicles and exercises control over their registration and accuracy and the updating of the information reflected in the register.
- Issues certificates to the persons responsible for the maintenance of vehicles
- Issues, renews, modifies or revokes the safety certificate of a railway undertaking and the safety authorisation of the infrastructure manager and verifies the compliance with the requirements, under which they are issued.
- Control of the application of regulations for the safety of the carriages;
- Control of the functioning of the safety management systems of the railway infrastructure and the railway carriers.
- Exchange of information with the Unit for the investigation of serious railway accidents in terms of prevention and operational regulation of safety;
- Control of the safety of carriages in the implementation of the timetable for the movement of trains.
- Keeping registers and gathering statistical data for activities in railway transport.
- Performs control on the conformity of the interoperability constituents with the essential requirements;
- Issues documents for legal capacity of the railway staff, whose activity is linked to the safety of the services;
- Conducts prevention, control and assessment of the level of safety.
- Conducts performance of periodic verification exams of the staff responsible for safety of carriages by railway transport.

ANNEX C: CSIs data – definitions applied

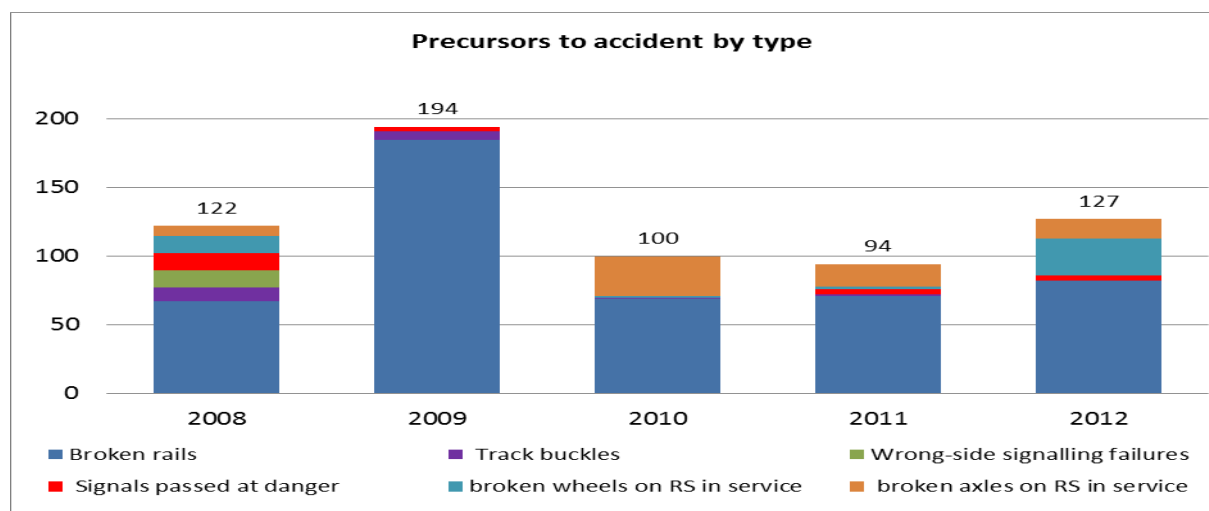
C.1. CSIs data

Performance at a glance during the last 5 years

Railway accidents and precursors to accident divided by type

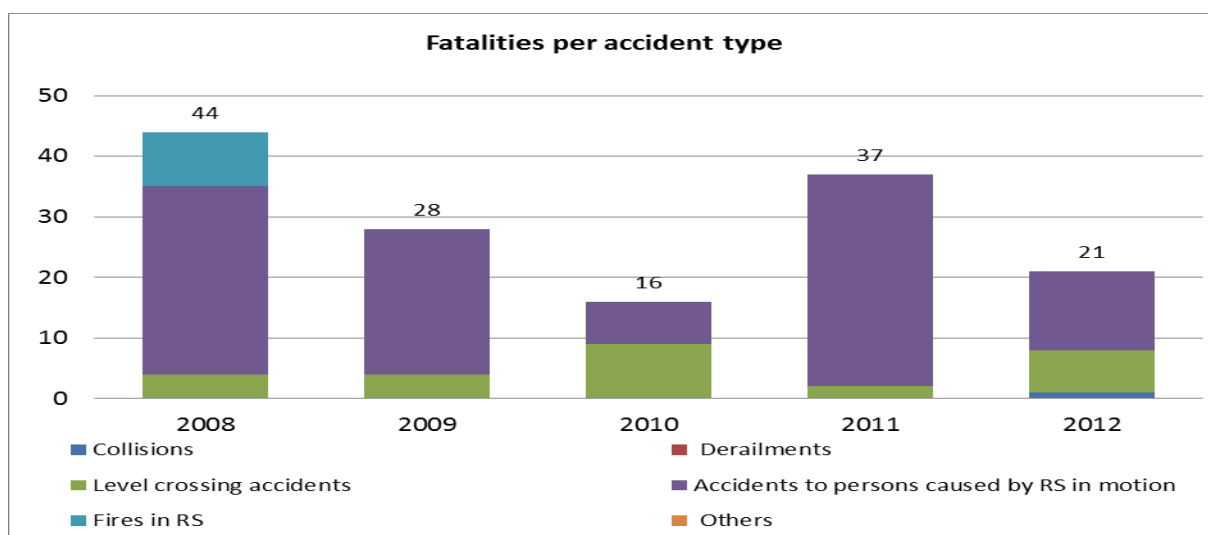


Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2008	3	0	9	52	1	0	65
2009	3	0	5	40	0	0	48
2010	2	1	10	20	0	6	39
2011	0	1	7	65	1	0	74
2012	3	3	15	26	1	0	48

