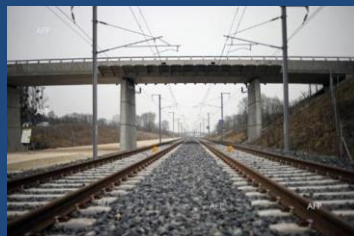


RAILWAY ADMINISTRATION  
EXECUTIVE AGENCY

# ANNUAL SAFETY REPORT 2013

OF THE NATIONAL SAFETY  
AUTHORITY  
OF THE REPUBLIC OF BULGARIA

September 2014





# Contents

<b>A. INTRODUCTION .....</b>	<b>2</b>
<b>B. OVERALL SAFETY PERFORMANCE AND STRATEGY .....</b>	<b>2</b>
B.1. MAIN CONCLUSIONS FROM THE REPORTING YEAR .....	2
B.2. NATIONAL SAFETY STRATEGY, PROGRAMMES AND INITIATIVES .....	4
B.3. REVIEW OF THE PREVIOUS YEAR .....	12
B.4. FOCUS AREAS FOR THE NEXT YEAR .....	12
<b>C. DEVELOPMENTS IN SAFETY PERFORMANCE .....</b>	<b>13</b>
C.1. DETAILED ANALYSIS OF THE LATEST RECORDED TRENDS .....	13
C.2. RESULTS OF SAFETY RECOMMENDATIONS.....	14
C.3. MEASURES IMPLEMENTED NOT IN RELATION TO SAFETY RECOMMENDATIONS.....	17
<b>D. SUPERVISION .....</b>	<b>23</b>
D.1. STRATEGY AND PLAN(S) .....	23
D.2. HUMAN RESOURCES .....	24
D.3. COMPETENCE.....	25
D.4. DECISION-MAKING.....	25
D.5. COORDINATION AND COOPERATION .....	26
D.6. FINDINGS FROM MEASURES TAKEN .....	26
<b>E. CERTIFICATION AND AUTHORISATION .....</b>	<b>27</b>
E.1. GUIDANCE .....	27
E.2. CONTACTS WITH OTHER NSAS .....	28
E.3. PROCEDURAL ISSUES .....	28
E.4. FEEDBACK.....	29
<b>F. CHANGES IN LEGISLATION .....</b>	<b>29</b>
F.1. RAILWAY SAFETY DIRECTIVE .....	29
F.2. CHANGES IN LEGISLATION AND REGULATION .....	30
<b>G. APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT .....</b>	<b>32</b>
G.1. NSA EXPERIENCE .....	32
G.2. FEEDBACK FROM STAKEHOLDERS.....	33
G.3. REVISION OF NSRS TO TAKE INTO ACCOUNT THE EC REGULATION ON RISK EVALUATION AND ASSESSMENT.....	34
<b>H. DEROGATIONS REGARDING ECM CERTIFICATION SCHEME .....</b>	<b>34</b>
 <b>ANNEX A – COMMON SAFETY INDICATORS.....</b>	 <b>35</b>
<b>ANNEX B – CHANGES IN LEGISLATION .....</b>	<b>41</b>



## **A. INTRODUCTION**

The annual report of the activities of the National Safety Authority (NSA) of the Republic of Bulgaria for 2013 is prepared in compliance 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 previous 2013, 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.

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

The CSI data were drawn up on the basis of the data obtained from the annual safety reports (ASRs) of State Enterprise "National Railway Infrastructure Company" (SE "NRIC"), as the national railway infrastructure manager, and of the railway undertakings.

The report is intended for: companies from the railway sector in Bulgaria, such as: the railway infrastructure manager, railway undertakings, entities in charge of maintenance of vehicles, notified bodies (NoBos), designated bodies (DeBos), assessment bodies (AsBos), specialized training institutions (universities, institutes, high schools, colleges, schools, etc.), associations, unions and all legal entities and natural persons in the country and abroad, performing or intending to perform railway activities.

## **B. OVERALL SAFETY PERFORMANCE AND STRATEGY**

### **B.1. MAIN CONCLUSIONS FROM THE REPORTING YEAR**

#### **Common Safety Indicators (*see also Annex A*)**

##### **1. Safety indicators related to accidents:**

The reporting 2013 was one of the most successful year in the performance of safety indicators, related to accidents. In 2013, for the three main indicators, total number of accidents (33), total number of fatalities (12) and total number of serious injuries (21), their lowest values since 2006<sup>1</sup> were registered.

1.1. The safety indicator for the total number of accidents continued to decline over the past two years, as in 2013 it marked its lowest value (33). Most of the recorded accidents were at railway level crossings (11) and involving persons hit by rolling stock in motion (17).

1.2. The safety indicators of the number of fatalities and serious injuries during the past three years also decreased, as in 2013 they reached their lowest value (respectively 12 and 21). The majority of the fatalities were caused by rolling stock in motion, with the exception of suicides (9) and by collisions at railway level crossings (3).

In 2013, the accidents with the most severe consequences (with the highest number of fatalities and serious injuries) for the different risk categories were the following:

---

<sup>1</sup> The first ANRs of the Member-States of the EU (including Bulgaria), pursuant to the requirements of the Directive 2004/49/EC, were drawn up for 2006.

➤ Passengers

In 2013, there were no fatalities. 5 serious injured passengers were registered in a total of five single accidents. The main cause of the injuries among passengers was jumping from a moving train.

➤ Employees

In 2013, there were no killed employees. An accident with 1 serious injured employee (a shunting switchman) during operation as a result of falling down from the step of a shunting locomotive during movement was registered.

➤ Level crossing users

On April 1, 2013, at 00:40 a.m. at a level crossing at km. 10<sup>+147</sup>, in the section between the railway stations Lozarevo - Karnobat, freight train No 30588 hit an ambulance of the town of Karnobat. In consequence of the impact, a paramedic lady (64 years old), traveling in ambulance, was killed and the driver of the ambulance (59) was seriously injured.

➤ Unauthorised persons on railway premises

On October 06, 2013, at 8:27 p.m., at km. 41<sup>+925</sup>, in the section between the railway stations Batanovtsi - Radomir (in a right-hand curve of the railway track, in the vicinity of railway station Radomir), freight train No 50593, passing in transit through the railway station of Radomir, ran over and killed two men (24 and 37 years old);

➤ Others

In 2013 there were no fatalities or seriously injured "other"<sup>2</sup> persons

2. Safety indicators related to dangerous goods:

In 2013, no accidents during the transport of dangerous goods were registered.

3. Safety Indicators related to suicides:

In 2013, 17 suicides were registered, which is the lowest value since 2006, close to the values of the years 2009 (19) and 2010 (18).

4. Safety indicators related to precursors for accidents:

In 2013, the safety indicators related to precursors for accidents, increased almost twice compared with the previous four years. There was a significant increase in the indicator "Broken wheels of railway rolling stock in service", in particular at the national railway undertaking for passenger transport, "BDZ - Passengers" EOOD. The severe financial crisis the company ran into during the last few years impacts badly the maintenance of the vehicles it operates. A significant increase was also observed in the indicator "Signals passed at danger (SPD)", which most often is due to failure of the interlocking equipment, related to closing the permissive signal in front of a train.

5. Indicators for calculation of the economic impact of accidents:

In 2013, in the indicator for the "Economic impact of significant accidents only", there was a reduction of 40 % observed compared to 2012. It is due to the reduction of the number of significant incidents, fatalities and serious injuries in them.

---

<sup>2</sup> "Others (third parties)" are all persons who do not fall within the definitions of "passengers", "employees, including staff of contractors", "level crossing users" and "unauthorised persons on railway premises". (item 1.15 of the Appendix to Annex I of Directive 2004/49/EC and item 1.15 of Annex No. 1 of Ordinance No. 59 for management of railway safety of Bulgaria)

In comparison with the data of 2012, in 2013 there was a significant increase in the indicators: "Delays of passenger trains" (by around 45 %) and "Delays of freight trains" (by around 75 %)

6. Safety indicators, related to the technical safety of infrastructure and its application.

In 2013, there was a 5 % increase of the tracks in the country with "Automatic Train Protection (ATP)". The train-kilometres with the use of existing ATP systems increased by 2 %. In the recent years, in the safety indicators related to the technical safety of railway level crossings (total number of railway level crossings, number of active and passive railway level crossings), no substantial amendments were observed.

7. Performance indicators related to safety management.

In 2013, there was an increase in the number of internal audits of safety management systems (SMS) of the railway infrastructure manager and railway undertakings, held during the year. The observations of the NSA show that the infrastructure manager (SE "NRIC") regularly conducts internal audits of its SMS, while inconsistencies have been established for the railway undertakings. The efforts of the NSA were directed to this direction in 2014.

## **B.2. NATIONAL SAFETY STRATEGY, PROGRAMMES AND INITIATIVES**

The national transport policy of the Republic of Bulgaria is aimed at providing opportunities for social equality by maintaining adequate prices of railway services and providing maintenance and development of the railway infrastructure in the country. In addition, the Bulgarian transport policy fully supports the goal of sustainable, environmentally-friendly railway transport system. The environmental impact assessments (EIAs) in Bulgaria are mandatory elements of the decisions on projects for construction and/or rehabilitation of railway infrastructure, which are financed by European funds, the state budget, and also by the international financial institutions.

The national safety strategy of the Republic of Bulgaria is included in the Strategy for development of the transport system of the Republic of Bulgaria until 2020, issued by the Ministry of Transport, Information Technology and Communications (MTITC) in March 2010. It describes the obligations of the state with respect to the development, coordination and conduct of policy for improvement of safety and security in all modes of transport and of the transport system as a whole. The strategy emphasizes the important role of the determination and the control on the application of technical standards for planning, design, construction, maintenance and operation of the transport infrastructure in order to ensure the safety of consumers, uniformity and technical compatibility of the networks.

The first and unconditional demand of society in terms of sustainable development of transport is the preservation of human life, i.e. the traffic safety. Safe transport of passengers and goods is the main task of the transport process. The importance of the issues of security and safety has increased significantly over the recent years with a view to the unstable international situation and the increased danger of terrorist actions in an international aspect.

The railway sector of Bulgaria plays an important role in the preservation and enhancement of the economic and social stability of the country through the provision of ecologically-friendly, efficient and reliable transport. Its mission is to contribute to the balanced regional development, integrating the most remote regions, reducing the number of overcrowded areas in the urban agglomerations. Public transportation also contributes to guaranteeing equal opportunity of citizens in reaching their working places, places for culture and entertainment.

## **Operational Program "Transport" 2007-2013 (OPT)**

One of the main programs for development of the Trans-European transport network to achieve sustainability of the Bulgarian transport system, part of which is the railway system, is Operational Program "Transport" 2007-2013. (OPT). It is one of the seven operational programs of the Republic of Bulgaria, financed by the Structural Funds and the Cohesion Fund of EU. OPT is the Operational Program with the largest budget in Bulgaria - 2,003,481 163.68 EUR.



For the railway transport, the main beneficiary of the various priority axes of OPT 2007-2013 is National Company "Railway Infrastructure" (NRIC). NRIC is the main beneficiary of:

- Priority Axis "Development of the railway infrastructure along the Trans-European and the major national transport axes" - the main beneficiary is NRIC;
- Priority Axis "Improvement of intermodal transport services for passengers", together with the Sofia Municipality - "Metropolitan" EAD;
- Priority Axis "Technical Assistance" - one of the beneficiaries.

## **"National Deployment Plan of the European Rail Traffic Management System (ERTMS)"**

In 2013, the Minister of Transport, Information Technologies and Communications of Bulgaria endorsed the "Strategy for implementation of the TSIs for the conventional railway system in the Republic of Bulgaria (2013-2030)", funded by OPT 2007-2013, priority axis 5 "Technical Assistance". Before that, in 2012, he endorsed the updated national implementation plans of the individual TSIs, as well as the "National Deployment Plan of the European Rail Traffic Management System (ERTMS)".

The deployment of a European Rail Traffic Management System (ERTMS) will result in raising the safety level and security in the railway transport, in connection with which the National plan and strategy of the Republic of Bulgaria for ERTMS deployment has been developed and implemented.

**The priority railway routes, included in the National Deployment Plan of ERTMS in Bulgaria until 2020 were the following:**

### ***Priority routes of primary European interest:***

Route Vidin-Sofia-Kulata  
Route Kalotina-Sofia-Plovdiv-Svilengrad-Kapikule  
Route Plovdiv-Karnobat-Bourgas

### ***Priority routes of common European interest:***

Railway lines Radomir -Gyueshevo and Mezdra - Gorna Oryahovitsa, Karnobat - Sindel

Route Rousse - Gorna Oryahovitsa - Stara Zagora - Dimitrovgrad

Route Ruse - Kaspichan - Sindel - Varna

***Priority routes of national importance:***

Route Sofia - Karlovo - Zimnitza

Railway line Gorna Oryahovitsa - Kaspichan.

***Lines for the deployment of ERTMS until 2020.***

- ETCS level<sup>3</sup> 1 - Vidin - Sofia - Radomir
- ETCS Level 1 - Kalotina - Sofia - Plovdiv - Svilengrad - Kapikule
- ETCS Level 1 - Plovdiv-Karnobat-Bourgas/Sindel
- ETCS Level 1 - Ruse-Kaspichan-Sindel-Varna.

