## R E P U B L I C O F B U L G A R I A

MINISTRY OF TRANSPORT



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REPUBLIC OF BULGARIA

MINISTRY OF TRANSPORT

Directorate for Aircraft, Maritime and Railway Accident Investigation

 **ANNUAL REPORT**

 **2007**

**1. Common Railway Overview**

The territory of Bulgaria is traversed by five European transport corridors – IV, VII, VIII, IX and X.

The priority axis for the development of the railway infrastructure are the corridors that pass over the territory of The Republic of Bulgaria, continue the corridors of The Trans - European Transport Network and connect Republic of Bulgaria with the neighbor countries and regions. These directions are as follows:

* Vidin – Sofia – Kulata – part of European transport corridor IV;
* European transport corridor VII – the railway connections of Danube river;
* European transport corridor IX – branch С, connecting Belgrade – Nish – Sofia and continuing over the layout of the European transport corridor IV – Plovdiv – Svilengrad – Istanbul (TRACECA);
* European transport corridor VIII: Durres – Tirana – Skokie – Sofia – Plovdiv – Bourgas/ Varna;
* Maritime highways: the connections via the ports of Varna and Bourgas with the ports and the railway networks of Ukraine, Russia, Georgia and Turkey.

European corridor which is not covered by the main permanent ways is the transport corridor IX: Bucarest – Russe – Dimitrovgrad - Alexandropoulos.

The supplementary connections of TINA are::

* The railway connection Mezdra – Pleven – Gorna Oriahovitza;
* The railway connection Russe – Kaspichan – Sindel;

The border railway transitions in the railway network are:

* Towards Turkey via border transition Svilengrad - Kapakule,
* Towards Greece via Svilengrad – Dikea and Kulata - Promahon,
* Towards Serbia and Monte Negro via border transition Dragoman – Dimitrovgrad,
* Towards Romania via the Danube bridge at Russe – Giurgevo and via the land transition Kardam – Negro Voda.

The Varna Ferry Complex assures the possibility to transport carriages over the Black Sea to the railway networks of The Black Sea Basin countries. There is not a railway connection with Macedonia to Gueshevo (corridor VIII) despite the construction of the Bulgarian part of road is finished.

The Bulgarian State Railways is founded in 1888 and is one of the most ancient in Europe. From the beginning of 2002 in accordance with the requirements of Directives 91/440, 95/18 and 95/19 and the following 2001/12, 2001/13 and 2001/14 is accomplished a reconstruction and liberalization of the railway sector. The recent National Company “Bulgarian State Railways” is divided in two separate companies from 01 of January 2002 by The Railway Transport Law – The “Bulgarian State Railways” which is a railway carrier and The National Company “Railway Infrastructure” – a railway infrastructure manager. In progress with The European Law, The Bulgarian Railway Transport Law was amended in the aim to meet the requirements of Directives of The European Union from the second railway package 2004/49, 2004/50 and 2004/51.

**2. Railway structure**

The activities and relations between the acting parties in the railway transport are structerd in accordance with the requirements of The European Law – first and second package.

The functions of a regulatory and controlling authority are accomplished by The Executive Agency “Railway Administration”.

The National Safety Authority in the railway transport is The Executive Agency “Railway Administration”.

During the second half-year of 2006 is created a National Independent Investigation Authority, named Railway Accident and Incident Investigation Unit (RAIIU) in The Ministry of Transport.

The railway infrastructure of Republic of Bulgaria is a state property and is managed and governed by The National Company “Railway Infrastructure”.

The licensed railway carriers are “Bulgarian State Railways”, “Bulgarian Railway Company” and “Bulmarket – DM”. The national carrier – “Bulgarian State Railways” is the only one licensed for the transport of passengers and is a state property. “Bulgarian Railway Company” and “Bulmarket – DM” are private carriers. All the three carriers are holders of licenses for cargo transportation.