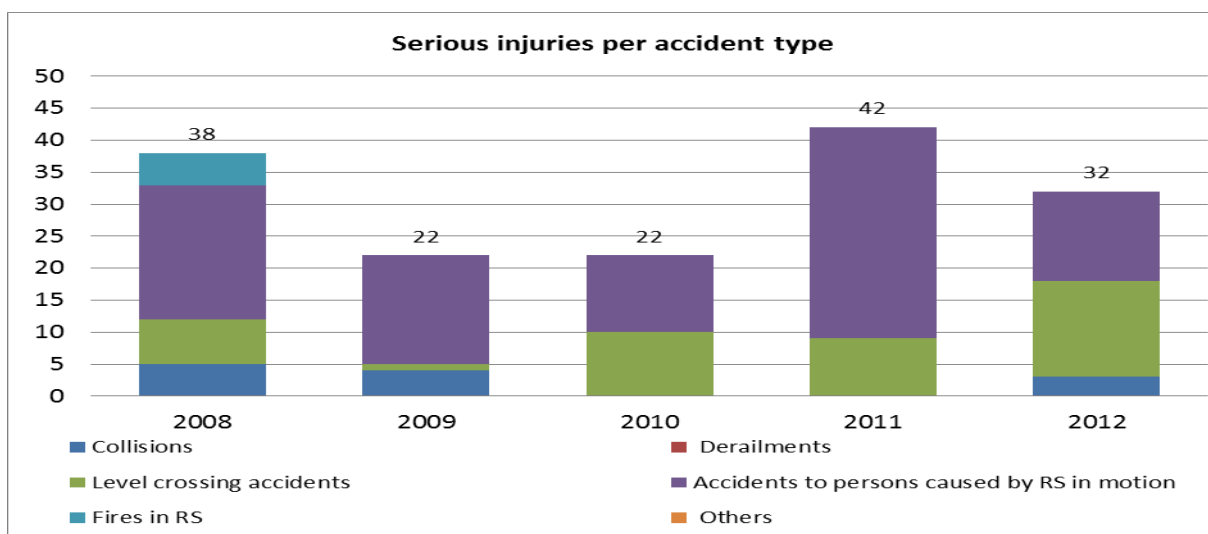


Year	Broken rails	Track buckles	Wrong-side signalling failures	Signals passed at danger	Broken wheels on RS in service	Broken axles on RS in service	Total
2008	67	10	13	12	13	7	122
2009	185	6	0	3	0	0	194
2010	69	1	0	0	1	29	100
2011	71	1	0	4	2	16	94
2012	82	0	0	4	27	14	127