**Map 1.** ERTMS deployment in the Republic of Bulgaria until 2020.



As a result of the assumptions made, the obtained results and the criteria used for the deployment of ERTMS in the Republic of Bulgaria for each separate railway line or railway section of the railway infrastructure and the relevant railway vehicles, which will be in service on the respective railway line or railway section, the National ERTMS deployment plan of the Republic of Bulgaria was prepared, as shown in table 1:

<sup>3</sup> ETCS - the European Train Control System

**Table 1.** National plan for ERTMS deployment in Bulgaria

Railway line / railway section	On-track equipment*			On-board equipment**			Period of deployment
	Type of equipment	Value in €	Sources of funding	Type of equipment	Value in €	Sources of funding	
Plovdiv-Svilengrad-Turkish border	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	ISPA, EIB, partially OPT, State Budget (SB)	ETCS level 2	Not included in the investment value of the project under TA	RUs, SB	2010-2014
	GSM-R Voice			GSM-R Voice/Data			
Plovdiv-Bourgas	Upgrading of ETCS level 1	Included in the investment value of the project under TA - optical cable and 2 railway interlocking systems,	Partially under OPT, CF, ERDF, SB	ETCS level 2	Not included in the investment value of the project under TA	RUs, SB	2014-2016
	GSM-R Voice			GSM-R Voice/Data			
Kalotina-Sofia	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	CF, ERDF, SB	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2016-2018
	GSM-R Voice			GSM-R Voice/Data			
Sofia - Plovdiv	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	CF, ERDF, SB	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2016-2018
	GSM-R Voice			GSM-R Voice/Data			
Vidin-Sofia	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	CF, ERDF, State Budget	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2018-2020
	GSM-R Voice			GSM-R Voice/Data			
Sofia-Radomir	ETCS level 1	Included in the investment value of the project under TA	CF, ERDF, SB	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2018-2020
	GSM-R Voice			GSM-R Voice/Data		RUs, CF, ERDF, SB and/or TEN-T/CEF	
Karnobat-Sindel	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	CF, ERDF, SB	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2018-2020



Ruse-Varna	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	CF, ERDF, State Budget and/or TEN-T/CEF, TRACE CA	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2018-2020
	GSM-R Voice			GSM-R Voice/Data			
Radomir-Gyueshevo	ETCS level 1	Included in the investment value of the project under Technical Assistance (TA)	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	Not included in the investment value of the project under TA	RUs, CF, ERDF, SB and/or TEN-T/CEF	2020-2022
	GSM-R Voice			GSM-R Voice/Data			
Mezdra-Gorna Oryahovitsa	ETCS level 2	84,738,229	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	11,470,000	RUs, CF, ERDF, SB and/or TEN-T/CEF	2018-2020
	GSM-R Voice/Data	24,601,421		GSM-R Voice/Data	1,850,000		
Radomir - Kulata	ETCS level 1	8,175,194	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	7,440,000	RUs, CF, ERDF, SB and/or TEN-T/CEF	2020-2022
	GSM-R Voice	2,373,444		GSM-R Voice/Data	1,200,000		
Gorna Oryahovitsa - Kaspichan	ETCS level 2	67,872,853	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	6,200,000	RUs, CF, ERDF, SB and/or TEN-T/CEF	2023-2025
	GSM-R Voice/Data	19,705,022		GSM-R Voice/Data	1,000,000		
Russe-Gorna Oryahovitsa	ETCS level 2	45,659,919	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	8,680,000	RUs, CF, ERDF, SB and/or TEN-T/CEF	2023-2025
	GSM-R Voice/Data	13,256,106		GSM-R Voice/Data	1400000		
Gorna Oryahovitsa - Dimitrovgrad	ETCS level 2	81,858,774	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	11,780,000	RUs, CF, ERDF, SB and/or TEN-T/CEF	2023-2025
	GSM-R Voice/Data	23,765,451		GSM-R Voice/Data	1,900,000		
Sofia - Karlovo - Zimnitza	ETCS level 2	133,277,603	CF, ERDF, State Budget and/or TEN-T/CEF	ETCS level 2	23,870,000	RUs, CF, ERDF, SB and/or TEN-T/CEF	2023-2025
	GSM-R Voice/Data	38,693,498		GSM-R Voice/Data	3,850,000		
Total for the infrastructure		543,977,513		Total for traction rolling stock	80,640,000	Average for 1 unit of traction rolling stock	360,000
On average per km for the analyzed lines		464,541		ETCS for 1 unit of traction rolling stock	310,000		
				GSM-R for 1 unit of traction rolling stock	50,000		

\* The average value is less than the average one for ETCS level 2 because the line Radomir - Kulata is planned with ETCS level 1

\*\* The investments for on-board equipment are based on planned number of locomotives along the corresponding line in CBA



Projects in an advanced phase of design and/or construction, for which there are certain parameters for ERTMS deployment

Projects analyzed in the Strategy for ERTMS deployment

The data for the investment values by system components, periods of deployment and sources of funding, are listed in the appropriate sections of the Strategy for ERTMS deployment. Due to the possibility for change of the National Strategic Reference Framework for the program period after 2013, the reference funds of the EU are shown as sources of financing.

### **Initiative of MTITC in connection with the International Level Crossing Awareness Day (ILCAD) - 3 June)**

In 2013, for the fifth consecutive year NRIC, with the support of MTITC and the NSA, participated in the large-scale initiative of the International Level Crossing Awareness Day (ILCAD), which is held by the initiative of the International Union of Railways (UIC) jointly with the railway and the automobile sector in more than 45 countries in the world. The first International Level Crossing Awareness Day (ILCAD) was held on June 25, 2009 in 27 countries.



The main purpose of the initiative is to show that accidents can be avoided by complying with the traffic rules and by reducing the dangerous behaviour of the traffic participants when crossing railway level crossings and the area around them.

The total length of the railway network of the Republic of Bulgaria is 6,529 km. On the territory of the country, there are 785 level crossings managed by NRIC, of which: with manual barriers - 140, with electric barriers - 127, with automatic protection - 108, with automatic level crossing signalling - 274. The industrial railway level crossings are 165.

One of the main priorities, as part of the overall activity of NRIC and the NSA, is ensuring the security and safety when crossing the railway level crossings.

Regardless of the active participation of NRIC over the years in various campaigns in the International Level Crossing Awareness Day, just from the beginning of 2014 until May 10, 2014 6 incident happened at railway level crossings, caused by violation of the safety rules on behalf of drivers of vehicles. The analysis of these recent cases confirms the trend of gross violation of the road traffic rules by the drivers of road vehicles and disregard of the signals, which are emitted by the railway infrastructure for prohibition of passage across the level crossing due to an approaching train. It is even more alarming that these violations are performed by professional drivers, mainly driving heavy trucks.

The level-crossing accidents report for the period 2009 - 2013, entered in the database ERAIL (<http://erail.era.europa.eu>), is the following:

Year	Number of significant railway level crossing accidents	Fatalities	Serious injuries	Total
2009	5	4	1	5
2010	10	9	10	19
2011	7	2	9	11
2012	15	7	15	22
2013	11	3	12	17

The reduction of fatal cases at railway level crossings is the main purpose of the implementation of the investment program of NRIC for equipping the level crossings with all the necessary modern technical means. The financial strategy, launched by the company in this respect, is based both on the funds supplied by the national budget of the Republic of Bulgaria and from the European funds - Operational Program "Transport" 2007-2013.

NRIC, with the assistance of the NSA, makes efforts to reduce the incidents at the railway level crossings in the country by intensively replacing the level-crossing devices and building elastic



level-crossing pavements ensuring smooth and comfortable passage of motor vehicles in the area of the level crossings.

In recent years, in the implementation of the investment program of NRIC, the following main activities of modernization and increase of the safety of railway level crossings have been realized:

- Construction of automatic level-crossing devices



In 2012, 6 automatic level-crossing devices were constructed and put into service, and in 2013 - 35. In 2014, under the project "Design and construction of 20 automatic level-crossing devices (ALCD)", 20 new ALCD are scheduled to be completed.

The implementation of this modern equipment eliminates the participation of the subjective human factor for the closing of the level crossing, the control is automated with a high level of reliability; the safety level is increased and the operating costs are reduced. This also eliminates the need to

support the manual barrier installations, which are morally and physically obsolete.

- Upgrading level-crossing road traffic lights in compliance with the requirements of Ordinance No 17 for the regulation of the road traffic with light signals by their replacement with new signals with a third light with a slowly blinking white light (*The purpose of this signal is to indicate to the traffic participants, that the ALCD is in a working order and that no railway vehicle is approaching the level crossing*).

The total number of level crossings, aligned with the requirements of Ordinance No. 17 for regulation of the road traffic with light signals, is 232. In 2012, the level-crossing road traffic lights of 18 level crossings were replaced, and in 2013 - of 16 other.

- Replacement of the existing road sensors "short electronic railway circuit" with new modern technical means - axle counters.

In the recent years, 78 level crossings were equipped with axle counters.

- Building a permanent video supervision at the intense and problematic level crossings.

In order to reduce the road accidents at the busiest railway level crossings in the country, NRIC also works on the construction of a permanent video surveillance of the intensive and problematic ones among them.

In the past 2013, 19 railway level crossings, equipped with automatic level-crossing devices (ALCD), were equipped with such apparatus. During this year, NRIC plans the installation of video surveillance of 10 other railway level crossings.

Through the application of the above-mentioned technical and organizational means, reduction of the time, during which the level crossings are closed for the passage of vehicles, is achieved.

In the modernization and rehabilitation of the railway stations Plovdiv-Svilengrad, Plovdiv-and Bourgas and Sofia-Plovdiv, financed by the Operational Program "Transport", new road facilities are being built and will be built (overpasses and underpasses), which will avoid the intersections of the railway tracks with the road lanes on one level.

So that the measures taken by the company are efficient, they must go hand in hand with the responsibility and observance of the road traffic rules on behalf of the drivers of road vehicles.

### **B.3. REVIEW OF THE PREVIOUS YEAR**

The safety management structures at the infrastructure manager and the railway undertakings provide full assistance to the Railway Administration Executive Agency on the monitoring and control of the general development and improvement of safety. Until the 10th day of each month the railway infrastructure manager and the railway undertakings collect and process statistical information for the common safety indicators for the previous month and make it available to the Railway Administration Executive Agency and to the Specialized Unit for investigation of accidents and incidents in railway transport at the Ministry of Transport, Information Technology and Communications. The orders and requirements issued for this period, related to the safety of transportation, are applied to this information.

The main directions, on which work is being done, is raising the level of technical maintenance of the rolling stock and the systems of the railway infrastructure, including improvement of the fire safety of the vehicles and the operation of the national systems of train dispatcher radio connection and automatic locomotive signalling.

In 2013, the NSA, applying the common safety method for assessing conformity with the requirements for obtaining railway safety certificate, introduced by Regulation (EC) No 1158/2010, renewed the safety certificates of three of the largest railway undertakings for passenger and cargo transport in Bulgaria, "BDZ - Passengers" EOOD, "BDZ - Cargo" EOOD and "BRC" AD.

In 2013, the NSA of Bulgaria, applying the common safety method for assessing conformity with the requirements for obtaining a railway safety authorization, introduced by Regulation (EC) No 1169/2010, renewed the safety authorization of the national railway infrastructure manager.

### **B. 4 FOCUS AREAS FOR THE NEXT YEAR**

In 2014, the NSA of Bulgaria will focus on maintaining the safety level in sections of the railway infrastructure, which are in the process of construction or upgrading of the subsystems of the railway system.

Another area, on which the NSA will focus, is the practical application of procedures for risk assessment of significant structural and functional changes in the implementation of the requirements of Regulation (EC) No 402/2013, which will repeal Regulation (EC) No 352/2009 as of May 21, 2015.

In 2014, (in the period March-September) the NSA of Bulgaria will hold periodic examinations of the knowledge of all the employees occupying safety-related positions in railway transport services, which are more than 14,000 in Bulgaria. These examinations shall be held every 4 years, pursuant to the requirements of Art. 5, para 2 of Ordinance No. 56 of 14.02.2003 for the requirements, conditions and procedure for training of the candidates for the acquisition of competence required by the personnel responsible for the safety of transportation by railway transport, or recognition of such a capacity and the order for conduct of examinations of persons of the staff responsible for the safety of transportation. The topics used to check the competence of employees occupying safety-related positions in railway transportation are:

1. The rules for train movement, shunting work and signals transmitted in the railway transport.
2. Safety and technical operation of the railway infrastructure.
3. Signalling installations, interlocking systems, blocking systems and communication links in the railway transport.
4. Operation of the railway level crossings.

Key areas of the NSA in the field of railway safety in 2014, pursuant to the requirements of Art. 16 (2) of Directive 2004/49/EC, are the following:

- ✓ Issuance, renewal, modification or revocation of safety certificates and safety authorizations and checking whether the conditions and requirements formulated in them have been met, as well as whether the infrastructure managers and railway undertakings operate pursuant to the requirements of the Community or the national legislation.
- ✓ Issuing authorization for placing into service of the structural subsystems constituting the railway system and checking whether they are operated and maintained in compliance with the relevant essential requirements;
- ✓ Control, support and development of the safety regulatory framework, including the system of national safety rules (NSRs);
- ✓ Registration of the vehicles in the National Vehicle Register (NVR) and the timely update of the information in the register;

## **C. DEVELOPMENTS IN SAFETY PERFORMANCE**

### **C.1. DETAILED ANALYSIS OF THE LATEST RECORDED TRENDS**

#### **ANALYSIS OF THE DATA OF THE COMMON SAFETY INDICATORS ( SEE ALSO ANNEX A)**

Number of significant accidents, fatalities and serious injuries:

As indicated in item B.1, in 2013 the lowest values so far for the safety indicators, related to significant accidents, fatalities and serious injuries were recorded. The values entered in the database ERAIL for these indicators for the last five years are the following:

Year	Total number of significant accidents	Fatalities [number]	Serious injuries [number]
2009	48	28	22
2010	39	16	22
2011	74	37	42
2012	48	21	32
2013	33	12	21

#### **1. Safety indicators related to precursors for accidents:**

The values of the safety indicators related to precursors for accidents for the last five years (introduced in ERAIL) are the following:

Year	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	Total
CSI Code	I01	I02	I03	I04	I05	I06	I00
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
2013	83	0	0	16	76	5	180

#### **2. Indicators for calculation of the economic impact of accidents:**



In 2013, the indicators for "Economic impact only by significant accidents" dropped by 40 per cent compared to 2012. This is due to the reduced number of significant incidents, fatalities and serious injuries.

There is a significant increase in the indicators "Delays of passenger trains" (ca. 45 %) and "Delays of freight trains" (ca. 75 %)

### 3. Safety indicators, related to the technical safety of infrastructure and its application.

In 2013, there was a 5 % increase of the tracks in the country with "Automatic Train Protection (ATP)". The train-kilometres with the use of existing ATP systems increased by 2 %. The indicators of level crossings (total number, number of active and passive level-crossings) in the last few years are stable and there have been no substantial changes in them.

Year	Percentage railway track with acting ATP (Automatic Train Protection)	Percentage of train-km with the use of existing ATP systems	Total number of active and passive railway level crossings	Total number of active railway level crossings (with automatic protection and warning on the side of users, as well as an automatic protection on the side of the railway track)	Total number of active railway level crossings (with automatic warning on the side of the users)	Total number of active railway level crossings (with automatic protection and warning on the side of users and automatic protection on the side of the railway track)	Total number of active railway level crossings with manual warning on the side of the users	Total number of passive railway level crossings
CSI Code	T01	T02	T03	T06	T08	T10	T12	T14
2009	11	21	819	-	-	-	-	-
2010	11	21	815	669	131	354	184	146
2011	11	21	788	654	161	315	178	134
2012	11	22	783	646	172	303	171	137
2013	16	24	785	648	187	322	139	137

### 4. Performance indicators related to safety management.

In 2013, there was an increase in the number of internal audits of safety management systems (SMS) of the railway infrastructure manager and railway undertakings, held during the year. The observations of the NSA show that the infrastructure manager (SE NRIC) regularly conducts internal audits of its SMS, while inconsistencies have been established for the railway undertakings. Until 2011 there were no data that the IM and RUs conducted any internal audits.

Year	Total number of conducted audits of IM and RUs	Percentage of performed audits compared to planned audits
2012	4	100
2013	5	100

## C. 2 RESULTS OF SAFETY RECOMMENDATIONS

The National Investigation Body (NIB) in Bulgaria is the Directorate "Investigation of accidents in the air, water and railway transport" at the Ministry of Transport, Information Technology and Communications (MTITC).

In 2013, safety recommendations were obtained from the NIB in connection with the following two railway accidents:

1. Fire in railway rolling stock, which originated on 19.12.2012 in the railway station of Shumen with electrical locomotive No 42081.0 of "BDZ - Passengers" EOOD when servicing passenger train No. 90101, moving in the direction Ruse - Distribution - Shumen.



Locomotive No 42081.0 of "BDZ - Passengers" EOOD after the fire in the railway station of Shumen on 19.12.2012.

