REPUBLIC OF BULGARIA

ANNUAL REPORT

2007

RAILWAY ADMINISTRATION EXECUTIVE AGENCY

NSA

A1.Scope of the Report

The present report covers the state of the railway sector in Republic of Bulgaria and the development of safety for 2007. It compares the database from the beginning of 2006, the period under review. Parallel with the general information about railway transport, the report traces the changes that have happened during the last year and their effect on safety.

The Narional Safety Authority (NSA) covers the railway system of Republic of Bulgaria which comprises the activities of the infrastructure manager, the railway undertakings and the activities, related to the railway safety operation of enterprises with their own internal railway transport and/or procurement entities, specialized for maintenance and repairs.

Priority axes for the railway infrastructure development are the transport corridors that cross Bulgaria, namely the extension of the corridors of the Trans-European transport network and its connection with the neighboring countries and regions.

The border railway passages in the railway network of Republic of Bulgaria are as follows:

- ✓ to the direction of Turkey through frontier passage Svilengrad – Kapikule;
- ✓ to the direction of Greece through Kulata – Promahon and Svilengrad - Dikea;
- ✓ to the direction of Serbia through border passage Dragoman – Dimitrovgrad (Serbia);
- ✓ to the direction of Romania through the bridge over the river Danube at Ruse-Giurgevo and along the land passage Kardam-Negru voda.

The ferryboat complex Varna – Ilichovsk (Ukraine) / Potty (Georgia) ensures the possiblity to transport railway wagons through the Black Sea towards the Railway networks of OND countries and Asia.

The purpose of the Report is to display the safety status and to help the development of the Safety Management Systems of Railway Infrastructure Managers and Railway Understakings in compliance with the lastest European requirements.

B. Introductory Section

1. Introduction to the report

The report comprises all companies and undertakings of the Republic of Bulgaria participating in the railway sector (infrastructure managers, railway undertakings, procurement entities, specialized enterprises for maintenance and repairs) and every railway company and enterprise from the European Union, which act or intend to participate somehow in the railway network of Republic of Bulgaria.

The National Safety Authority for Republic of Bulgaria is Railway Administration Executive Agency,concerted in article 6, paragraph 3 from the Railway Transport Law. Railway Administration Executive Agency is settled in Sofia with regional territories in Sofia, Plovdiv and Gorna Oriyahovitsa.
Railway Administration Executive Agency fulfil the coordination and the control for the railway transport in Republic of Bulgaria.

2. Railway Structure

Bulgarian State Railway was established in 1888 and is one of the oldest railways in Europe. At the beginning of 2002, in conformity with the requirements of Directives 91/440, 95/18 and 95/19 as well as the following 2001/12 and 2001/13 and 2001/14, a process of restructuring and liberalization of the Bulgarian railway sector began. With the Railway Transport Act, the National Company "Bulgarian State Railways" that existed at that time was divided into two companies – BDZ EAD, which is a railway undertaking and National Company "Railway Infrastructure", which is the present national railway infrastructure manager. Together with the development of the accquis communitaire, few additions and amendments to the Railway Transport Act have been made regarding the harmonization with the second railway package's Directives 2004/49, 2004/50 and 2004/51.

The activities and interfaces between the railway transport actors are structured in conformity with the requirements of the European legislation.

The functions of a Regulatory body are performed by Railway Administration Executive Agency according article 6, paragraph 2 from the Railway Transport Law.

The railway infrastructure of the Republic of Bulgaria is state property and is kept and managed by National Company „Railway Infrastructure" (NRIC) or by traders, under concession and under the conditions of the Concession Law.

This organization started its activity in 2002 and succeeded National Company "Bulgarian State Railways".

The Railway undertakings, running on the railway insfrastructure, licensed to perform this activity are „BDZ" EAD, „Bulmarket-DM" Ltd. and „Bulgarian Railway Company" AD. The national railway undertaking „BDZ" EAD is the only licensed company for passenger transport and is ownership of the state. The other two, „Bulmarket-DM" Ltd. and „Bulgarian Railway Company" AD, are private undertakings. All three carriers are owners of full license for freight carriage.