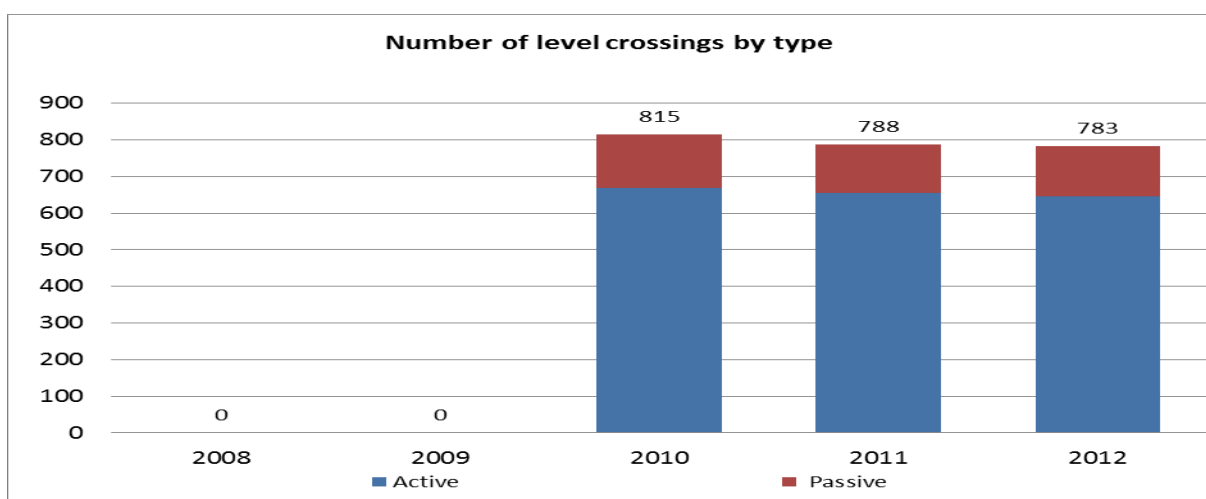
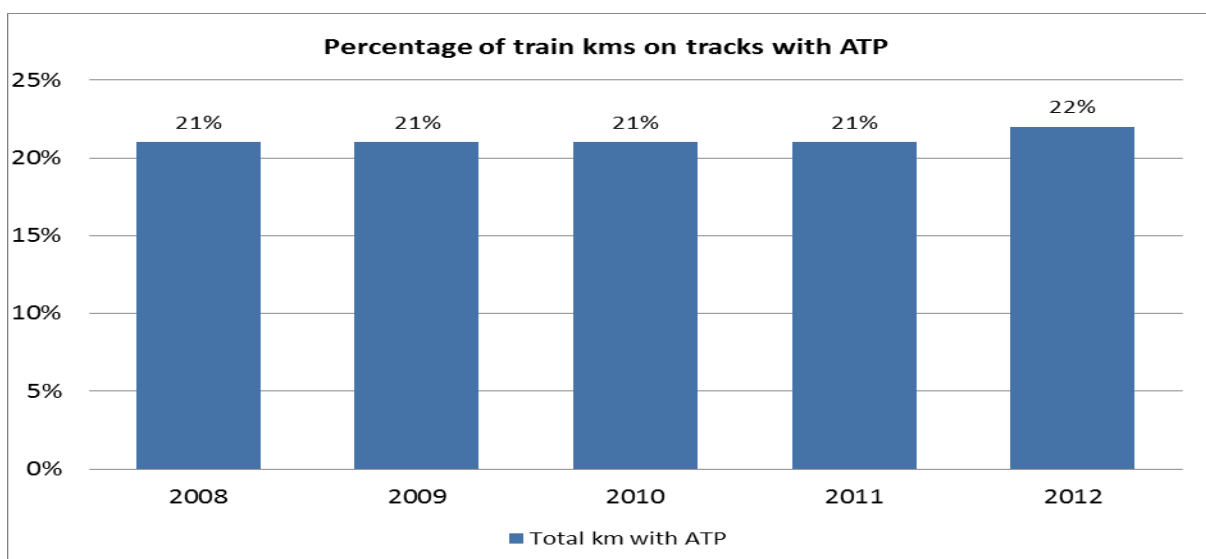
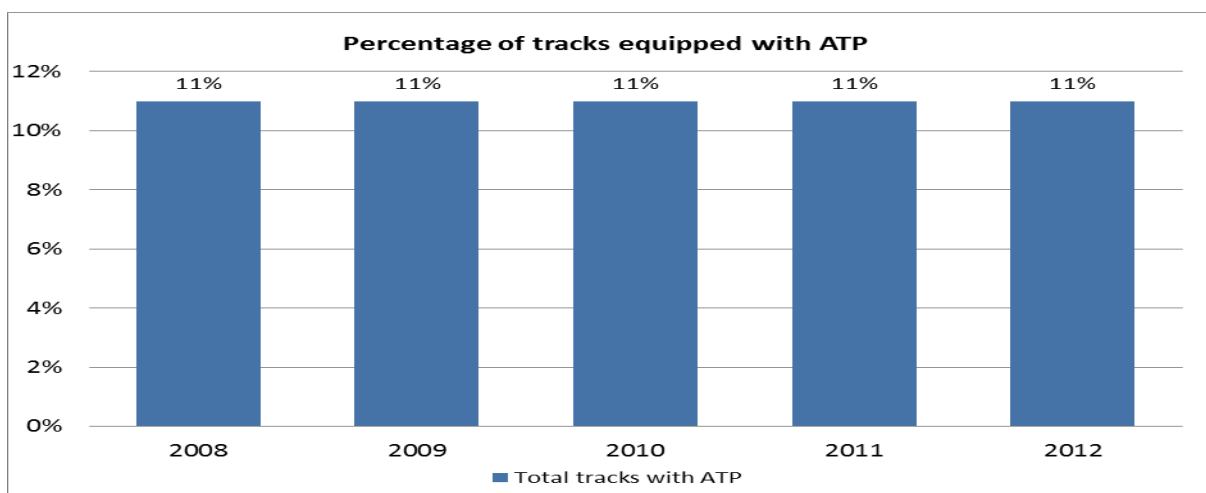
Fatalities and serious injuries per accident type



Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2008	0	0	4	31	9	0	44
2009	0	0	4	24	0	0	28
2010	0	0	9	7	0	0	16
2011	0	0	2	35	0	0	37
2012	1	0	7	13	0	0	21