2. Fire in the railway rolling stock, which originated on 26.06.2013 at the "Ohrid" railway station with electrical locomotive No 44074.3 of "BDZ - Passengers" EOOD, servicing passenger train No. 70200 along the direction Mezdra - Montana.



Locomotive No 44074.3 of "BDZ - Passengers" EOOD at the time of extinguishing the fire at railway station "Ohrid" on 26.06.2013.

Safety recommendations of the NIB	Safety measures	Status of implementation
<b>After the accident in the railway station of Shumen on 19.12.2012 .</b>		
1. The conduct of an extraordinary briefing of the locomotive crews on fire and emergency safety of the procedure and manner of operation of the locomotive crews in the occurrence of fire in the traction rolling stock shall be organized- with a deadline until 28.06.2013.	1. Exceptional briefings were conducted on the locomotive crews in locomotive depots, at which they were acquainted with the issues of fire and emergency safety and the procedure and manner of operation in the event of fire.	Fulfilled
2. The portable fire extinguishers shall be standardized by type and location schemes, for the various series of electric locomotives in service - with a deadline until 28.06.2013.	2. The schemes of the location of the fire extinguishers for electric locomotives have been unified.	Fulfilled
3. A single inspection of all electrical locomotives at "Holding BDZ" EAD shall be carried out pursuant to Art. 623, Art. 624, Art. 625 and Art. 626 of the "Rules of procedure of depot repair and maintenance of electric locomotives of BDZ" (LA 0103) of 1979 and Art. 743 and Art. 748 of the "Rules of procedure of factory repair of electric locomotives series 41000, 42000, 43000" from 1991 - with a deadline until 26.08.2013.	3. An inspection on compliance with the requirements of Art. 623, 624, 625 and 626 of the "Rules of depot repair, and maintenance of electric locomotives of BDZ" has been carried out. There has been a review of the power cables in the cable channels, buses and their strengthening, review and cleaning of cable shoes and contact surfaces of buses.	Fulfilled
4. A single inspection shall be done of the operational fitness of the fire detection and extinguishing installations of all the electric locomotives at "Holding BDZ"EAD - deadline: 25.06.2013	4. An inspection of the operational fitness of the fire detection and extinguishing installations of all the electric locomotives at "BDZ-Passengers", "BDZ-Cargo" and "Holding BDZ" EAD has been done.	Fulfilled
1.5. Control checks shall be organised and carried out on the compliance with the requirements of Art. 24, para. 4, and Art. 28, para. 2 and para. 3 of Ordinance No. 54 of 02.06.2003 for the medical and psychological requirements to the personnel performing railway services for passengers and cargo, and the activities accompanying them, and for the conduct of pre-travel (pre-shift) medical examinations, with a deadline until 28.06.2013.	5. The control authorities of the railway undertakings have made planning and ex-officio inspections regarding the conduct of pre-travel medical examinations.	Fulfilled

After the incident at railway station Ohrid on 26.06.2013.		
1. BDZ-Passengers and BDZ-Cargo shall carry out an extraordinary briefing and shall conduct a specialized course of training by Directorate General "Fire Safety and Population Protection" (DG "FSPP") at the Ministry of Interior (MOI) of the staff, which is directly related to the operation of traction rolling stock and servicing of the trains, for actions in the event of emergencies (fire in railway rolling stock), to be able to effectively work with the fire installations and appliances, they are equipped with.	<p>1. The briefings have been carried out. The staff training is organized and carried out in the months of April and May and September to October. Mandatory official instructions are carried out for the personnel actions in various natural disasters, crises, on-hands training for work with different types of fire extinguishers and other equipment. For "Passenger Transport Division" - Sofia, the instructions were held during the months of April and May, and for "Passenger Transport Division" - Plovdiv and Gorna Oryahovitsa they are due to be held in September and October.</p> <p>For the training of the staff, responsible for the maintenance and service of firefighting and fire detection systems in locomotives, wagons, coaches and sites of BDZ-Passengers, tenders bids are collected for the conduct of a procedure under the Public Procurement Act for the selection of a licensed company to conduct the training.</p>	Partially fulfilled
2. An inspection shall be carried out of all electrical locomotives from the series 44000 and 45000, operated by BDZ-Passengers and BDZ-Cargo pursuant to the requirements of Art. 664, Art. 667, Art. 680 and Art. 681 of "Prescription of Locomotive Department" (PLS-127/05) "Rules of Procedure for factory repair of electric locomotives series 44000 and 45000", as a statement of findings shall be presented for the results of the inspections.	2. A one-time inspection of 55 electric locomotives has been done, as protocols have been drawn up for the integrity and for the conducted checks. The implementation of control of the temperature in the cabinets of the rechargeable batteries shall be done working together with BDZ-Cargo.	Fulfilled
3. BDZ-Passengers and BDZ-Cargo shall examine the possibility and shall place extra temperature sensors or optical-smoke sensors for fire detection system (FDS) in the cabinets of the rechargeable battery, which shall be connected to the existing FDS of electric locomotives.	<p>3. A proposal has been made for technical amendment of the operational electrical signalling circuit, which shall cover additionally installed temperature sensors in the two cabinets for rechargeable batteries, which requires a constructive project by a licensed designer. Work is being done jointly with BDZ-Passengers.</p> <p>Market research is conducted and technical terms of reference are drawn up for carrying out the procedure for selecting a contractor for "Preparation of a project for the installation of additional temperature sensors to the fire detection installation of locomotives series 40-000".</p>	Partially fulfilled
4. BDZ-Passengers and BDZ-Cargo shall examine the possibility and shall install a monitoring system of the insulation resistance of the power and auxiliary control circuits, allowing continuous monitoring and alarm system with indicating light signals on the operating panel in real time.	4. The manager of BDZ-Cargo informs that it is not possible to build and implement a system for continuous monitoring with indicating light signals on the operating panel in real time (monitoring of the insulation resistance of the power and auxiliary control circuits). This applies to "BDZ-Passengers" EOOD.	Not fulfilled
5. BDZ-Passengers and BDZ-Cargo shall introduce diagnostics of the temperature of the contact compounds of electric locomotives with thermovision cameras in the performance of every minor periodic repair (MPR).	5. A demonstration of thermographic survey of electric locomotive 44-090.9 was conducted with thermos-vision camera FLIR T620 at Locomotive Depot-Sofia, but this camera is portable and is not technically and technologically applicable for	Partially fulfilled



	the functions it is required to perform.  A survey of the market shall be carried for other companies offering thermo-vision technique.	
6. Departments "Safety" at BDZ-Passengers and BDZ-Cargo shall carry out ongoing monitoring of compliance with the requirements of Art. 24 and Art. 28 of Ordinance No. 54 of 02.06.2003 for the medical and psychological requirements to the personnel performing railway services for passengers and cargo, and the activities accompanying them, and for the conduct of pre-travel (pre-shift) medical examinations.	6. The control authorities of the railway undertakings shall carry out checks on the conduct of pre-shift medical examinations of locomotive staff.	Fulfilled

**Table 2.** Implementation of safety measures, taken as a result of the made safety recommendations

### C.3 MEASURES IMPLEMENTED NOT IN RELATION TO SAFETY RECOMMENDATIONS

As a result of the inspections carried out by employees of RAEA in 2013 of the railway companies (railway undertakings and certified entities in charge of maintenance of vehicles) and of the infrastructure manager (IM), the Executive Director of Railway Administration Executive Agency issued the following requirements:

- No 2013/002/10 dated 29.07.2013 to the railway undertaking for passenger transport "BDZ - Passengers" EAD in connection with performed inspection for compliance with the provisions of Regulation (EC) No 1371/2007 concerning the rail passengers' rights and obligations and Ordinance No 43 of 11.09.2001 for railway transport of passengers, baggage, and parcels.
- No 2013/003/10 dated 24.09.2013 to the railway undertaking for freight carriage by rail "Gastrade" AD in connection with a check carried out on 16.08.2013 by employees of RAEA (from RRI Gorna Oryahovitsa) at the gas unloading site of "Gastrade" AD in the area of railway station Ezerovo.

### Safety measures undertaken as a result of railway accidents and incidents investigated by the NSA.

**Table 3.** Safety Measures taken by the NSA as a result of performed investigations of railway accidents and incidents.

Field of application	Description of the cause	Safety measures taken
<b>RRI - Gorna Oryahovitsa</b>		
<b>Accident investigation</b> Derailment of RRS <sup>4</sup> (locomotive)  On 20.12.2012, in the section between the railways stations Razdelna-Varna West  Final Report No. 1 of Regional Investigation Commission <sup>5</sup> - Gorna Oryahovitsa / 21.01.2013	Derailment of locomotive No 52-212 of BRC AD with the four wheelsets due to adverse weather with heavy snowfall, strong winds and icy track. The derailment is the result of constructed unauthorized railway facility (level crossing), crossing the RI <sup>6</sup> .	Within a specified period, the IM shall remove the level-crossing flooring of the unauthorised railway level crossing, and the same on both sides shall be secured with ditches from the passing road vehicles.
<b>Investigation of an accident</b> Collision of railway rolling stock,	Broken pantograph of locomotive 86-005-6 of "Bulmarket-DM" Ltd.	As a result of persisting tears of pantographs on the IX <sup>th</sup> major railway

<sup>4</sup> RRS - railway rolling stock;

<sup>5</sup> RIC - Regional Investigation Commission

<sup>6</sup> RI - railway infrastructure

<p>including collisions with obstacles within the boundaries of the construction gauge</p> <p>On 08.06.2013 in in the section between the railway stations Razgrad - Samuil</p> <p>Final Report No. 42 of RIC - Gorna Oryahovitsa / 01.07.2013</p>	<p>and damages on the over-head line<sup>7</sup>, due to a sagging console of the OHL.</p> <p>It has been found that in this place and on this pillar of the OHL, there were other tears of pantographs, as well as incorrect recording of a prescription for movement with a lowered pantograph by an electric fitter specialist on OHL at the IM.</p>	<p>line, the NSA has prescribed to the IM to carry out special inspections of the technical condition and the parameters of OHL in the section Ruse - Kaspichan.</p>
<p><b>Accident investigation</b></p> <p>Collision of railway rolling stock, including collision with obstacles within the boundaries of the construction gauge (without collisions at railway level crossings)</p> <p>On 06.06.2013, on the sanitary site of Wagon Revision Section (WRS)<sup>8</sup></p> <p>Final Report No. 1-A of RIC - Gorna Oryahovitsa / 08.07.2013</p>	<p>Actions of a railway employee in conflict with the legal requirements and NSRs.</p> <p>The investigation established that a wedge, left to secure the wagon against self-movement, was not removed. The wagon was parked in a side track in the area of WRS-Gorna Oryahovitsa.</p>	<p>"BDZ-Passengers" EOOD, when performing shunting, shall comply with the regulatory requirements in the operation of railway rolling stock and in particular the requirements of Art. 437, 447, 451, 457 (3) of the Rules for train movement and shunting activity in railway transport and Ordinance No. 59, Article 85, item 2</p>
<p><b>Investigation of an accident</b></p> <p>Derailment of railway rolling stock</p> <p>On 29.06.2013. in IRS<sup>9</sup> at the port of Varna-East</p> <p>Final Report No. 2B of RIC - Gorna Oryahovitsa / 22.07.2013</p>	<p>The investigation has found that the derailment of the wagon has occurred following an unlocked switch, which opens during the passing of the shunting rolling stock.</p>	<p>The NSA has prescribed to the manager of Port - Varna East, as an industrial railway siding manager:</p> <ol style="list-style-type: none"> <li>1. The unserviceable sleepers of the switch shall be replaced, the missing anchorage shall be filled in and all the fasteners shall be tightened.</li> <li>2. The switch lock shall be adjusted.</li> </ol>
<p><b>Accident investigation</b></p> <p>Collision at a railway level crossing</p> <p>On 23.08.2013 at IRS of the company "Varna-Storage" EOOD</p> <p>Final Report No. 3B of RIC - Gorna Oryahovitsa / 09.09.2013</p>	<p>The involved railway employees have violated Art. 481, para. 4 of the Rules for train movement and shunting activity in railway transport, Art. 42, para. 2 of Ordinance No. 4 and Section I, item 5 of instruction No34 of 27.01.2011.</p>	<p>The accident shall be reviewed at official briefings to prevent the repeatability of the event (collision of railway rolling stock with a RV<sup>10</sup> at an unguarded level crossing) and for ensuring compliance with the regulatory regulations in railway transport.</p>
<p><b>Accident investigation</b></p> <p>Collision of railway rolling stock</p> <p>On 06.09.2013, in the equipping point of the town of Levski at the locomotive depot of Gorna Oryahovitsa</p> <p>Final Report No. 1-A of RIC - Gorna Oryahovitsa / 04.10.2013</p>	<p>Uncoordinated actions between the loco driver, the manager of the shunting activity and the post switchman.</p>	<p>In carrying out the shunting activity, the requirements of Art. 423 (1) and (2) of Ordinance No. 58/2006, Art. 9, 419, 422 item 3, 425 item3, 426 item 1,2,3 and 4, 438 item1 and 2, 464, 465, 469 item 3 of Rules for train movement and shunting activity in railway transport, §25, "b" of "Prescription of Locomotive Dept." 505 shall be complied with.</p>
<p><b>Accident investigation</b></p> <p>Fire in rolling stock</p> <p>On 20.10.2013, in locomotive depot Gorna Oryahovitsa</p> <p>Final Report No. 3-A of RIC - Gorna Oryahovitsa / 06.01.2014</p>	<p><b>Immediate reason:</b> Discharge in breakthrough of a capacitor of the group C37-C40 of an assisting bar of the first compressor, which creates conditions of occurrence of an voltaic arc between the cooling bodies of the diodes and thyristors</p>	<p>Locomotive 45-190.6 shall be repaired in locomotive depot Gorna Oryahovitsa.</p>