**Parameters and lengths of the railway directions**

|  |  |
| --- | --- |
| **Parameter/Installation** | **Value (km)** |
| Single normal track-gauge railway directions (1 435 mm) | 3048 km |
| Double normal track-gauge railway directions (2 х 973 km) | 1946 km |
| Current length of normal track-gauge railway directions  | 4994 km |
| Single current narrow-road railway directions (760 mm) | 125 km |
| **Total length of current railway directions (1435 мм и 760 мм)** | **5119 km** |
| Station normal track-gauge lines  | 1792 km |
| Station narrow-road lines | 19 km |
| Station wide track-gauge lines (1520 mm) | 30 km |
| Railway stations | 355 pcs |
| Division posts | 15 pcs |
| Railway stops | 342 pcs |
| Railway crossings | 820 pcs |
| Railway subways on the normal track-gauge directions(total length 44 500 m) | 147 pcs |
| Railway subways on the narrow-road railway directions (760 mm) | 41 pcs |
| Railway bridges (total length 26 400 m) | 1018 pcs |
| Railway points | over 8000 pcs |

The approximate age of the carriages and engines possessed by the biggest Bulgarian carrier “Bulgarian State Railways” is over 25 years excluding the carriges recycled under the Recovery

Programme, financed by International and European Bank for Reconstruction and Development and the modernized electrical engines. The motor carriage trains, serving the suburban directions are supplied between 1970 – 1978. In 2006 started the supply of 15 diesel motor carriage trains “Desiro – classic”, produced by Siemens.

The age composition analysis of the carriage railway stock found serious aging – 69 % of the current carriages are produced over than 20 years ago. This age is utmost for the the technical amortization of the carriages. The truck railway stock is also very old.

**Age compositionof the railway stock possessed by “Bulgarian State Railways”**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Type of mobility | Up to 5 years yyeayeyears |  5-10years ears – 10 5-10 г. |  10-20 years |  20-30 years | 30-40 years |
| number | % | number | % | number | % | number | % | number | % |
| Engines |  6 | 1.0% |  20 | 3.3% |  76 | 12.6% |  321 | 53.3% |  179 | 29.7% |
| Motor carriage trains  |  0 | 0.0% |  0 | 0.0% |  6 |  8.1% |  35 | 47.3% |  33 | 44.6% |
| Carriages  |  2 | 0.1% |  50 | 3.4% |  332 | 22.9% |  386 | 26.6% |  682 | 47.0% |
| Trucks |  0 | 0.0% |  149 | 0.7% | 8,607 | 41.7% | 9,344 | 45.3% | 2,522 | 12.2% |

**3. Synopsis**

In the aim to guarantee the safety of transportation and technical operation in the railway transport, during the reconstruction period of the sector, in 2002 the technical procedures and safety regulations were regulated by the appropriate regulations, published by the Minister of transport, in harmonization with the corresponding European Union Directives.

As a result of this measure, the reform was accomplished and the sector operates regularly at market conditions.

**4. Safety Directive 2004/49/EC**

At the end of 2006 Directive 2004/49/EC concerning the safety of the railway transport is transposed at the national legislation of The Republic of Bulgaria through the Railway Transport Law and the appropriate regulations, published in The Official Journal of Republic of Bulgaria. The requirements of Directive 2004/49/EC are introduced by Safety Management Regulation, issued by The Minister of Transport.

The transposition of Directive 2004/49/EC assures the development and elaboration of the railway transport safety and facilitates the access to the railway services market at national and European level.

The Railway Transport Law from 2006 lays down the status of a National Independent Investigation Authority and a National Safety Authority as well as the general frame safety requirements for the railway transport.

The national safety regulations are stated, effected and used on a clear and undiscriminatory method and require systematic method on realization of measures and encourage the development of the railway transport system in accordance with the European requirements.

The safe operation of the railway system and the control over the risks involved are responsibility of the railway infrastructure manager, the railway carriers and the supplying organizations and bind them to introduce the necessary measures by mutual cooperation, to respect the national safety requirements and regulations and to create the appropriate Safety Management Systems in accordance with Safety Directive 2004/49/EC.

The compliance with the requirements of the Technical Systems for Operational Compatibility (TSOC) and the national safety regulations are certified by introductory procedures of safe operation, including certification of compliance with the safety standards on behalf of the national safety authority – The Executive Agency “Railway Administration”.

The conditions necessary for the accomplishment of further changes in national safety regulations in accordance with the Community general safety methods and its amendments, are created.

The infrastructure manager and the railway carriers are obliged to present annually until the 30th of June an Annual Safety Report for the previous year to The National Independent Investigation Authority. The contents of the report are based exclusively on Directive 2004/49/EC.

In The Ministry of Transport of The Republic of Bulgaria is created a Railway Accident and Incident Investigation Unit, which is a National Independent Investigation Authority. The activities and functions of the Investigation Authority compile with article 19 of Directive 2004/49/EC. The dimension of the investigations and the investigation procedure are determined by the Investigation Authority following the principles and aims, stated in article 20 and article 22 of Directive 2004/49/EC.