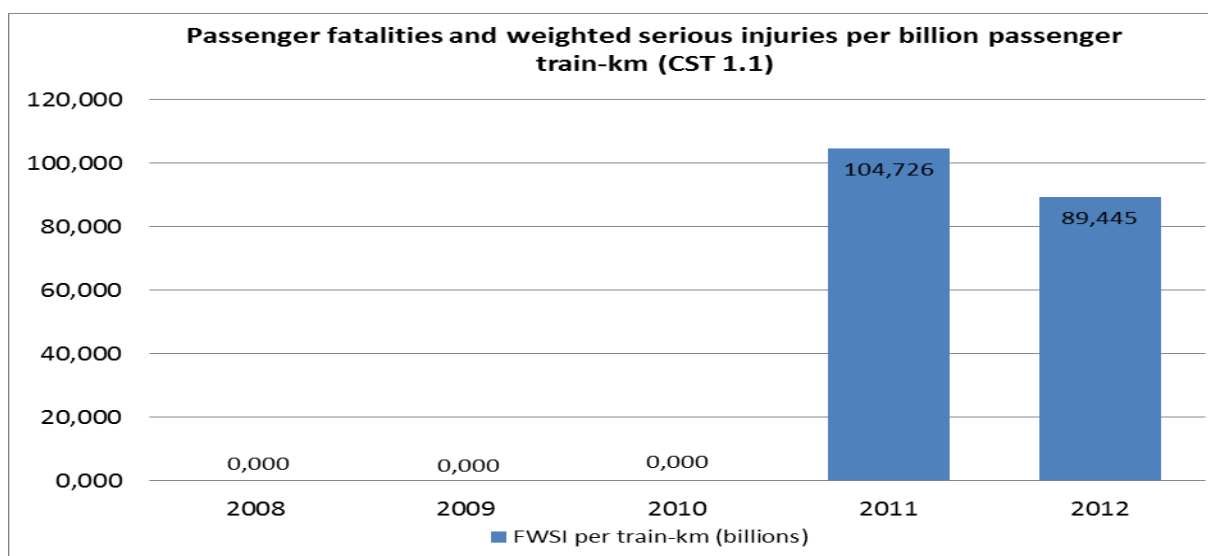


Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2008	5	0	7	21	5	0	38
2009	4	0	1	17	0	0	22
2010	0	0	10	12	0	0	22
2011	0	0	9	33	0	0	42
2012	3	0	15	14	0	0	32

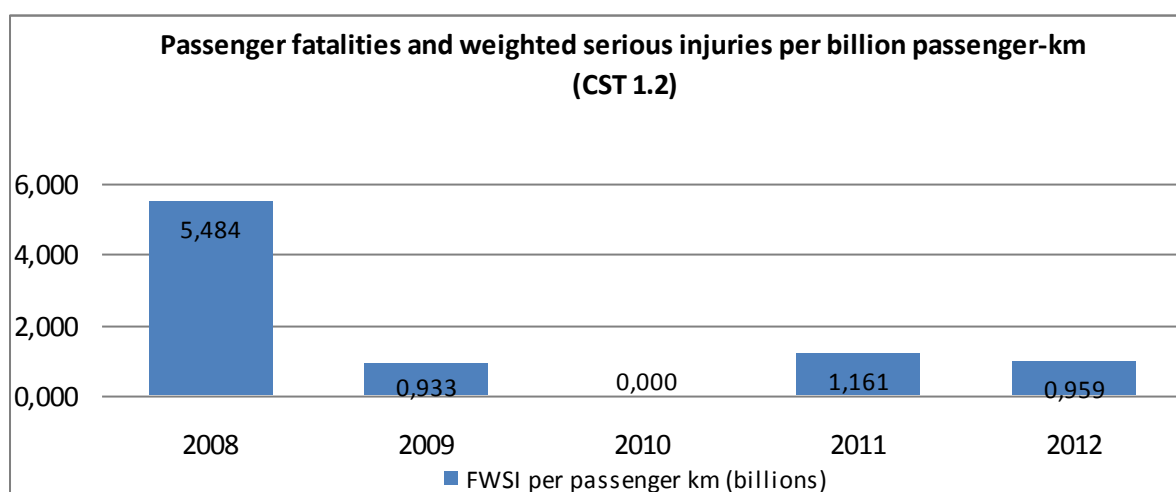


Year	Active	Passive	Total
2008	-	-	-
2009	-	-	-
2010	669	146	815
2011	654	134	788
2012	646	137	783

Risk indicators – achievement of CSTs and NRVs following the method set out by Article 4 of Commission Decision 2009/460/EC



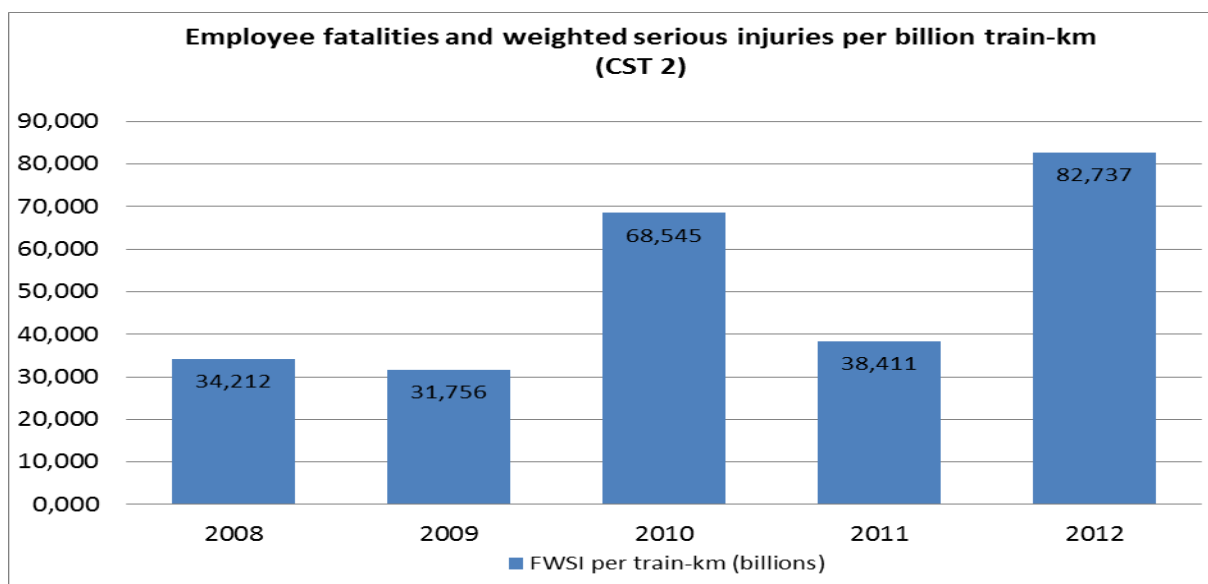
Year	Passengers fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (billions)
2008	12	8	-	-
2009	1	10	-	-
2010	0	0	23,112	0,000
2011	1	14	22,917	104,726
2012	1	8	20,124	89,445