<sup>7</sup> OHL - Over-head line

<sup>8</sup> WRD - Wagon Revision Section

<sup>9</sup> IRB - Industrial railway siding

<sup>10</sup> RV - a road vehicle

	and the environment assisting the formation of a source of ignition.	
<b>RRI - Plovdiv</b>		
<b>Accident investigation</b> Collision of railway rolling stock  On 22.05.2013, in in the section between the railway stations Bratsigovo - Krichim with passenger train No 18207 (DMU 10007/10008)  Final report of RIC-Plovdiv No. 44/ 03.06.2013.	Entry of an automobile in the servitude violating the construction gauge of the railway infrastructure and passing outside of the places designated for it at km. 18+730 in the section between the railway stations Bratsigovo - Krichim.	1. The Director of the Railway Section Plovdiv shall secure the place at km. 18+730 in the section between the railway stations Bratsigovo - Krichim, so that road vehicles do not pass through the railway line. 2. A copy of final report No 44/03.06.2013 of RIC at RRI Plovdiv shall be sent to the Director of Railway Section Plovdiv and the Head of Transport Police - Plovdiv for information.
<b>Accident investigation</b> Derailment of railway rolling stock On 22.08.2013, at 7:32 p.m. in the technical railway station of Bourgas  Final report of RIC - Plovdiv No. 2	Loco driver (LD) of "BDZ-Passengers" EOOD moved locomotive 55-054.1 from an "outgoing track" to track IV of the technical area in Bourgas railway station in violation of Art. 438, items 2 and 5 and Art. 440 (1), (3) of the Rules for train movement and shunting activity in railway transport.	At briefings in the locomotive depots of "BDZ-Passengers" EOOD title VI, Chapter II of the Rules for train movement and shunting activity in railway transport in railway transport shall be reviewed.
<b>Accident investigation</b> Derailment of railway rolling stock  On 27.10.2013, at 12:40 p.m., in locomotive depot - Plovdiv  Final report of RIC-Plovdiv No. 2 of 11.11.2013.	When moving locomotive No 46-036 of "BDZ-Passengers" EOOD along the 5th depot track to post "East" of locomotive depot - Plovdiv to service train No 80593, at 12:40 p.m., the locomotive derailed with the sixth /6th/ wheelset, the first one in the direction of movement. According to the investigation commission, the reason for the accident was an inconsistent with the limit values extension of the railway track at the point of derailment.	Within a period of 5 months, in the presence of a representative of the Regional Safety and Control Office - Freight Transport - Plovdiv, there shall be an inspection of the running gear of all locomotives series 46-00 of BDZ-Passengers, belonging to the park of locomotive depot Bourgas, paying attention to the condition of the bogie restoring mechanism. The results of the verification shall be notified in writing to RRI-Plovdiv, Regional Safety and Control Office - Freight Transport - Plovdiv and Regional Safety and Control Office - Passenger Transport - Plovdiv.
<b>Accident investigation</b> Derailment of railway rolling stock  On 26.04.2013 at 2:05 p.m. in the industrial railway siding of "Splavcommers" at the railway station of Radnevo  Final report of RIC-Plovdiv No. 2 of 27.05.2013	On 26.04.2013, in a private industrial railway siding of the company of "Splavkomers" next to the railway station of Radnevo, when performing shunting with 10 freight wagons loaded with scrap, shunting locomotive No. 07-053 of BDZ-Cargo derailed. <b>Reasons:</b> The derailment of the locomotive is due to an established steep transition of the cant of the railway track. The measured transition of the cant on the basis of the locomotives - 11m. is 1:96. There has been a violation of Art. 48, para. 5, item 1 of Ordinance No. 58.	Track measurement tools shall be bought for the needs of BDZ-Cargo EOOD, pursuant to a report of the managers of BDZ-Cargo EOOD.
<b>RRI - Sofia</b>		
<b>Accident investigation</b> Derailment of railway rolling stock	A railway employee without the appropriate qualifications and capacity set in motion a	The locomotive depots of "BDZ - Passengers" EOOD shall take the following measures and guidelines:



On 02.01.2013, in locomotive depot - Sofia	locomotive.	<ol style="list-style-type: none"> <li>1. The legal requirements, related to repair and operation of locomotives and multiple-unit trains, shall be strictly complied with;</li> <li>2. The provisions of the Labour Code and the internal "Rules of procedure" for work in the locomotive depots shall be strictly complied with.</li> <li>3. The control on behalf of the managerial staff shall increase in terms of the quality of the repair and compliance with the safety of work at the various repair processes in every depot.</li> <li>4. Control of non-allowance of the use of alcohol and other strong intoxicating substances by the repair and operating staff of the locomotive depots during operation.</li> <li>5. An extra briefing on safe working conditions shall be held and all the staff shall be acquainted with this "Alarming newsletter" against signature in the records for performance of periodic briefing under the Law on health and safety at work.</li> </ol>
<b>Accident investigation</b> Derailment of railway rolling stock  On 20.03.2013 in the coach depot Nadezhda  Final report of RIC - Sofia No. 2	Steep transition (a ramp on the slope) due to sagging joint at the end of switch No. 472, which is in violation of Art. 48, para. 6 and Annex 7 of Ordinance No. 58. The sagging of the switch has resulted due to drainage of water from the gutters of the next building, which has flooded the foundations and compromised the bearing capacity of the track.	Track No. 58 and switch No. 472 have been stopped from service until the bringing of the railway track in compliance.
<b>Accident investigation</b> Collision of railway rolling stock, including collision with obstacles within the boundaries of the construction gauge (without collisions at railway level crossings)  On 28.05.2013 in the section between the railway stations Telish - Humata  Final Report No. 38 of RIC-Sofia	A sleeper left next to the railway track at a distance non-compliant with the track gauge.	Prescriptions to IM <ol style="list-style-type: none"> <li>1. The Director of Railway Section Vratza shall organise special briefing for strict compliance with the rules for the safe work of replacing the elements along the railway track.</li> <li>2. The management of "Transstroy Varna" shall organise special briefing of the locomotive staff for strict compliance with Art. 252 of the Rules for train movement and shunting work in railway transport.</li> </ol>
<b>Accident investigation</b> Derailment of railway rolling stock  On 10.10.2013 in Industrial railway siding of "Ecometal Engineering"  Final report No 1 of RIC- Sofia	In a private Industrial railway siding of the company "Ecometal Engineering", the existence of a railway track with a width of the railway track gauge above the permissible has been established, which is in violation of the NSRs and Art. 47 (4) item 1 (b) of Ordinance No. 58.	The operation of the current track from the railway station of "Ecometal" to the track of the company "Service centre for metals" has been stopped until the compliance of the track with the limit values, pursuant to Art. 47 (4) item 1) (b) of Ordinance No. 58.

**Safety measures, taken as a result of committed checks by employees of the NSA on sites of the railway infrastructure, vehicles, and implementation of the obligations of the personnel responsible for the safety of carriages with railway transport**

**Table 4.** Safety Measures taken by the NSA as a result of checks made to the railway infrastructure, vehicles and railway staff

<b>Field of application</b>	<b>Description of the cause</b>	<b>Safety measures taken</b>
Meeting the requirements of Regulation (EC) No 1371/2007; Regulation (EC) No 454/2011 concerning TSI "Telematics applications for passenger services" (TSI TAP) and Ordinance No. 43 for railway transport of passengers, baggage and parcels	Inspection performed by employees of RAEA to the railway undertaking for passenger transport "BDZ - Passengers" EOOD in July 2013.	<ul style="list-style-type: none"> <li>➤ It was required from the passenger operator to build their information, reservation and ticket-vending system, in compliance with the requirements of Regulation (EC) No 454/2011 concerning TSI "Telematics applications for passenger services" (TSI TAP);</li> </ul>
Implementation of the requirements of the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), Ordinance No. 58, Ordinance No. 56	Inspection performed by employees of RAEA in the gas unloading site of the railway undertaking for carriage of goods "Gastrade" AD, which is located in the area of railway station Ezerovo in August 2013.	<ul style="list-style-type: none"> <li>➤ The shunting activity in the system of "Gastrade" AD shall be organised immediately in full accordance with the requirements of Art. 281 of Ordinance No. 58;</li> <li>➤ All the employees of "Gastrade" AD, appointed to positions related to safety of transportation, which have not passed an examination on the national safety rules until 10.10.2013, shall be proposed to take such an examination in front of RAEA and shall not be allowed to work until the successful completion of this examination;</li> <li>➤ Appropriate actions shall be taken immediately for the entry into the NVR of the operated vehicles of "Gastrade" AD, which are not yet registered;</li> <li>➤ Until 10.10.2013 RAEA shall be notified of the consultant/s, which "Gastrade" AD uses pursuant to Art. 39, para. 1 of Ordinance No. 46 for the transport of dangerous goods by rail.</li> </ul>
Implementation of the legal requirements and Rules of technical operation of the railway infrastructure	Inspections made on the railway infrastructure	<ul style="list-style-type: none"> <li>➤ "Temporary instruction for the acceptance and dispatch of trains in the railway station of Katunitsa" shall be supplemented with the required texts regulating the actions of the traffic manager under items 1 and 2 of section 1 of this prescription.</li> <li>➤ "Temporary instruction for operation with electronic interlocking without passage signals in the section between railway stations Katunitsa - Popovitsa" shall be modified in compliance with the requirements of Art. 352 para. 1 of the Rules for train movement and shunting activity in railway transport / 2006</li> <li>➤ The manager of railway station Popovitsa shall meet the requirement of Art. 23 of the Rules for train movement and shunting activity in railway transport / 2006 as regards "Temporary instruction for acceptance and dispatch of trains in the railway station of Popovitsa", which is located at the workplace of the traffic manager on duty at the railway station of Popovitsa.</li> <li>➤ The manner and the way of resolving and returning "windows" in carrying out repair work in the railway station of Popovitsa shall be reviewed at a briefing with all traffic managers working at the</li> </ul>

		railway station of Popovitsa.
Incorrect actions of the railway staff	Inspections of the railway rolling stock carried out by the NSA	<p>➤ The case with train No 80892 of 17.05.2013 shall be investigated and in establishing non-compliance with Art. 410 para. 2 and Art. 428 para. 3 of Ordinance No. 58, the necessary measures shall be taken.</p> <p>➤ In order to prevent similar violations, the locomotive staff shall be instructed for compliance with Art. 410, para. 2 and Art. 428 para. 3 of Ordinance No. 58.</p>
Established non-compliances with the legal requirements and Rules of technical operation	Inspections of the railway infrastructure carried out by the NSA	<p>➤ The right wing rail of switch No. 606 shall be replaced;</p> <p>➤ The vertical and horizontal run-out at the end of the right tongue of switch No. 606 shall be removed;</p> <p>➤ The vertical and horizontal run-out at the end of the right tongue of switch No. 604 shall be removed;</p> <p>➤ The pointer of switch No. 603 shall be regulated, because the blade does not fit into the fork and pointer is not driven with the reversal of the point;</p> <p>➤ The railway track by gauge shall be strengthen by changing sleepers or by placing stretching-over mechanisms:</p> <ol style="list-style-type: none"> <li>1. In the deviation of the intermediate part of switch No. 605</li> <li>2. In the deviation of the intermediate part of switch No. 609</li> </ol> <p>➤ The level of the joints of switch No 606 shall be checked.</p>
Incorrect actions of the railway staff	Inspections made on the railway rolling stock	DMUs shall be brought in compliance with Art. 192, para. 2 and para. 8 of Ordinance No. 58
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	All counter-rails in the section Plovdiv - Stamboliyski shall be brought pursuant to the requirements of item 5.35 of the "Instruction for current maintenance of the artificial facilities" / 2005
Incorrect actions of the railway staff	Inspections made on the railway rolling stock	The head of Locomotive depot Ruse shall carry out the necessary organization and control on the strict implementation pursuant to Art. 19 (2) and Art. 20 of Ordinance No. 58; Art. 28 of Ordinance No. 54 to the operation staff of BDZ-Cargo EOOD, coming to work in the Operational Division of Kaspichan.
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	<p>➤ The level shall be repaired and the dirty ballast shall be disposed of at km. 47+050, 72 +100 pursuant to Art. 48 of Ordinance No. 58;</p> <p>➤ The missing indicating plate of railway station Spasovo - the side of Chirpan shall be restored pursuant to Art. 471 of Ordinance 58;</p> <p>➤ The missing indicating plate of the bridge at km. 67+350 shall be restored pursuant to Art. 472 of Ordinance No. 58;</p> <p>➤ The missing elements from the fence of the level crossing at km. 84+009 shall be restored pursuant to Annexes No 5 and No 6 of Ordinance No. 4 for the railway level crossings;</p> <p>Until 13.12.2013, an extraordinary review and regulation of all compensators of overhead line in the railway station of Sindel and the area of Post 4 shall be carried out.</p>
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	Until 12.12.2013, the head of section "Signalling Equipment" - Gorna Oryahovitsa shall take the necessary action and isolate the action of the interlocking in Post 4 of railway station Sindel Distribution to ensure the accordance between the elements of the railway track, the interlocking and the technology of the railway station and the adaptation of the signals fed by traffic lights in compliance with the requirements.
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	On 15 November 2013 from km. 23 + 000 to km. 70+000 along the third railway in the railway station of Dalgopol, a full measurement of the railway track by level and track gauge shall be performed, as well as the unserviceable railway materials shall be described by kilometers, after which a meeting shall be conducted to solve the state of the railway track with violated technical parameters.

Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	Until the restoration of the technical parameters of track, the speed of movement of the trains and vehicles in the section between the railway stations Krastets - Raduntsi shall be reduced, as follows : From km. 204+180 to km. 207+700 - at 40 km/h From km. 204+180 to km. 212+340 - at 25 km/h
Established non-compliances with the legal requirements and Rules of technical operation of the railway infrastructure	Carried out inspections of the work of operating personnel of the railway infrastructure	Within a period of 1 month, an extraordinary briefing of all the workers directly involved in performing and directing shunting activity shall be conducted, for the proper securing of the rolling railway stock against self-movement, as consideration shall be given that the offending officials, who have not secured the vehicles against self-movement, shall be subject to administrative punishment - "fine" pursuant to Art. 126 (1), item 4 of the Administrative -Penal provisions of the Railway Transport Act.
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	<ul style="list-style-type: none"> <li>➤ Full measurement of the tracks and of the switches in operation shall be conducted, as the measurements shall be sent to RRI Gorna Oryahovitsa.</li> <li>➤ The tracks, which are not in service, shall be closed and signalled under Ordinance No. 58, and the switches leading to them shall be immobilized;</li> <li>➤ On all switches in operation, switch pointers shall be placed.</li> </ul>
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	Because of the poor technical condition of the railway track, the speed in the whole industrial siding in the port of Varna West shall be reduced by 5 km/h and shall be signalled pursuant to Ordinance No. 58. The signals shall be placed after the first entry switch (switch No 101).
Established non-compliances with the legal requirements and Rules of technical operation	Inspections made on the railway infrastructure	The management of section "Construction Gauge" Gorna Oryahovitsa shall create the necessary organization and shall perform removal of the non-acting "Г"-shaped bridges along the third main railway line.

## **D. SUPERVISION**

### **D.1. STRATEGY AND PLAN(S)**

The essential safety requirements shall be determined in the Railway Transport Act. The requirements of the Safety Directive 2004/49/EC are implemented mainly through Ordinance № 59 on safety management of the railway transport, which is issued by the Minister of Transport, Information Technologies and Communications. The principles of supervision, provided for in Regulation (EC) No 1158/2010 and in Regulation (EC) No 1169/2010, as well as the requirements of Regulation (EC) No 1077/2012 and (EC) No 1078/2012, have been introduced.

In the determination of the supervision strategy and plans, at least the following sources of information are used:

- Daily information from the bulletin about the irregularities on the railway network, drawn up by the infrastructure manager
- Monthly and annual information on the status of safety, presented by the railway undertakings and the infrastructure manager
- The results of the investigation of accidents and incidents.
- Signals and complaints

Based on analysis of the input information, the following types of checks shall be conducted:

- Inspections on the spot - in the presence of alarming information on safety
- Official checks (ex-officio) at the initiative of the NSA
- Thematic targeted checks at signals for breach of safety



The monthly plans for supervision shall be drawn up and revised based on the summarized information from:

- Daily analysis of the incoming information of the irregularities of the previous day
- Signals and complaints
- Analysis of the investigated accidents and incidents in the previous month
- In the monthly incoming information from the railway undertakings and the infrastructure manager of the state of safety.