The railway network map and the list of the railway undertakings and the national infrastructure manager are presented in ***Annex A***

3. Summary – General Trend Analysis (developing trends for railway safety, certification, etc.)

In 2007 with authorization № BG – 02 – CCS – S from 17th December 2007, issued from the executive director of Railway Administration Executive Agency, the system, so called „Rail centralization with computer management system and visualization" type „ЕЦ–М–МКВ" in station Damiyanitsa, located on railway track Sofia – Blagoevgrad – Kulata – Tsseloniki (Greece) was put into service. It was done by request of National Company Railway Infrastructure being a partner in BG-GR 2003/005-630-01 project named „Modernization of signalling and telecomunication equipment for railway track „Blagoevgrad - Kulata", financed by PHARE Programme „ФАР ТГС". During the same year by Authorization № BG–01–CCS–S, the operation of „ДИСИМ-ПАБ" regarding semiauthomatic interlocking through optic cable in all areas with semiauthomatic interlocking for setting in order the operations of the trains from the railway infrastructure manager in Republic of Bulgaria was put into service.

For assuring interoperability and for increasing the safety for operation of the trains and the traffic management, and in relation with Directive 96/48/EC amended by Directive 2004/50/EC and TSIs, the Minister of Transport issued an order for establishing a working group which had to elaborate The National Plan for implementation of ERTMS / ETCS and GSM R into the railway system of Republic of Bulgaria. This Plan was sent to the European

Commission with a copy to the European Railway Agency on 28th September 2007 due to the defined deadline.
For the development of The National Plan for the implementation of the system ERTMS / ETCS a detailed analysis for the railway infrastructute status and the railway transport market was done. There were 19 (nineteen) areas defined for the implementation. On the base of developed methodologies a financial and economical analysis was done involving the costs and the benefits from the implementation of ERTMS / ETCS level 1 and level 2 (SBA), a prognosis of the traffic and the capacity on those sections was established, as well as SWOT analysis. The main parametres, written down in the National Plan for the implementation of that system are defining the time horizon; improving the capacity afterwards the chosen variety of ERTMS / ETCS; avarage increasing of the traffic in percentage per year; results of the analysis costs – benefits and the required investments. It is foreseen construction of ERTMS / ETCS level 2 into most of the chosen sections, with the exception of those, which are already involved in projects.

4. Safety Directive 2004/49 – Stage of Implementation, national basis of implementation, fulfillment of voluntary elements; applicable national legislation;
Directive 2004/49 concerning the safety of railway sector is implemented into the national legislation of Republic of Bulgaria through the Railway Transport Act and the ordinances ensuing from it. They have been published in the Official Journal of Republic of Bulgaria. The requirements of the Safety Directive are introduced mainly by Ordinance 59 for safety management, issued by the Minister of Transport.

The implementation of Directive 2004/49 made provisions for the development and the improvement of railway safety and ensured conditions for improved access to the railway service market not only on the railway network of the Republic of Bulgaria but also on European level.

The Railway Transport Act defines the status of the Nationa Investigation Body and of the National Safety Authority and the general (frame) safety requirements. The Ordinance on safety management regulates:

1. the common principles for railway safety management, regulation and control;
2. the scope of the involved activities in Safety Management Systems (SMS);
3. the requirements for the applicants, the conditions and the order for issuing safety certificate;
4. the responsibilities between all players in the traffic operation process;
5. the common safety targets (CST), the rules, the criteria, the methods, the indexes, the procedure and the safety assessments;
6. the national safety rules and the requirements for the SMS;
7. the categorization of railway accidents and incidents;
8. the order for investigating the railway accidents and incidents, the given rights and the obligations during the investigation;

The legal regulation of safety excludes:
a) metros and trams;
b) privately owned railway infrastructure that exist solely for use by the infrastructure owner for its own freight operations;

The National Safety Rules are formulated, implemented and applied in an open and nondiscriminatory way. They impose a systematic approach towards implementation of the

measures and encourage the development of the railway transport system in compliance with the European requirements.

The infrastructure manager, the railway undertakings, and the procurement entities take responsibility of the safe exploitation of the railway system and of the control of the risks related to it. This obliges them to introduce the necessary measures for risk control, if possible in cooperation, to implement the national safety rules and safety norms and to establish safety management systems in conformity with the Safety Directive.