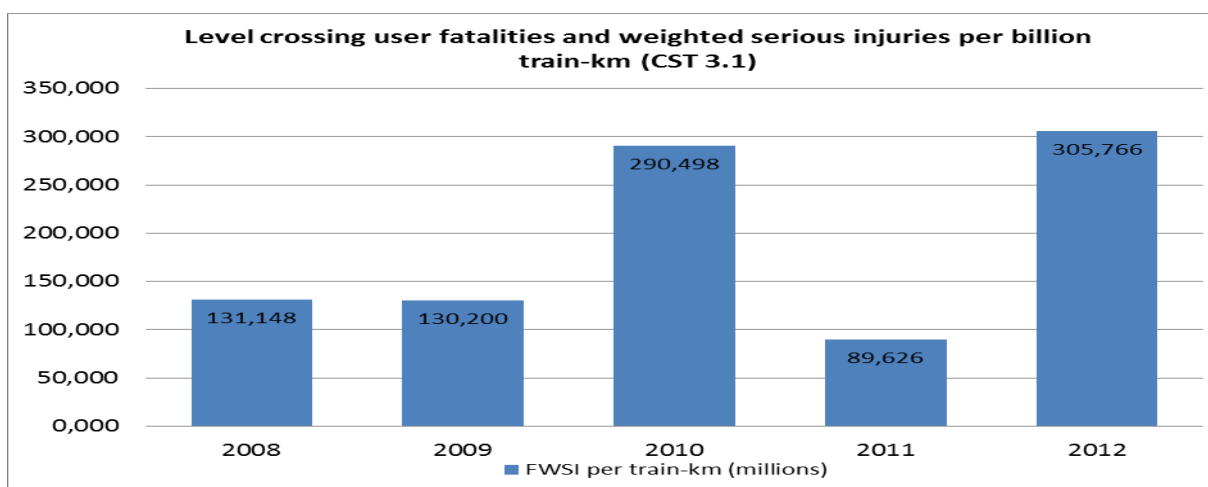
Year	Passengers fatalities	Serious injuries	Number of passenger km (millions)	FWSI per passenger km (billions)
2008	12	8	2334,000	5,484
2009	1	10	2144,040	0,933
2010	0	0	2099,660	0,000
2011	1	14	2067,000	1,161
2012	1	8	1876,000	0,959

FWSI - 'fatalities and weighted serious injuries (FWSIs)' means a measurement of the consequences of significant accidents combining fatalities and serious injuries, where 1 serious injury is considered statistically equivalent to 0,1 fatalities (definition under Art. 2 (d) of Decision 2009/460/EC)

Risk indicators

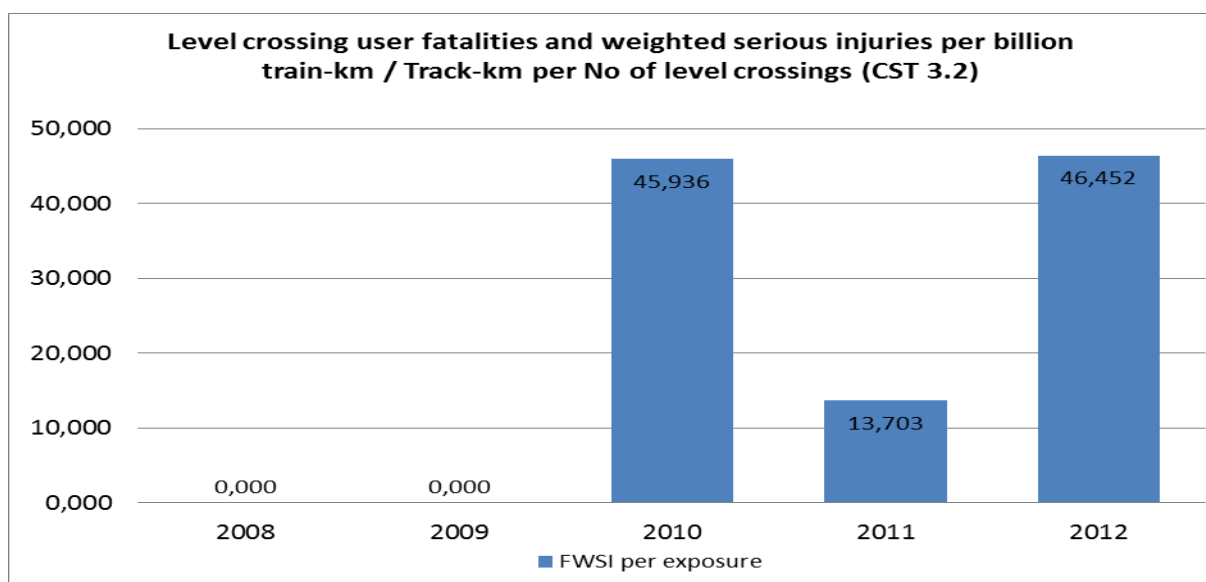


Year	Employees fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (billions)
2008	1	2	35,075	34,212
2009	1	0	31,490	31,756
2010	2	1	30,637	68,545
2011	1	2	31,241	38,411
2012	2	3	27,799	82,737