The monthly control schedule shall be drafted by the Head of RRI department and shall be approved by the Director General of DG "Railway Inspectorate". The schedule is not strictly mandatory, because additional tasks or emergency situations may arise in the process of control.

The monthly supervision plans shall be drawn up and revised based on the summarized information from:

- The results of the monthly checks and inspections by RRI
- The accumulated information from the annual reports of the railway undertakings and the infrastructure manager
- Analysis of the investigated accidents and incidents in the previous year

The plans for the annual inspection may be revised based on the input information from the monthly analyses, checks and inspections. Major changes in revision are related to the scope and purpose of the inspection in the presence of alarming information on safety. They shall be approved by the executive director of RAEA and shall be sent for information to the respective railway undertakings and the infrastructure manager. Annual supervision schedule shall be developed by the Director General of DG "Railway Inspectorate".

## **D.2. Human resources**

Railway Administration Executive Agency, by its Directorate General "Railway inspectorate", performs its functions of National Safety Authority. Part of its main functions are related to supervision of safety management systems of the railway undertakings and the infrastructure manager, control of entities in charge of maintenance of railway vehicles (ECM), as well as any other railway companies.

Directorate General "Railway Inspectorate" consists of 31 employees, including 15 inspectors in territorial units - Regional railway Inspectorates in Sofia, Plovdiv and Gorna Oryahovitsa.

In 2013, 5 audits of the SMS of the railway undertakings and the infrastructure manager were committed, as 8 auditors on average took part in it, who were engaged in this activity a total of about 320 hours.

In 2013, in the certification of ECM, 12 audits of the SMS of the railway undertakings and the infrastructure manager were committed, as 5 auditors on average took part in them, which auditors were engaged in this activity a total of about 480 hours.

In 2013, checks and inspections of railway undertakings and the infrastructure manager, related to their activities of safety of transportation, were carried out, as 15 inspectors took part in them within a total of 4640 hours.

## **D.3. COMPETENCE**

Employees, who carry out activities for the control and supervision of the railway undertakings, shall have the competence, connected with the safety activities of transportation by railway transport in compliance with the requirements of Ordinance No. 56 of 14.02.2003 for the requirements, conditions and procedure for training of the candidates for the acquisition of

competence required by the personnel responsible for the safety of transportation by railway transport, or recognition of such a capacity and the order for conduct of examinations of members of the staff responsible for the safety of transportation, or for recognition of such competence and the procedure for conduct of examinations of members of the staff responsible for the safety of transportation.

In addition, periodic trainings are conducted at RAEA for the maintenance of the competence of the staff and for the acquisition of new knowledge. An example of this is the contract concluded on 01.10.2013 between the Ministry of Finance of the Republic of Bulgaria and RAEA for the provision of grants under the Operational Program "Administrative Capacity", co-funded by the EU through the European Social Fund, for the implementation of the project "Building an effective and competent administration through improvement of the qualification of the employees at RAEA". The aim of the project is improving the qualifications and competence of the staff of RAEA by conducting general and specialized trainings. The period for the implementation of the project is 12 months with the date of its completion 01.10.2014. The overall objective of the project was increasing the qualification and competence of the staff of Railway Administration Executive Agency and the creation of well-qualified specialists having the necessary professional qualities and skills, as well as building an effective system for training and career development, as the provision of appropriate skills and competences through training will stimulate the increase of qualification and motivation of the employees at RAEA.

In the framework of the project, specialized training courses in English with a professional focus were scheduled, aimed at improving the work with the European institutions (ERA, EC, etc.), as well as trainings, which were directly tied to a specific activity the relevant employees performed, among which training for auditors on the subject "Training on ISO: 9001-2008 and 19011/2011 ", intended for employees of the general and specialised administration, and training on the subject "Common safety methods in railway transport and risk assessment".

#### **D.4. DECISION-MAKING**

1. The principles of supervision, provided for in Regulation (EC) No 1158/2010 and in Regulation (EC) No 1169/2010 are introduced in the national legislation

- Proportionality
- Coherence
- Targeting
- Transparency
- Priorities in the effective use of resources
- Management responsibility
- Cooperation

The performed audits are designed to check the operation of safety management systems of the railway undertakings and the infrastructure manager, as well as the systems for the maintenance of vehicles of the entities in charge of maintenance /ECM/. In case of established irregularities, recommendations shall be prepared within the appropriate deadlines.

In the conducted checks/inspections of the railway infrastructure and railway undertakings, the NSA has made prescriptions and has actions have been undertaken 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 elimination of the deficiencies. The railway infrastructure manager and the railway undertakings are required to comply with the prescriptions within the specified time limit. 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 2013, 16 penal decrees

were issued on the basis of acts of violations of the RTA, drawn up by the inspectors of Railway Administration Executive Agency

2. During the reporting year, there were no complaints submitted by the railway undertakings and infrastructure manager against decisions taken during the performance of supervisory activities.

#### **D.5. COORDINATION AND COOPERATION**

1. In the reporting year there were no agreements concluded by the NSA of Bulgaria with NSAs from other Member States for the implementation of supervisory activities on the railway undertakings.

2. In 2013, there was an in-depth cooperation between the National Safety Authorities of Bulgaria, Romania and Hungary, as two meetings were held, during which best practices in the field of railway safety and interoperability were shared, and common problems in the process of the work were discussed. The first meeting was between the NSA of Bulgaria and the NSA of Romania, at the invitation of the NSA of Bulgaria, and was held in May 2013 in Sofia, and the second one was held in November 2013, in Budapest, Hungary, at the invitation of the NSA of Hungary.

The discussed topics included safety certification and safety certificates, certification of the entities in charge of maintenance, the application of Regulation (EC) No 352/2009 of the Commission of April 24, 2009 for the adoption of a common safety method of risk assessment and evaluation, as referred to in Art. 6 (3) (a) of Directive 2004/49/EC of the European Parliament and of the Council, the conduct of cross-border supervision, the issues of issuing authorisations of placing into service of vehicles, which are not in compliance with the TSI. Discussion of the possibilities for facilitating the procedures for the issuance of an additional authorisation for placing into service of railway rolling stock for Bulgaria, Hungary and Romania, certification of locomotive drivers.

#### **D.6. FINDINGS FROM MEASURES TAKEN<sup>26</sup>**

As a result of the costs incurred in 2013, the audits for the railway undertakings and the infrastructure manager impose the conclusions, that the railway undertakings fulfil the requirements of the European and national legislation related to the common safety methods and maintain functioning safety management systems. Irregularities have been established in the application of the procedures, related to the implementation of the requirements of Regulation No 352/2009 on the risk assessment and documentation of some of the processes on the SMS. Railway undertakings shall take prompt action to correct the inconsistencies in their SMS.

### **E. SAFETY CERTIFICATION AND AUTHORISATION**

#### **E.1. GUIDANCE**



The NSA has an internal working instruction, regulating the requirements and manner of assessment of the submitted applications for issuing safety certificate part A and part B. The instruction is used by the employees of RAEA, involved in the assessment of the submitted applications and is issued on the basis of the requirements of the applicable European and national legislation, covering:

- the Railway Transport Act;

- Ordinance No. 59 dated 05.12.2006 on safety management in railway transport;
- Ordinance No. 56 of 14.02.2003 for the requirements, conditions and procedure for training of the candidates for the acquisition of competence required by the personnel responsible for the safety of transportation by railway transport, or recognition of such a capacity and the order for conduct of examinations of members of the staff responsible for the safety of transportation;
- Rules of procedure of RAEA;
- Regulation (EC) No 653/2007 of the Commission of 13 June 2007 on the use of a common European format for safety certificates and application documents in compliance with Art. 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC;
- Regulation (EC) No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates.
- Regulation (EC) No 1077/2012 of 16 November 2012 on a common safety method for supervision by national safety authorities after issuing a safety certificate or safety authorisation.

All of the above regulations can be found on the website of RAEA.

In the whole process of assessment, the NSA of Bulgaria keeps a continuous relation with the applicants by responding to requests, carries out consultations and provides instructions for the issuance/renewal of safety certificate part A and part B/safety authorisation.

In 2013, three applications were deposited for the renewal of safety certificates (SC) part "A" and part "B" of the largest railway undertakings in Bulgaria: "BDZ - Passengers" EOOD, "BDZ - Cargo" EOOD and "Bulgarian Railway Company" (BRC), as well as one application for the issue of SC part "B" of the Hungarian railway undertaking "Rail Cargo Carrier" (RCC). After the submission of all required information, the applications of BDZ-Passengers, BDZ-Cargo and BRC were satisfied at the end of 2013, within the prescribed time limit pursuant to Art. 12 of Directive 2004/49/EC and Art. 29 (3) of Regulation No. 59. The safety certificate part "B" of "Rail Cargo Carrier" (RCC) was issued in 2014.

In the middle of 2013, SE NRIC, as the national railway infrastructure manager, submitted an application for the renewal of its safety authorisation, which at the end of 2013 was successfully renewed.

Detailed data for the safety certificates and safety authorisations, issued in 2013, are presented in the table below:

Applicant	Date of submission of the application	Date of issuance of SC/SA	Type of SC/SA			Validity	
			Authorisation	Certificate	Certificate	From	To
				Part A	Part B		
SE "National Railway infrastructure Company"	14.06.2013	20.12.2013	Yes	-	-	20.12.2013	30.06.2018
"BDZ - Passengers" EOOD	01.07.2013	21.12.2013	-	Yes	Yes	21.12.2013	30.12.2017
"BDZ - Cargo" EOOD	02.07.2013	21.12.2013	-	Yes	Yes	21.12.2013	30.12.2017

"Bulgarian Railway Company" AD	27.07.2013	12.12.2013	-	Yes	Yes	31.12.2013	30.12.2018
"Rail Cargo Carrier Kft." (Hungary)	27.08.2013	03.06.2014	-	-	Yes	05.06.2014	15.12.2014

## **E.2. CONTACTS WITH OTHER NSAs**

In the reporting period, there were no inquiries from other NSAs for the provision of information for the safety certificates part A of the railway undertakings certified by the NSA of Bulgaria, applying for a safety certificate part B in another Member State.

In 2013, the NSA of Bulgaria did not address any queries to other NSAs for the provision of information and details of the safety certificate part "A", issued to a railway undertaking for passenger or cargo transport in another EU member state, applying for the issuance of safety certificate part "B" in Bulgaria.

## **E.3. PROCEDURAL ISSUES**

The observations of the NSA of Bulgaria in the implementation in 2013 of the CSMS for assessing conformity with the requirements for obtaining railway safety certificates (Regulation (EC) No 1158/2010/EU) and safety authorisations (Regulation (EC) No 1169/2010/EU) show that railway undertakings (RUs) and infrastructure managers (IM) have not adapted fully yet their safety management systems (SMS) to them.

A main weakness of the railway sector in Bulgaria is the implementation of the CSM on risk evaluation and assessment in compliance with the requirements of Regulation (EC) No 352/2009/EC.

Another weakness of the railway sector is the implementation of the CSMS for monitoring pursuant to the requirements of Regulation (EC) No 1078/2012/EU.

The "Application guide for the design and implementation of Safety Management System, addressed to railway undertakings and infrastructure managers in order to implement a SMS compliant with Article 9 and Annex III of Directive 2004/49/EC", prepared by the European Railway Agency at the end of 2010, is a very useful guide, both for the NSA and for the RUs and IM. In the design and implementation of SMS of new and existing RUs, several questions arise on the criteria, set out in Annex II of Regulation No 1158/2010/EU, to which the application guide does not give a clear and positive response.

## **E.4. FEEDBACK**

The NSA of Bulgaria works in continuous interaction and cooperation with the railway undertakings and the railway infrastructure manager. There are periodic meetings and meetings of working groups, which discuss various issues related to problems in the implementation of the safety of transportation by rail, the implementation of the TSI and national rules, changes of existing national technical rules and safety rules, etc.

RAEA obtains a feedback from businesses and citizens for the quality of the services it offers in the following ways: 1) through its web-page (in section "Contacts") and by electronic mail; 2) on the spot - at the front-office or via a post box, located at the entrance of RAEA and 3) by ordinary mail.

The instruments, which RAEA has created for the measurement of satisfaction of the citizens and businesses, is completing a feedback questionnaire by the consumers by electronic means or on the spot (at the front-office). The feedback card contains questions related to a



general assessment of the performance and competence of the employees of RAEA, their interaction with citizens and the presence of corruption practices.

The data obtained through various communication channels is analyzed and used for dividing the consumers in target groups. Consumers, non-governmental organizations of the citizens and the business and the public are informed of the actions taken and the results via the website and in paper form through the front office to the Railway Administration Executive Agency".

The information, which is interesting for the citizens, can be obtained from the information panel at the entrance to MTITC, 7, Kuzman Shapkarev Str., the Customer Charter and on the website of RAEA.

In July 2011, the Ministry of Transport, Information Technologies and Communications of Bulgaria launched a direct phone +359 2 940 9400) and a special website ([www.transportinfo.bg](http://www.transportinfo.bg)), to which the citizens and companies can submit signals for irregularities in the transport, including in the railway transport. This system is created at the initiative of the Minister as part of the measures taken to improve the safety, control and service in the field of transport. From then to now (by the end of 2013.) 500 signals for irregularities in the railway transport of Bulgaria have been submitted. Most of them are related to the poor quality of the service offered by "BDZ - Passengers" EOOD (including faulty traction and non-traction rolling stock) and badly-maintained infrastructure facilities (railway lines, railway stations, stops, subways for pedestrians, sanitary rooms, etc.) by the manager of the national infrastructure - NRIC.

## **F. CHANGES IN LEGISLATION**

### **F.1. RAILWAY SAFETY DIRECTIVE**

In 2013, no changes were made in the Bulgarian legislation related to transposition of the amendments to the Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways.

In 2010, the following amendments to the Directive 2004/49/EC were transposed in the national legislation:

- In Ordinance No 59 of 05.12.2006 on safety management in railway transport, the requirements of Directive 2008/110/EC and Directive 2009/149/EC were adapted.
- In Ordinance No 57 of 09.06.2004 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system with the railway system within the European Union, the requirements of Directive 2008/57/EC on the interoperability of the railway system within the Community were adapted.

**Table 1 to Annex C** of this report presents details of the changes made in the Bulgarian legislation related to Directive 2004/49/EC.

### **F.2. CHANGES IN LEGISLATION AND REGULATION**

In 2013, the following changes in the national legislation (legislation and regulation), concerning safety of railway transport in Bulgaria, were published in the State Gazette (SG) and entered into force:



- Ordinance No. 59 of 05.12.2006 on safety management in railway transport (*SG No. 47 of 28.05.2013 , in force as of 07.06.2013*);
- Ordinance No. 57 of 09.06.2004 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system with the railway system within the European Union (*suppl., SG No. 3 of 11.01.2013 , amended and suppl., No 71 of 13.08.2013 , No 106 of 10.12.2013*);
- Ordinance No. 56 of 14.02.2003 for the requirements, conditions and procedure for training of the candidates for the acquisition of competence required by the personnel responsible for the safety of transportation by railway transport, or recognition of such a capacity and the order for conduct of examinations of members of the staff responsible for the safety of transportation; *SG No 3 of 11.01.2013*);
- Ordinance No. 41 of 27.06.2001 for access and use of railway infrastructure (*suppl., SG No. 110 of 21.12.2013*);
- Ordinance No. 46 of 30.11. 2001 for the transport of dangerous goods by rail (*amended and suppl., SG No. 44 of 17.05.2013*);
- Ordinance No. 48 of 28.12.2001 for the transport of specific cargo, bulk cargo and goods requiring special packaging (*amended and suppl., SG No. 83 of 24.09.2013*);

A brief description of the changes:

1. The amendments to the Ordinance No. 59 in 2013 introduced national measures for the implementation of Regulation (EC) No 1077/2012 of 16 November 2012 on a common safety method for supervision by national safety authorities after issuing a safety certificate or safety authorisation and Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorisation and by entities in charge of maintenance.