The compliance with the requirements of TSIs and with the national safety rules is verified through the procedures for safety traffic operation, which includes verification of the compliance with the safety standards by an independent assessing body.

For the purposes of assessment of the safety indicators and of monitoring the development of safety, the NSA collects and summarizes information about common safety indicators (CSI).
A permanent check of the compliance with the requirements of the safety certificates and licenses of railway undertakings in respect with safety is legally determined as control is exclusively directed towards the restrictive conditions.

There are conditions for implementation of future amendments in the national safety rules in compliance with the newly adopted Common Safety Methods and their revisions on Community level.
The requirements for obtaining a safety certificate or safety authorization are fully compliant with the requirements of Article 10 from the Safety Directive.
The requirements include the implementation of TSIs and national safety rules, staff certificates and authorization for traffic operation of the rolling stock. The certificate is based on a Technical Dossier, presented by the railway undertaking, outlined in Annex IV of the Safety Directive, and is issued by the NSA in compliance with §2.

The legislation provides a transition period for the IM and the RUs to submit their documentation for issue of safety certificates and it also describes the requirements and procedures for full acceptance or acknowledgement of a certificate, issued by a member-state, renewal, revision and the cases of partial or full revocation of the safety authorization or the safety certificate.

In 2007 no safety certificates are issued to the IM and the RUs.

The staff engaged in responsible functions related to safety transportation is trained in specialized educational institutions and training centres, which are licensed according the Bulgarian legislation and work in close cooperation with the NSA.

The qualification and the legal capacity of the hired railway staff is verified by a document for legal capacity and qualification, issued by NSA, according article 7, paragraph 1, item 4 from the Railway Transport Act.

The task and the sofware for the Electronic Register „Rolling Stock" have been developed, and was installed in December 2007 on the Railway Administration Executive Agency server.

C.Organisation

1. Introduction to the organization

The activity, the structure, the organization chart and the perssonel of Railway Administraion Executive Agency is defined by Organization Rules, accepted by the Council of Ministers of Republic of Bulagria. The perssonel of the Agency is 45 civil servants.
The Agency is managed and represented by the Executive Director, appointed by the Minister of Transport in coordination with the Prime Minister. The Executive Director is a body of the executive power.
The administrative management of the Agency is performed by a Chief Secretary, appointed by the Executive Director.
The Agency is managed by general administration and specialized administration as regards:
Directorate „Railway Transport" within 14 perssonel – regulatory functions;
General Directorate „Railway Inspectorate" 25 perssonel – safety functions;
Directorate „Administrative, legal and financial-economy services" within 4 perssonel.

The Organizational flow of the Agency is presented in **Annex B1**.
Organizational flow - the relationship diagram between the NSAs and other national bodies (e.g. National Investigation Body, National Regulatory Body, Ministry of Transport, etc.) are presented in **Annex B2.**

D. Development of Railway Safety

1. Initiatives taken to maintain/enhance safety

During the accounted period of time there are no events (accidents and incidents), rising the need of additional safety measures.
During the fulfilment of its activities, the NSA received help from the expert team bt Twinning-light project BG/2005/IB/TR/02/UE/TwL „Railway Safety and Interopearbility: Practical realization of the Legislation", financed by PHARE Programme.

2. Detailed data trend analysis
Analysis of the trends related to all categories of CSIs

- Number of accidents;
- Number of fatalities;
- Number of injures;
- Number of precursors to accidents;
- Cost of all accidents, hours worked on safety.

Technical safety of infrastructure and its implementation, management of safety as well as the statistics of the railway accidents and incidents according to the definitions and the data on the CSIs are presented in Annex C.

The permanent shortage of resources for maintenance and repairs of the railroad and the railway facilities over the last years have led to exceeding of the time limits between the terms for repairs. Thence, it has resulted in significant aggravation of their technical condition, decrease of the maximum admissible speeds during the whole 2007.

Map of the railway network with average speed is shown in Annex A.1.3.

Out of the existing railway stations, two are equipped with microcomputer interlocking system, 203 are with route-relay interlocking, 55 are with electromechanical and 1 with mechanical interlocking systems, 102 with relay installation with keys and 40 railway stations are equipped with signaling without safety appliance.