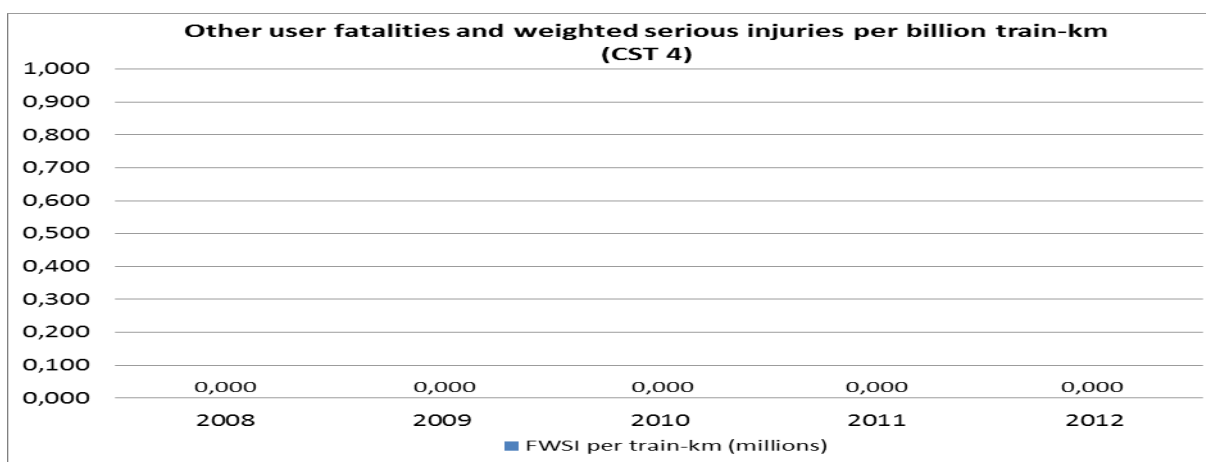


Year	LC users fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (millions)
2008	4	6	35,075	131,148
2009	4	1	31,490	130,200
2010	8	9	30,637	290,498
2011	2	8	31,241	89,626
2012	7	15	27,799	305,766

Risk indicators

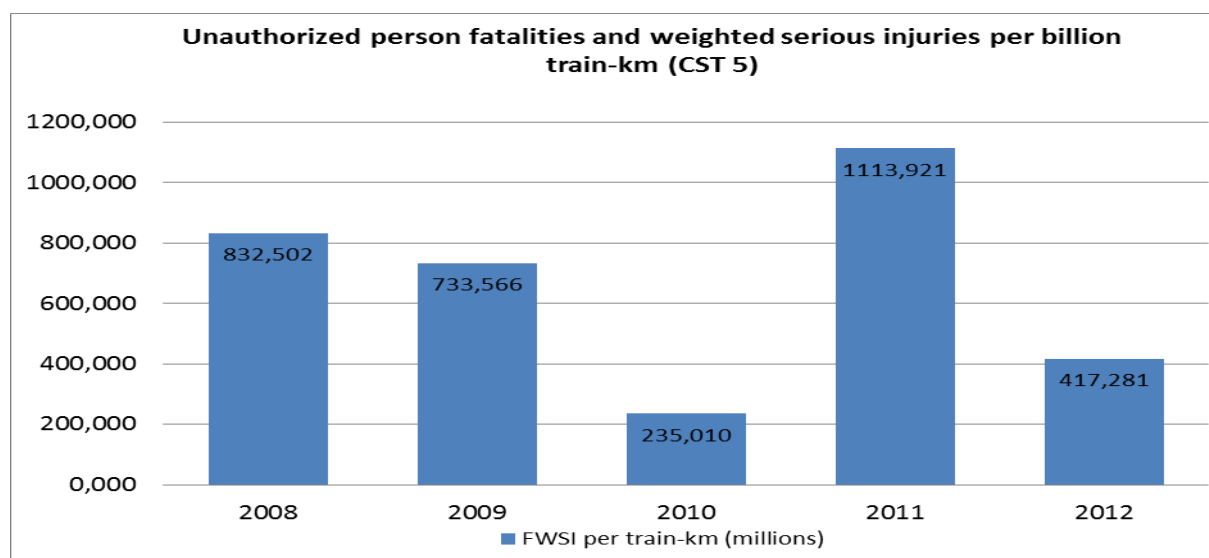


Year	LC users fatalities	Serious injuries	Number of train km (millions)	Number of track km	Number of active and passive LC	FWSI per exposure
2008	4	6	35,075	5116,000	-	-
2009	4	1	31,490	5154,000	-	-
2010	8	9	30,637	5154,000	815	45,936
2011	2	8	31,241	5154,000	788	13,703
2012	7	15	27,799	5154,000	783	46,452