The changes introduce texts related to:

(a) the organization and the carrying out of the supervision activities of the national safety authority, pursuant to Art. 16 (2) (e) of Directive 2004/49/EC and Regulation (EC) No 1077/2012.

(b) the organization and monitoring of the railway undertakings and managers of railway infrastructure, receiving a safety certificate or safety authorisation and by entities in charge of maintenance in compliance with the requirements of Regulation (EC) No 1078/2012.

(c) Legal definitions were introduced, too, pursuant to Art. 2 of Regulation (EC) No 1078/2012.

2. The amendments to Ordinance No 57 in 2013 transpose Directive 2013/9/EC of the Commission of March 11, 2013 amending Annex III to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community. The remarks of the European Commission made in the conducted revision of the transposition of Directive 2008/57/EC on the interoperability of the railway system within the Community, were also reflected, as well as procedure corrections and the required documents for the issuance of the authorization for the placing into service of structural subsystems and vehicles.



The changes in Regulation No. 57 also include:

(a) Essential requirements were introduced to subsystems "Infrastructure" and "Rolling stock" which shall be accessible to disabled persons and persons with reduced mobility so that they are provided access, as well as all to all others by preventing or eliminating all the obstacles and other appropriate measures.

(b) Essential requirements were introduced to subsystems "Operations" and "Telematic applications for passengers", which shall have the functional capabilities necessary to ensure access to persons with disabilities and to persons with reduced mobility, as well as to all other by preventing or eliminating all the obstacles and other appropriate measures.

(c) The requirements to the bodies applying for a certificate of assessment of interoperability constituents and verification of the subsystems for conformity with the essential requirements against technical specifications for interoperability or against the national rules have been updated.

(d) The requirements about the procedures, which apply in the process of placing into service of structural subsystems of the railway system, have been updated.

(e) An amendment has been made related to the introduction in Ordinance No. 57 of legitimate definitions in compliance with the definitions in Art. 2 of Directive 2008/57/EC.

3. In 2013, in Ordinance No 56, Art. 19 (new para. 6 and para. 7 were added) and Art. 26 (new para. 4 and para. 5 were added) were amended. The changes concern RAEA as NSA and the responsibilities for the maintenance of two new information databases - one of the certificates of qualifications, and the other of the issued certificates of the persons that have successfully passed an examination pursuant to Art. 5, 6 and 7 of Ordinance No. 56. The change in Art. 51, para. 2, made in SG. No. 85 of 2012, entered into force on 01.07.2013. It is related to Art. 4 of Decision 2011/765/EC concerning the criteria for the recognition of training centres, participating in the training of loco drivers, on the criteria for the recognition of examiners and the criteria for the organization of examinations in compliance with Directive 2007/59/EC.

4. The amendment to Ordinance No. 46 in 2013 transposed Directive 2012/45/EC on the adaptation for the second time in compliance with scientific and technical progress of the Annexes to Directive No 2008/68/EC on the inland transport of dangerous goods - suppl. SG No. 44 of 17.05.2013;

5. Ordinance No. 48 of 28.12.2001 for the transport of specific cargo, bulk cargo and goods requiring special packaging. Over the ten-year period of implementation of Regulation No. 48 there were many changes made in a number of laws and regulations, such as: The Veterinary Activities Act, the Foods Act, Ordinance No. 5 of 25.05.2006 on the food hygiene (prom. SG No. 55 of 2006) (Ordinance No. 5), Ordinance No. 26 of 28.02.2006 on the conditions for protection and welfare of animals during transport (prom. SG No. 23 of 2006) (Ordinance 26), which transpose Directive 95/29/EC of 29 June 1995 amending Directive 90/628/EEC concerning the protection of animals during transport and provide measures at the national level for the implementation of Council Regulation (EC) No 852/2004 of the European Parliament and the Council of 29 April 2004 on the hygiene of foodstuffs, Regulation (EC) No 1831/2003 of the European Parliament and of the Council of January 12, 2005. laying down the requirements for feed hygiene, Council Regulation (EC) No 338/97 of December 9, 1996 on the protection of the species of wild fauna and flora by regulating trade therein and Regulation (EC) No 101/2012 of the Commission of February 6, 2012 amending Regulation (EC) No 338/97 of the Council on the protection of the species of wild fauna and flora by regulating trade therein.

The changes in the above regulations necessitated the update of Ordinance No 48. In addition, after the accession of Bulgaria to the EU, there have been radical changes in the functioning of the railway transport, which also had to be regulated in the ordinance.

More details on the changes made in the above regulations are presented in **Annex C** of this report.

## **G. APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT**

Regulation (EC) No 352/2009 is introduced in the procedures on the SMS of the railway undertakings and the infrastructure manager and the NSA controls the application of the relevant procedures for risk assessment, including the assessment of significant operational or organizational changes.

### **G.1. NSA EXPERIENCE**

#### **1. Decisions taken by importers of proposals in 2013 on the degree of importance of change.**

##### **1.1. The performed risk assessment and significance of the change of the project: "A new border combined (road and railway) bridge over the Danube River at Vidin-Calafat and its surrounding infrastructure":**



In 2013, the NSA received information from the manager of the national infrastructure - SE "NRIC", that by Order No 1761/ 13.11.2013 of its General Director, in compliance with the internal safety procedure (SP) "SP 2.09. Methodology for risk evaluation and assessment" and in the implementation of the requirements of Regulation (EC) No 352/2009, a Council was established for risk assessment for the project "New border combined (road and railway) bridge over the Danube River at Vidin-Calafat and the surrounding infrastructure".

The Council assessed the project as a significant change in the railway system of the Republic of Bulgaria, as the elements and systems, included in it, have a significant impact on the safety of the railway system.

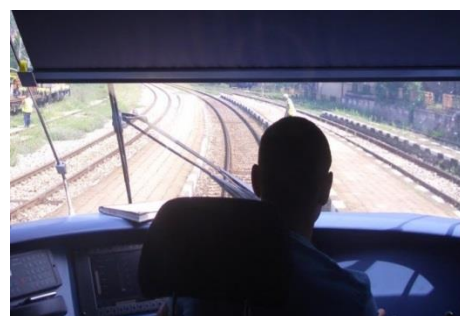
The Council, while observing a risk assessment procedure, prepared a description of the railway system of the project "New border combined (road and railway) bridge on the Danube River at Vidin-Calafat and the surrounding infrastructure", divided by the subsystems "Infrastructure", "Energy" and "Control-command and signalling". The hazards and associated risks for the subsystems "Infrastructure", "Energy" and "Control-command and signalling" were identified. An assessment of the hazards, safety measures and the applied principle of risk acceptance was prepared, as well as the interconnections/interfaces for control and management of the risk of the railway system.

The identified hazards and associated risks are controlled (managed) by the safety management system of SE "NRIC".

The documents of the assessment were sent to the independent assessor - the union "Tinsa - Rina" (between "Tinsa" LTD - Bulgarian notified body with No. NB 2387 and "RINA Services" S.P.A. - Italian notified body with No. NB 0474), which prepared a report for the proper application of the risk management process, pursuant to Regulation (EC) No 352/2009 and the common safety method for risk evaluation and assessment.

##### **1.2. Performed risk assessment of change of the locomotive crew composition, serving fast and slow passenger trains (part of the documents on the project "Change of the legislative documents for servicing trains without an assistant driver at "BDZ-Passengers" EOOD):**

At the end of 2012, a proposal was submitted to RAEA to remove the position of the assistant loco driver at "BDZ - Passengers" EOOD, accompanied by:



1. Proposal for change of the legal basis for removal of the position of an assistant loco driver, for all categories of passenger trains, drawn by experts from BDZ-Passengers EOOD;
2. Opinion on "Risk assessment of the safety level and compliance with the safety requirements in the removal of the position of an assistant loco driver at "BDZ - Passengers" EOOD , developed by a team from the Department of "Railway Technique" of the Technical University - Sofia.
3. Report of an independent assessment in the change of the composition of locomotive crew, serving fast and slow passenger trains, developed by independent experts from the Technical University of Sofia.

The provisions of Regulation (EC) No 352/2009 for the adoption of a common common safety method of risk assessment and evaluation, as referred to in Art. 6 (3) (a) of Directive 2004/49/EC, have been taken into account In the preparation of the report of an independent risk assessment of a team of experts from the Technical University of Sofia. It is assumed that the proposed change may affect the safety of transport and within the meaning of Art. 4 of Regulation (EC) No 352/2009, it is significant. For this reason, the risk management procedure has been applied, as described in Annex I of Council Regulation (EC) No 352/2009, which includes:

- a) identification of hazards, risks, associated safety measures and the respective safety requirements, which shall be fulfilled by the system;
- b) demonstration of the system compliance with the specified safety requirements.
- c) control of all identified hazards and related safety measures;

At the beginning of 2013, the NSA of Bulgaria rejected the proposal for the removal of the position of an assistant loco driver at "BDZ - Passengers" EOOD, as well as the proposals for change of the national legislation for the removal of this position during the service of passenger trains, owing to the arising critical risks and hazards for the passengers in the performance of the service by only one loco driver.



## **G.2. FEEDBACK FROM STAKEHOLDERS**

The NSA of Bulgaria works in continuous interaction and cooperation with the railway undertakings and the railway infrastructure manager. There are periodic meetings and meetings of working groups, which discuss various issues related to problems in the implementation of the safety of transportation by rail, including the implementation of the CSM on risk evaluation and assessment.

The sector participants can express their views, comments, suggestions, complaints, etc. on all matters from the activity of RAEA, including the issues related to the CSM on risk evaluation and assessment: Electronically (by email, or on the website of RAEA); by ordinary mail or on the spot - in the front-office or via the post box, located at the entrance of RAEA and MTITC.

## **G.3. REVISION OF NSRS TO TAKE INTO ACCOUNT THE EC REGULATION ON RISK EVALUATION AND ASSESSMENT**

In the Railway Transport Act (RTA) of the Republic of Bulgaria, the national safety rules were not revised as a result of the implementation of the provisions of the EU for risk evaluation and assessment.



In 2013, a text was clarified in Art. 52, para. 1, item 7 of Ordinance No. 57 of 09.06.2004 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system with the railway system within the European Union, which provides that the technical file, which the assessment body is required to prepare before the placing into service of a structural subsystem, shall contain a risk assessment report in compliance with the requirements of Art. (6) (3) of Directive 2004/49/EC and Regulation (EC) No 352/2009.

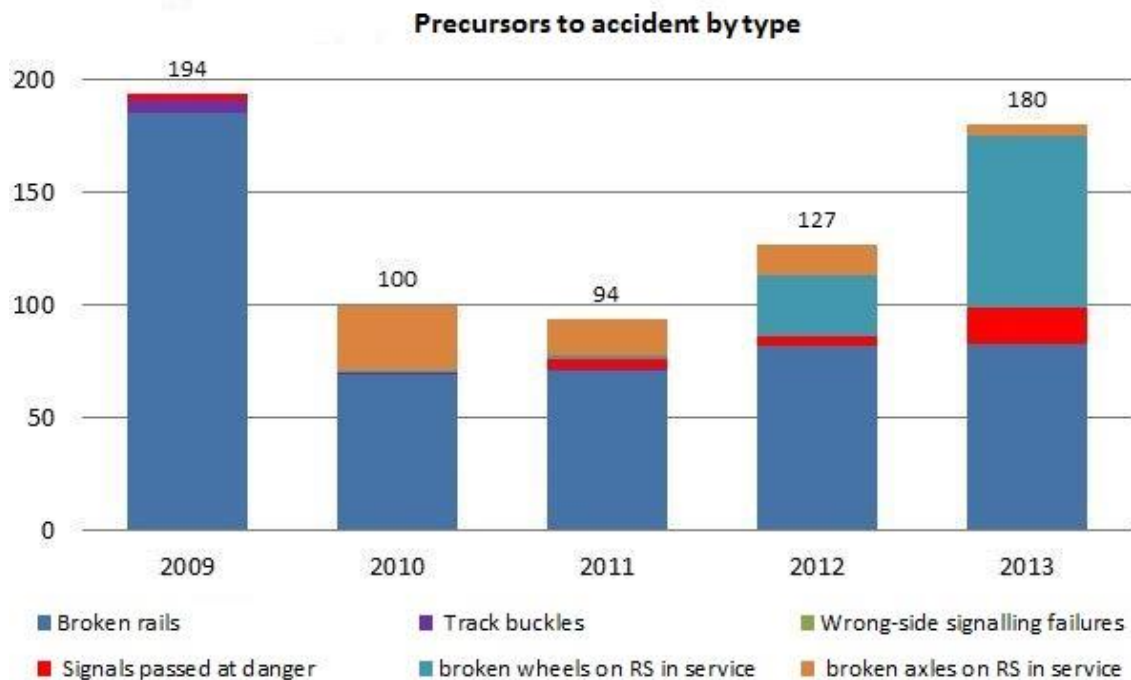
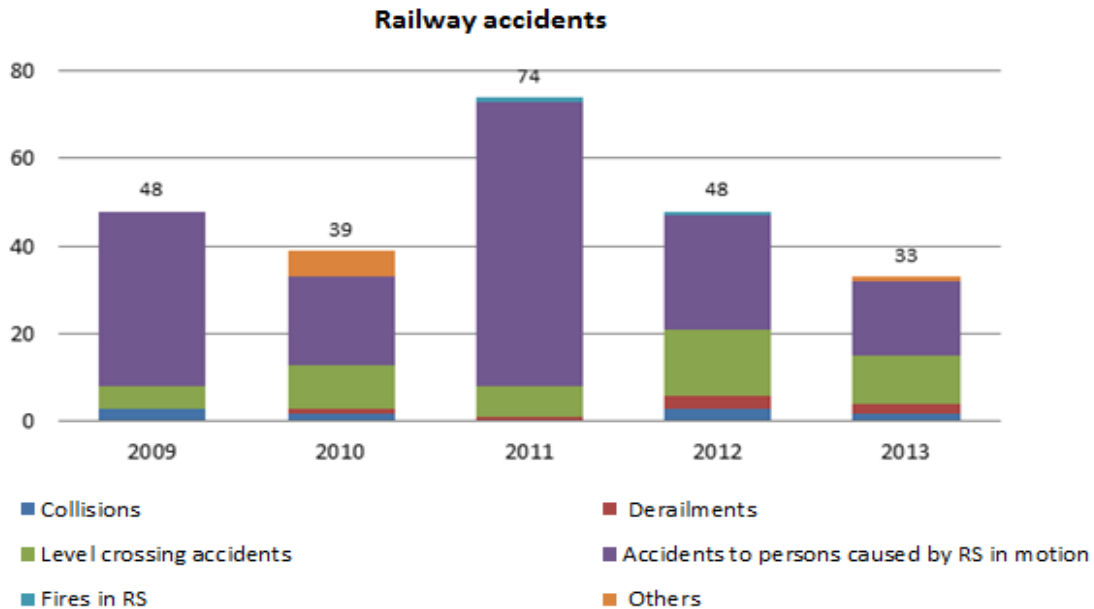
**H. DEROGATIONS IN CONNECTION WITH THE SCHEME FOR THE CERTIFICATION OF ENTITIES IN CHARGE OF MAINTENANCE OF VEHICLES IN ACCORDANCE WITH ART. 14a (8) of Directive 2008/110/EC**

In 2013, the NSA of Bulgaria did not apply alternative measures for the certification of entities (structures), responsible for the maintenance of vehicles through the application of the derogations in compliance with Art. 14a (8) of Directive 2008/110/EC of the European Parliament and of the Council of December 16, 2008 for amendment of Directive 2004/49/EC.