The contents of the reports for the performed technical investigation of accidents and incidents meet the requirements of Annex V of The Safety Directive 2004/49/EC.

On 1st of August 2008 in accordance with Enactment № 185/28.07.2008 of The Council of Ministers of Republic of Bulgaria was initiated a structural reorganization and The National Independent Aircraft, Maritime and Railway Investigation Authorities were united in Directorate for Aircraft, Maritime and Railway Accident Investigation in The Ministry of Transport.

5**. Activities accomplished by Railway Accident and Incident Investigation Unit – National Independent Investigation Authority for 2007**

At the end of 2006 in the aim to overcome the difficulties during the investigation process, The National Safety Authority and The National Independent Investigation Authority in The Ministry of Transport initiated in collaboration with The Ministry of Internal Affairs the development of Regulation № H-32/19.09.2007 for the coordination of the activities and share of information during the process of railway accident and incident investigation. The coordination affects the appropriate authorities from The Ministry of Transport performing the technical investigation and the appropriate authorities from The Ministry of Internal Affairs performing the judicial investigation of railway accidents. The draft of the Regulation was developed during 2007, was published in The Official Journal of Republic of Bulgaria № 79 on 2nd of November 2007 and came into effect on 3rd of November 2007.

The Regulation № H-32/19.09.2007 states the coordination of the following activities:

1. The rules for informing the investigation authorities of The Ministry of Transport, the investigation authorities of The Ministry of Internal Affairs, the officials of the railway infrastructure and the carriers;

2. The rules for operation and cooperation between the investigation authorities of The Ministry of Transport, the investigation authorities of The Ministry of Internal Affairs, the officials of the railway infrastructure and the carriers;

3. Rules for operation and cooperation in case of railway accidents involving persons that are ran over;

4. Share of information between the investigation authorities.

In August 2007, in accordance with article 115, paragraph 4 of The Railway Transport Law, The Railway Accident and Incident Investigation Unit started the elaboration of a draft for “Regulation for the conditions and rules of the technical investigations performed by The Railway Accident and Incident Investigation Unit” with the aim to regulate in details the responsibilities and functions of The Railway Accident and Incident Investigation Unit, the members of The Investigation Commissions, organized and governmed by The Railway Accident and Incident Investigation Unit.

In May 2007 The Railway Accident and Incident Investigation Unit is registered on The Ministry of Transport web page in the aim to assure publicity and accessibility to the results of the technical investigations performed.

 In September 2007 in accordance with article 23, paragraph 3 of Directive 2004/49/EC was prepared and sent an Annual Report to The European Railway Agency.

In April and October 2007 in the aim to assure a preventive and methodical assistance and with the scope to make a study of the Regional Railway Inspections activities, which are subordinate to The Major Directorate “Railway Inspection” and to The Executive Agency “Railway Administration”, the inspectors from The Railway Accident and Incident Investigation Unit participated in mutual inspections in 27 sections of the railway transport.

In 2007 are not realized accidents involving train collisions.

In 2007 are realized 7 occurrences involving train derailment with total damages of 103600 BGN (51800 EUR).The most serious accident is the derailment of a carriage from a railway composition № 30604 on 8th of August 2007 between the railway stations Mirkovo – Dolno Kamartsi with total damages of 62800 BGN (31400 EUR). Two other occurrences are with total damages of respectively 2100 BGN (1050 EUR) and 980 BGN (490 EUR). The other not too serious occurrences are with damages of approximately 500 BGN (250 EUR). The year 2007 was very successful from point of view safety.

Referring to the above-mentioned occurrences, the accidents that are classified as train derailments are with small damages and consequences. That is the reason; these occurrences were not investigated by The Railway Accident and Incident Investigation Unit in accordance with article 3, paragraph l and paragraph m of Directive 2004/49/EC. In The Railway Accident and Incident Investigation Unit are employed three inspectors. In 2007 they made efforts to organize and regulate its activities by the appropriate regulations.

**6. Preliminary information**

On 28th of February 2008, about 23.20 p.m., in the night train Sofia – Kardam ignited a fire as a result of which two carriages were completely burned out – one couchette and one sleeper. In this serious railway accident 9 persons died and 10 persons were intoxicated. A medical assistance was given to the sufferers. The technical investigation of this accident is conducted at the moment by The Railway Accident and Incident Investigation Unit and is not yet concluded.

**With respect,**

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