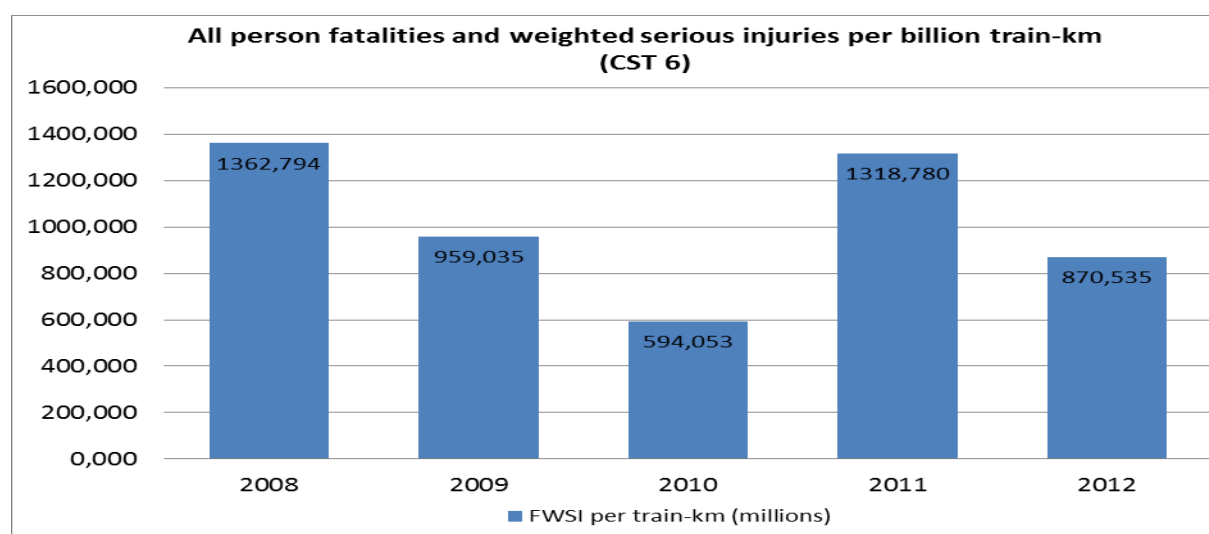


Year	Other users fatalities	Serious injuries	Number of train km (millions)	FWSI per train-km (millions)
2008	0	0	35,075	0,000
2009	0	0	31,490	0,000
2010	0	0	30,637	0,000
2011	0	0	31,241	0,000
2012	0	0	27,799	0,000

Risk indicators



Year	Unauthorized persons fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (millions)
2008	27	22	35,075	832,502
2009	22	11	31,490	733,566
2010	6	12	30,637	235,010
2011	33	18	31,241	1,113,921
2012	11	6	27,799	417,281



Year	Total persons fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (millions)
2008	44	38	35,075	1,362,794
2009	28	22	31,490	959,035
2010	16	22	30,637	594,053
2011	37	42	31,241	1,318,780
2012	21	32	27,799	870,535

C.2. Definitions used in the annual report

C.2.1. Definitions in Regulation 91/03 to be applied:

deaths (killed person) - means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides

injuries (seriously injured person) - means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

passenger-km - means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account

rail passenger - means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included

suicide - means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority

significant accident - means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded

train - means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

train-km - means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account

C.2.2. National definitions

All definitions and calculation methods are used as defined in Annex I of SD (as amended by Directive 2009/149/EC)

C.3. Abbreviations

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

Annex D: Important changes in legislation, regulations and administrative provisions

	Legal reference or Notif-IT code	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
Legislation concerning the national safety authority	Ordinance No 59 of 5.12.2006 on safety management in railway transport	06/04/2012	<i>Amendment to an existing act:</i> It transposes into the national legislation provisions of Directive 2004/49/EC.	It introduces principles of decision-making of the NSA, laid down in Art. 17(1) of Directive 2004/49/EC. The content of the ASR of the NSA is supplemented.
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	Ordinance № 57 of 09.06.2004 for achievement of interoperability of the national railway system with the railway system within the European Union;	17/01/2012	<i>Amendment of an acting act:</i> It transposes into the national legislation provisions of Directive 2011/18/EU.	It introduces additional instructions in the performance of the EC verification procedure for putting into service of a subsystem or parts of it. There is a detailed introduction of the procedures for verification against the national rules and the obligations of the body for assessment against the national safety rules or the national technical rules, as well as the body for assessment against the TSI. There are more detailed requirements against the intermediate declarations for verification. Additional instructions are made to the certificate of verification for conformity assessment of the components and subsystems with the national rules (NSR or NTR). The amendments also concern separation of the subsystem "Control, command and signalling" of the two separate subsystems - control, command and signalling on the railway track and on-board control, command and signalling.
National rules concerning railway safety				
Rules concerning national safety targets and methods	-	-	-	-