## ANNEX A – COMMON SAFETY INDICATORS (CSI)

Data/diagrams for the fulfillment of the main CSIs for the period 2009 - 2013.

Data on the significant accidents and precursors for accidents<sup>11</sup>

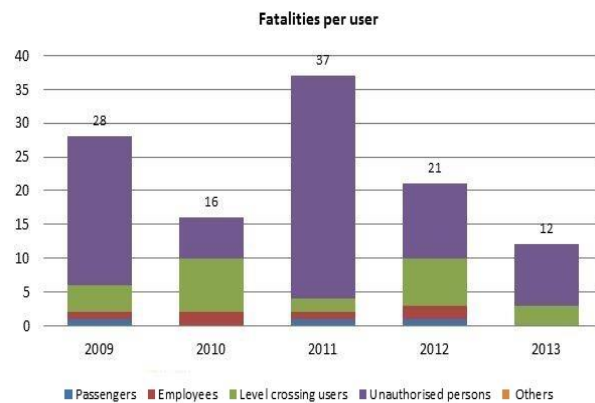
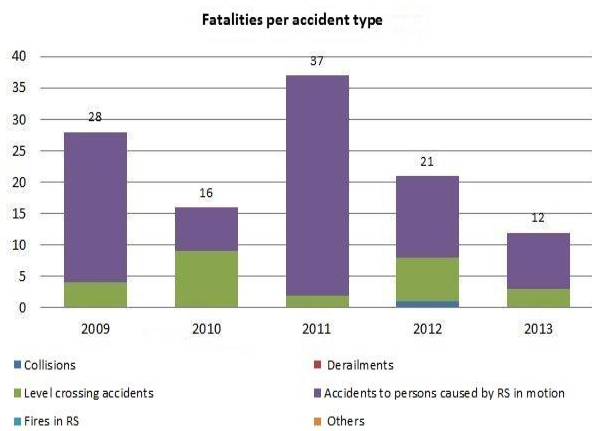


<sup>11</sup> "significant accident" means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded.(definitions of Directive 2014/88/EU for amendment of Directive 2004/49/EC);

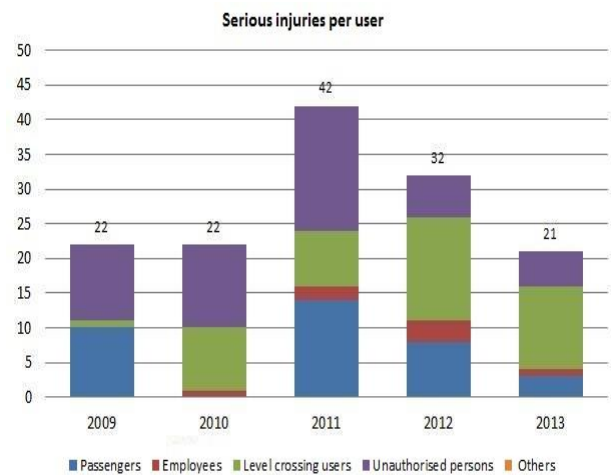
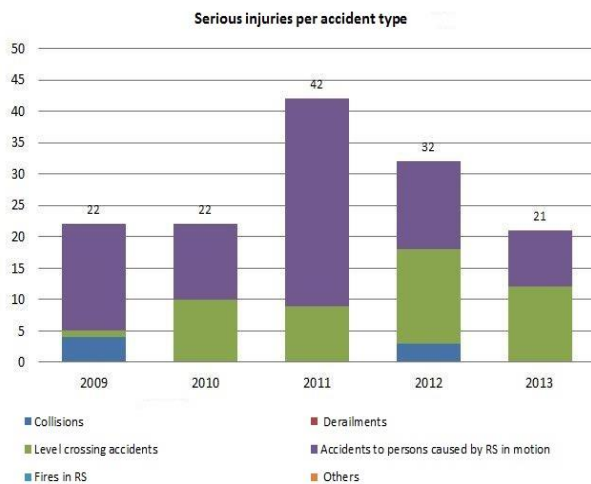
"significant damage to stock, track, other installations or environment" means damage that is equivalent to EUR 150 000 or more;

"extensive disruptions to traffic" means that train services on a main railway line were suspended for six hours or more;

## Total number of fatalities, pursuant to the type of accidents and the categories of persons

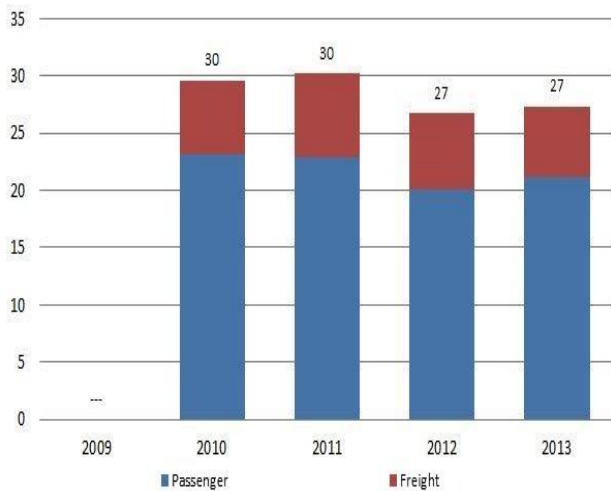


## Total number of serious injuries, pursuant to the type of accidents and the categories of persons

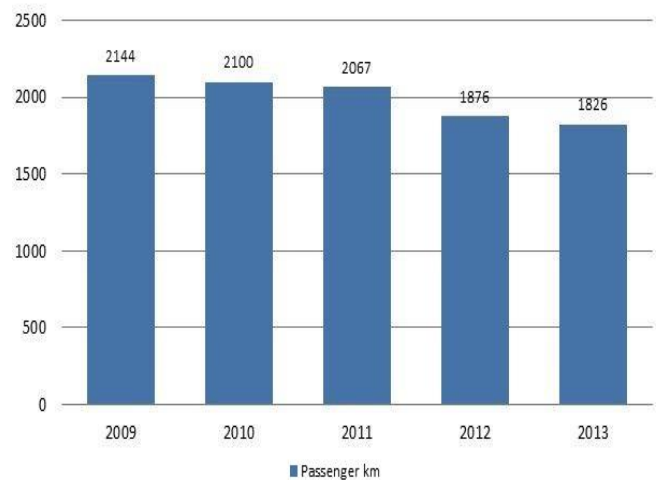


## Traffic Data<sup>12</sup>

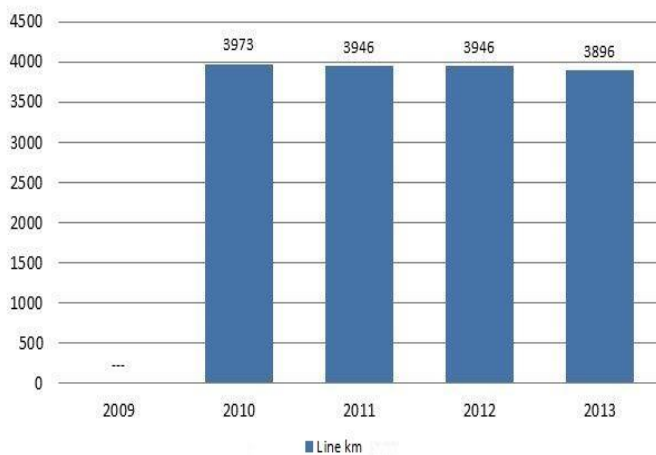
Number of train kilometers (millions)



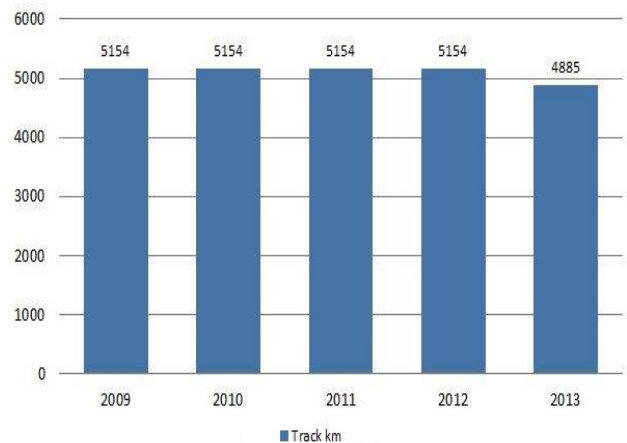
Number of passenger kilometers (millions)



Number of line kilometres



Number of track kilometres



<sup>12</sup> "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 direction shall be used. Only the distance on the national territory of the reporting country shall be taken into account. (definitions of Directive 2014/88/EC amending Directive 2004/49/EC);

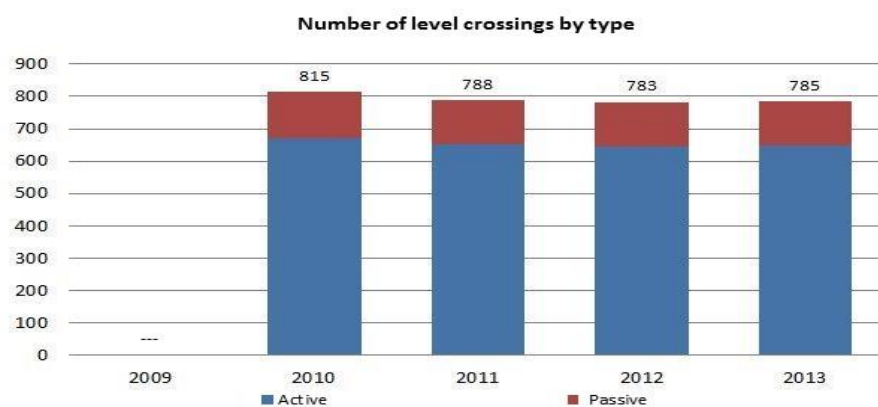
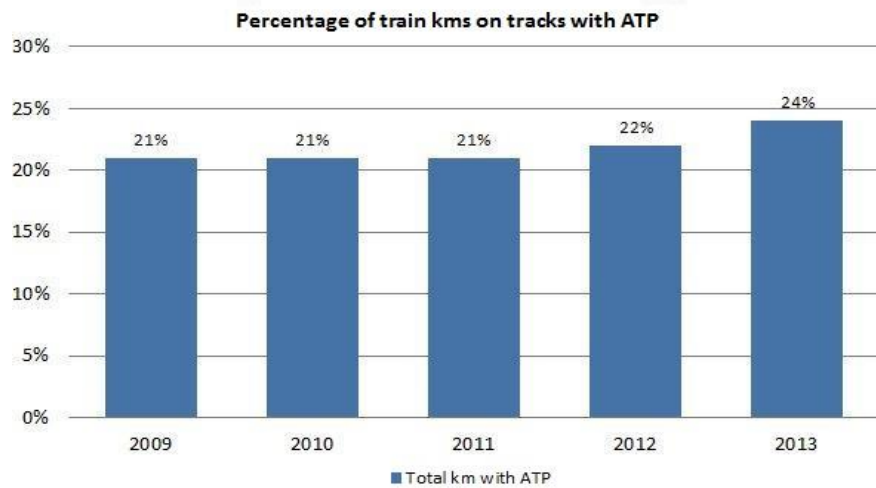
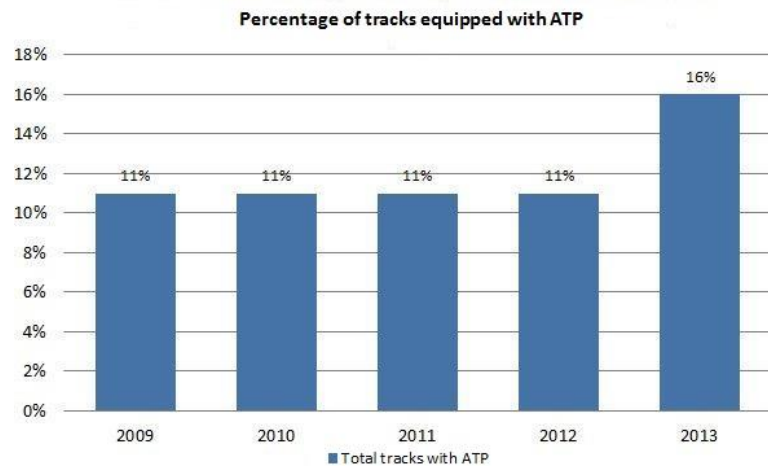
"passenger-km" means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account.

\* "line km" means the length measured in kilometres of the railway network in Member States, whose scope is laid down in Article 2. For multiple-track railway lines, only the distance between origin and direction is to be counted.

\*\* "track km" means the length measured in kilometres of the railway network in Member States, whose scope is laid down in Article 2. Each track of a multiple-track railway line is to be counted." 10.7.2014 r. L 201/17 Official Journal of the European Union.