Rules concerning requirements on SMS and safety certification of RUs	Ordinance No 59 of 5.12.2006 on safety management in railway transport	06/04/2012	<i>Amendment to an existing act:</i> It transposes into the national legislation provisions of Directive 2004/49/EC.	The texts on SMS are amended and supplemented in accordance with Art. 9 and Annex III of the Directive 2004/49/EC, as in view of their importance in the Chapter II "Safety Management" is created Section III "Safety Management System";
Rules concerning requirements on SMS and Safety Authorisation of IMs	Ordinance No 59 of 5.12.2006 on safety management in railway transport	06/04/2012	<i>Amendment to an existing act:</i> It transposes into the national legislation provisions of Directive 2004/49/EC.	Chapter III "Safety certificate and safety authorisation" is amended, as the texts on the issuing, renewal and revocation of a safety certificate of railway undertaking are clarified, pursuant to Art. 10 and Annex IV of Directive 2004/49/EC and of the safety authorisation of IM, pursuant to Art. 11 and Annex III of Directive 2004/49/EC.
Rules concerning requirements for wagon keepers	Ordinance No 59 of 5.12.2006 on safety management in railway transport	06/04/2012	<i>Amendment to an existing act:</i> It transposes into the national legislation provisions of Directive 2004/49/EC.	Adoption of measures at the national level for the application of Regulation (EC) No 445/2011 of the Commission of May 10, 2011 regarding a system of certification of the entities in charge of maintenance of freight wagons and amending Regulation (EC) No 653/2007 (Regulation (EC) No 445/2011).
Rules concerning entities in charge of maintenance	Ordinance No 59 of 5.12.2006 on safety management in railway transport	06/04/2012	<i>Amendment of an existing act:</i> It transposes into the national legislation the provisions of Regulation (EC) No 445/2011.	It introduces the requirements of Regulation (EU) No 445/2011 on the terms and conditions for the issuance of a certificate to an entity in charge of maintenance of vehicles.
Rules concerning requirements for maintenance workshops	-	-	-	-
National safety rules for RUs* and safety rules for other railway actors	-	-	-	-
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between RUs, registration systems and requirements on testing procedures	-	-	-	-

Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	Ordinance No 56 of 14.02.2003 on the requirements, terms and conditions of training of the applicants for acquisition of legal capacity required by the staff responsible for safety of the railway transport and on the terms for carrying out the examinations of persons from the personnel responsible for the safety conditions of the transportation	06/11/2012	<i>Amendment of an existing act:</i> It transposes into the national legislation the provisions of Regulation (EC) No 36/2011 and Decision No 2011/765/EU.	It introduces models of the Community for driving licenses of locomotive, additional certificates and certified copies of additional certificates pursuant to Directive 2007/59/EC. It also introduces the basic parameters of the registers of licenses for the train driving and the additional certificates.
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the IMs and RUs	-	-	-	-
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Ordinance No 59 of 5.12.2006 on safety management in railway transport	06/04/2012	<i>Amendment of an acting act:</i> It transposes into the national legislation the provisions of Regulation (EC) No 445/2011.	It introduces legitimate definitions of five concepts arising out of Directive 2009/149/EC as regards the Common Safety Indicators and the common methods for calculating the cost of an accident.
Rules concerning the investigation of the accident and incidents including recommendation	-	-	-	-

ANNEX E: The development of safety certification and authorisation – numerical data

E.1. Safety Certificates according to Directive 2004/49/EC

		Total number of certificates	Number of certificates Part A in ERADIS
E.1.1. Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2012		2	2

		Total number of certificates	Number of certificates Part B in ERADIS
E.1.2. Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2012	Number of certificates Part B, for which the Part A has been issued in your Member-State	2	2
	Number of certificates Part B, for which the Part A has been issued in your Member-State	0	0

		A	R	P
E.1.3. Number of new applications for Safety Certificates Part A submitted by Railway Undertakings in year 2012	New certificates	2	1	0
	Updated/amended certificates	0	0	0
	Renewed certificates	0	0	0

			A	R	P
E.1.4. Number of new applications for Safety Certificates Part B submitted by Railway Undertakings in year 2012	Where the Part A has been issued in your Member-State	New certificates	2	1	0
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0
	Where the Part A has been issued in another Member-State	New certificates	0	0	0
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

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

	Total number of revoked certificates in the year 2012	Number of revoked certificates in ERADIS (which were revoked in 2012)
E.1.5. Number of certificates Part A revoked in the current reporting year	0	0
E.1.6. Number of certificates Part B revoked in the current reporting year	0	0

E.1.7. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

Name of RU	Member-State where Safety Certificate Part A was issued
-	-
-	-

In 2012 in Bulgaria there are no RUs applied for a Safety Certificate Part B

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

	Total number of safety authorisations
E.2.1. Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2012	0

		A	R	P
E.2.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2012	New certificates	0	0	0
	Updated/amended certificates	0	0	0
	Renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

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

E.2.3. Number of Safety Authorisations revoked in the current reporting year	0
---	---

E.3. Procedural aspects – Safety Certificates part A

		New	Updated /amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate Part A in year 2012 for Railway Undertakings		2,5 months	0	0
		0	0	0

E.4. Procedural aspects – Safety Certificates part B

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate Part B in year 2012 for RUs	Where the part A has been issued in your Member-State	2,5 months	0	0
	Where the part B has been issued in another Member-State	0	0	0

E.5. Procedural aspects – Safety Authorisations

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2012 for IMs		0	0	0
		0	0	0