--- symbol showing lack of data for the respective year

## Data related to the technical safety of infrastructure<sup>13</sup>



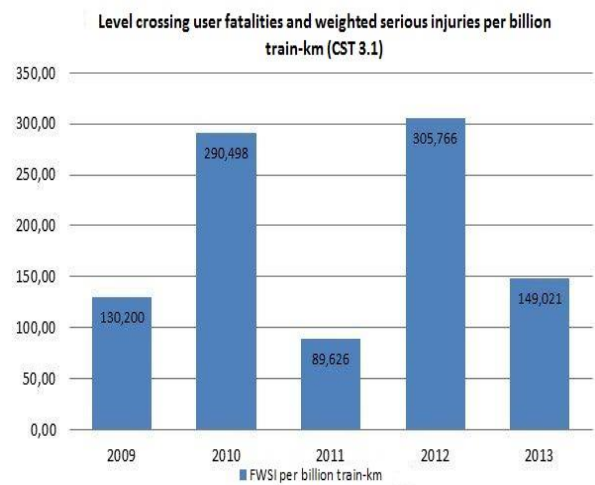
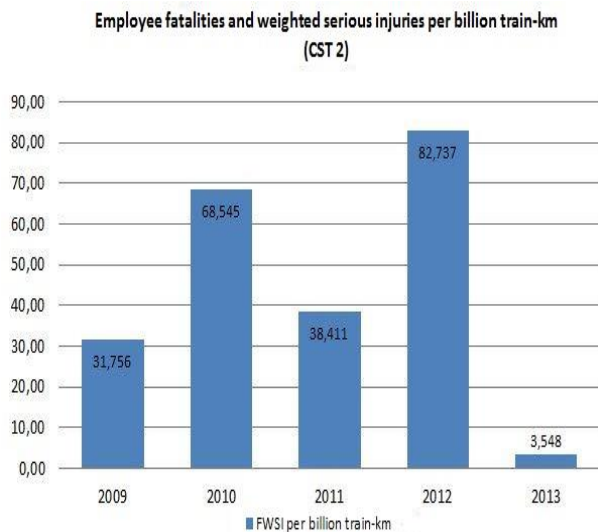
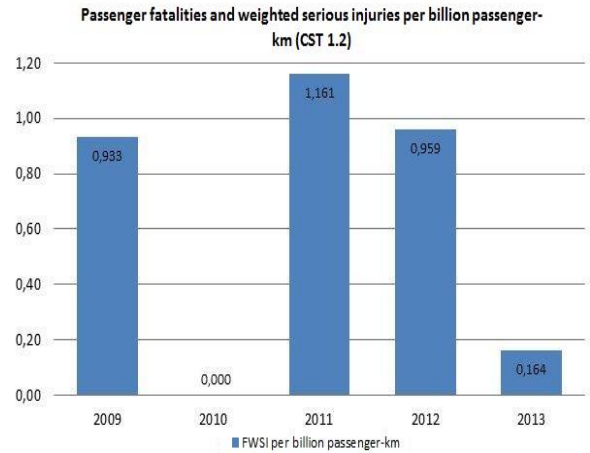
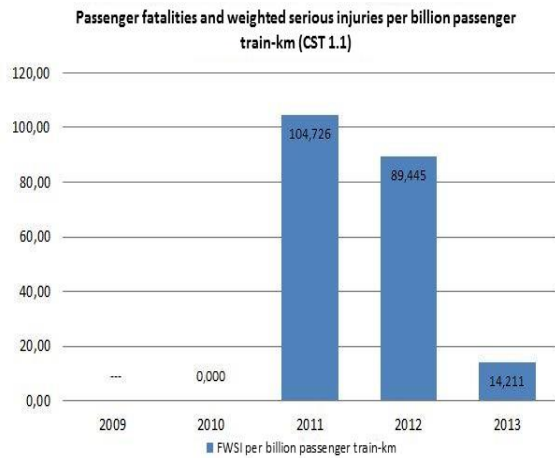
<sup>13</sup> "Automatic Train protection (ATP)" is a system, which requires compliance with signals and speed limits through supervision of the speed limits, including automatic braking on signal submitted for this;

"level crossing" means any level intersection between a road or passage and a railway, as recognised by the infrastructure manager and open to public or private users. Passages between platforms within stations were excluded, as well as passages over tracks for the sole use of employees. (definitions of Directive 2004/49/EC);

--- symbol showing lack of data for the respective year



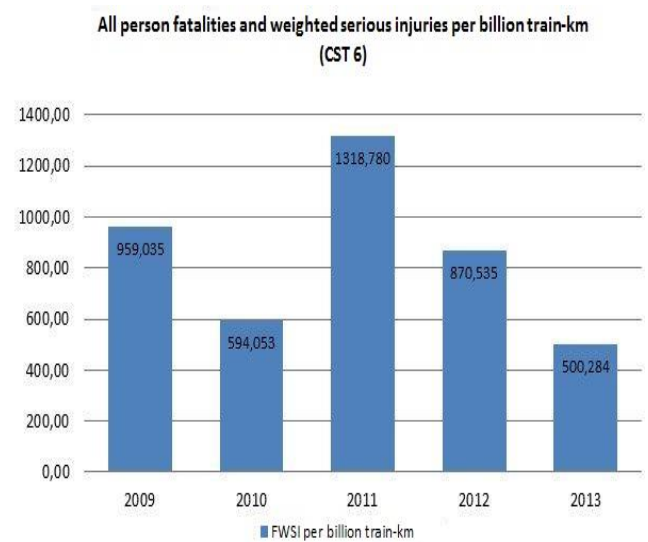
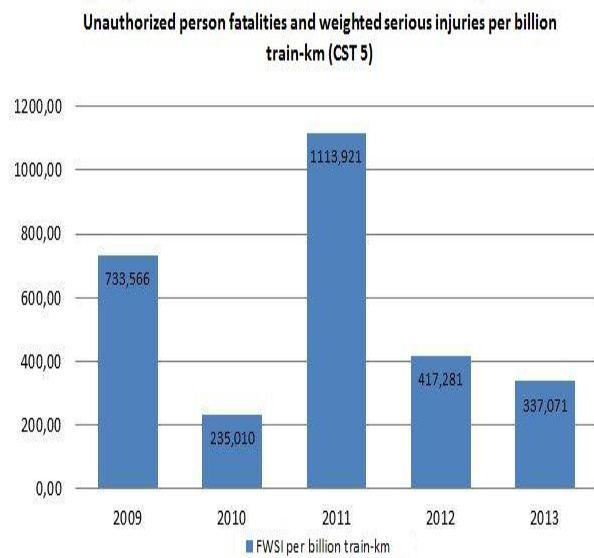
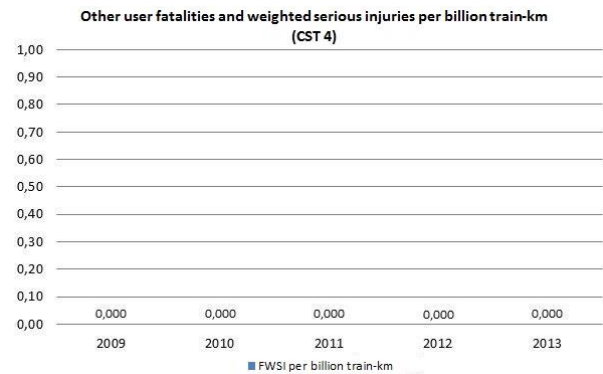
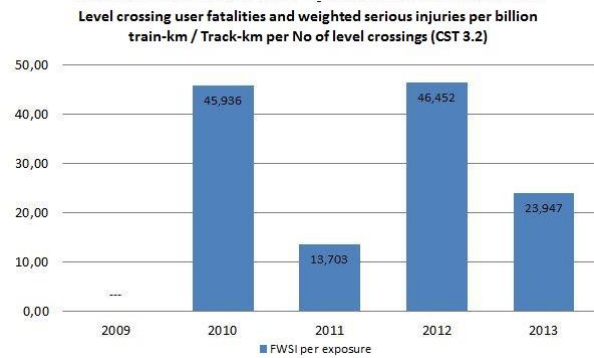
## Data on fatalities and weighted serious injury (FWSI<sup>14</sup>) for various categories of persons



<sup>14</sup> '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 (art.2) (d) of Decision 2009/460/EC)

--- symbol showing lack of data for the respective year

## Data on fatalities and weighted serious injury (FWSI) for various categories of persons



**ANNEX B – CHANGES IN LEGISLATION**  
**(Annex to section "F" of this report)**

**Table 1.**

*Status of the transposition of the amendments  
to the Directive 2004/49/EC at the end of 2013.*  
*(Annex to **Section F. 1)**)*



<b>Amendments of Directive 2004/49/EC</b>	<b>Transposed (Yes/No)</b>	<b>Legal references</b>	<b>Date of entry into force</b>
Directive 2008/57/EC	Yes	Ordinance No. 57 of 09.06.2004 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system within the European Union, Chapter V, Section IV "Authorisation for placing into service of a vehicle"	26.10.2010
Directive 2008/110/EC	Yes	Ordinance No. 59 dated 05.12.2006 on safety management in railway transport;	28.12.2010 r.
Directive 2009/149/EC	Yes	Ordinance No. 59 dated 05.12.2006 on safety management in railway transport; Annex 1	22.06.2010 r.

**Table 2.**

*Legislative and regulatory changes, entered into force before 2013. (Annex to **Section F. 2** of this report)*

Legislation and regulation	Legal references	Date of entry into force	Description of the change	Reasons for the change
Concerning the NSA	Ordinance No. 59 dated 05.12.2006 on safety management in railway transport;	SG, No. 47 of 28.05.2013, in force as of 07.06.2013.	The changes introduce texts related to the organization and the performance of supervision activities of the national safety authorities, pursuant to Art. 16 (2) (e) of Directive 2004/49/EC and Regulation (EC) No 1077/2012.	National measures have been introduced for the implementation of Regulation (EC) No 1077/2012 of 16 November 2012 on a common safety method for supervision by national safety authorities after issuing a safety certificate or safety authorisation.
Concerning the NSA	Ordinance No. 56 of 02.14.2003 for the requirements, the conditions and procedure for the training of the candidates for the acquisition of competence required by the personnel responsible for the safety of transportation by railway transport	SG, No. 3 of 11.01.2013 ;  The changes in Art. 51 (2) of Ordinance No. 56 on training institutions pursuant to Art. 8 (1) are in effect as of 1.07.2013 .	Art. 19 and Art. 26 of Ordinance No. 56 are amended, as two new paragraphs are added to them. The changes concern RAEA as NSA and the responsibilities for the maintenance of two new information databases - one of the certificates of qualifications, and the other of the issued certificates of the persons that have successfully passed an examination pursuant to Art. 5, 6 and 7 of the Ordinance.	Update of the Ordinance.
Concerning NoBos, DeBos, Assessment bodies, third parties of registration, examination, etc.	Ordinance No. 57 of 09.06.2004 on the essential requirements towards the railway infrastructure and rolling stock for provision of the necessary parameters for interoperability of the national railway system with the railway system within the European Union	SG, No. 3 of 2013 and SG No. 71 of 2013, in force from 13.08.2013.	SG No. 3 publishes only amendments in Art. 56c of Ordinance 57, making some concessions for the submission of the applicants' documents in their application for authorization for the assessment of conformity of a subsystem.  The more significant changes, published in SG No 71, are the following: ➤ In connection with Directive 2013/9/EC, "accessibility" is added in Art. 8 (2), as a new essential requirement to the constituent elements of interoperability; ➤ Provisions facilitating the evaluation of the constituent elements of interoperability of NoBos, DeBos and AsBos are introduced (new Art. 30A and Art. 31 (3) are created; Art. 22 and Art. 44c are amended, Art. (7) is repealed; ➤ Provisions are added to Art. 44a, specifying the authorization for the placing into service of new structural subsystems from the railway system or parts thereof, including the conduct of test operation by the applicant;	The changes made introduce the requirements of Directive 2013/9/EC for the amendment of Annex III to Directive 2008/57/EC. The draft also reflects the observations of the EC in a revision of the transposition of Directive 2008/57/EC.  Texts to the content of the technical file and the risk assessment report are clarified pursuant to the requirements of Art. 6 (3) of Directive 2004/49/EC and Regulation (EC) No 352/2009.

			<p>➤ In Art. 52, setting the requirements to the content of the technical dossier, which the assessment body is required to prepare before the placing into service of a structural subsystem. In Art. 52, para. 1, item 7, a text from 2010 is clarified, in which it is specified that the technical file shall contain a risk assessment report, pursuant to the requirements of Art. 6 (3) of Directive 2004/49/EC and Regulation (EC) No 352/2009.</p>	
Concerning the RU/IM/ECM	Ordinance № 59 dated 05.12.2006 on safety management in railway transport;	SG No. 47 of 28.05.2013, in force as of 07.06.2013.	<p>The changes introduce texts related to:</p> <ol style="list-style-type: none"> <li>1. The organization and monitoring of the railway undertakings and managers of railway infrastructure, receiving a safety certificate or safety authorisation and by entities in charge of maintenance in compliance with the requirements of Regulation (EC) No 1078/2012.</li> <li>2. Legal definitions are introduced pursuant to Art. 2 of Regulation (EC) No 1078/2012.</li> </ol>	National measures are introduced for the implementation of Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorisation and by entities in charge of maintenance.
Application of other requirements of the EU (related to railway safety)	Ordinance No 41 of 27.06.2001 for access and use of railway infrastructure	SG No. 110 of 21.12.2013;	<p>A new Art. 12a is set up, by which measures for the implementation of Regulation (EC) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight (Regulation (EC) No 913/2010) are adopted at the national level, as it allows the application for capacity for freight railway corridor 7 to be made by "approved candidates" within the meaning of Art. 15 of the Regulation.</p> <p>In the additional provision, a new Art. 7a is created, which introduces the concept of "approved candidate", in compliance with Art. 15 of Regulation (EC) No 913/2010, which indicates that these are shippers, freight forwarders and combined transport operators.</p>	<p>The national legislation transposes requirements of Regulation (EC) No 913/2010 of the European Parliament and of the Council of September 22, 2010 concerning a European rail network for competitive freight.</p> <p>Texts are added, on the basis of which the Bulgarian "shippers, freight forwarders and combined transport operators" may apply for the capacity defined for the railway corridor for competitive freight 7, as far as it relates to international transport. For this change, the fact is taken into account that Directive 2012/34/EC of the European Parliament and of the Council for the creation of single European railway area contains the definition of "applicant" of capacity, which shall be entered in national law by 16.06.2015. Pursuant to Art. 3, item 19 of the Directive, the "applicant" means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No. 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity; In this sense, with the proposed amendments to Regulation No. 41 a partial transposition of the Directive into national legislation is achieved.</p>

	Ordinance No. 46 of November 30, 2001 for the transport of dangerous goods by rail	Publ. and amended, SG No. 44 of 17.05.2013;	The change affects the final provisions of Regulation No. 46.	The national legislation transposes some requirements of Directive 2012/45/EC on the adaptation for the second time in compliance with scientific and technical progress of the Annexes to Directive No 2008/68/EC on the inland transport of dangerous goods.
	Ordinance No. 48 of 28.12.2001 for the transport of specific cargo, bulk cargo and goods requiring special packaging.	Publ. and amended, SG No. 83 of 24.09.2013;	<p>Necessity to update Ordinance No 48 after the implemented radical changes in the functioning of the railway transport in Bulgaria after the country's accession to the EU.</p> <p>Update of the Ordinance after the changes made in the recent years in a number of important national regulations (laws and regulations).</p>	<p>In the twelve-year period of implementation of Regulation No. 48 many changes were made in a number of laws and regulations, such as: The Veterinary Activities Act, the Foods Act, Ordinance No. 5 of 25.05.2006 on the food hygiene, Ordinance No. 26 of 28.02.2006 on the conditions for protection and welfare of animals during transport, which transpose Directive 91/628/EC on the protection of animals during transport and provide measures at the national level for the implementation of Regulation (EC) (EC) No 852/2004 on the hygiene of foodstuffs, Regulation (EC) No 1831/2003 laying down the requirements for feed hygiene, Regulation No 338/97 on the protection of the species of wild fauna and flora by regulating trade therein and Regulation (EC) No 101/2012 on the protection of the species of wild fauna and flora by regulating trade therein.</p> <p>The changes in the above regulations necessitated the update of Ordinance No 48. In addition, after the accession of Bulgaria to the EU, there have been radical changes in the functioning of the railway transport, which also had to be regulated in the ordinance.</p>