461 km are equipped with Automatic Train Protection systems between the railway stations, in that number 1130 km are equipped with axis counters – automatic protection without transitional signals. 2920 km are equipped with semi-automatic protection between the railway stations. Individual inter-station sections are equipped with non-signal protection.

The overall number of level crossings in the railway infrastructure is 820, of which 269 are equipped with automatic level-crossing signaling, only 140 are with electric barriers, and 74 are with automatic barriers (32 of them are with level-crossing protection device), 197 are with manual barriers and 140 of them are unprotected level-crossings.

The Automatic train protection is introduced in Sofia – Burgas route with length 440 km and total spread out length 696 km.
The trunk line communication networks were introduced in the period 1960-1990. At the moment, the railway network has 210 km optical cable in spite of the fact that about 3000 km of optical network is needed.
The transference information systems are analogous 12-channel, and the whole number of the telephone exchanges is 79, out of which 34 digital and 45 electromechanical. These and the other elements of the telecommunications are at a very low technical level, especially if we have in mind the accelerated rate of development in this sphere and the new technologies.

In the railway transport of Bulgaria, a system for radio communication that is imported from Germany is used, with indicators satisfying the requirements of UIC. The system's coverage is 2500 sq. km, although the locomotives and motor-wagon sections running on the radio equiped sections, have obligatory on-board radio connection.
The supply of the overhead line with electricity is 25 KV/50 Hz and ensures 51 haul age substations. In the overall length of 4708 km in exploitation, 2846 km is the length of electric lighting pillars.
The national railway network is significantly outdated in comparison with that of many European countries, including that related to safety and telecommunication technique. There are out-of-date technologies that require high number of staff for maintenance and exploitation and high exploitation expenses.

E. Important modifications in the legislation and the legal regulation

In 2007 the following amendments in the Legislation for the railway transport have been made:

- In „Ordinance № 57 for the conditions and existing requirments of the infrastructure manager and the rolling stock for reaching interoperability of the national railway system with the trans-european railway system" were implemented the modifications of Annex VI from Directive 96/48/EO on the interoperability of the trans-European high-speed rail system and Annex VI to Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system, done by Directive 2007/32/EO of the Commission since 1 June 2007.

- In „Ordinance № 58 for the rules for technical traffic operation and signalling in the railway transport" was canceled part nine, the permits for placing into service new, renewed or modernized targets of the railway infrastructure and the rolling stock. The placing into traffic operation is fully regulated into „Ordinance № 57 for the conditions and existing requirments of the infrastructure manager and the rolling stock for reaching interoperability of the national railway system with the trans-european railway system".

- In „Ordinance № 59 for managing railway safety" is canceled part V, ragarding the placing into traffic operation the fitted rolling stock. The placing into traffic operation is fully regulated into „Ordinance № 57 for the conditions and existing requirments of the infrastructure manager and the rolling stock for reaching interoperability of the national railway system with the trans-european railway system".

Annex D *shows detailed list of the important changes in the legislation and regulation of the railway market.*

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)
The procedures and requirements for issuing Safety Certificates to railway undertakings are determined by the Minister of Transport with Ordinance N 59 on safety management.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC. The requirements for issuing Safety Authorisations of the railway infrastructure are determined by the Minister of Transport with Ordinance N 59 on safety management.

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)
All national safety rules are regulated by the railway Transport Act and the normative acts ensuing from it. The rules are published in the Official Journal of the Republic of Bulgaria, in the Internet, in electronic legal-informative systems like Apis and Siela and are available on the website (www.iaja.government.bg) of the National Safety Authority. Upon request, the same are presented to the candidates to become for railway undertakings.
The National Safety Rules of Republic of Bulgaria have been sent for notification in hard copy and in an electronic format, presented by ERA.

2. Numerical data (Annex E)
3. Procedural aspects
3.1. Safety Certificates Part A
3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company, etc.). On a national level, they have been regulated in Ordinance N 59 on safety management in compliance with Directive 2004/49.

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive
In 2007 in the Republic of Bulgaria there is no safety certificate issued.

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information related to the Part A Certificate of a Railway Undertaking that has been certified in Republic of Bulgaria, but applies for a Part B certificate in the other Member State. Due to lack of issued safety certificates we are not able to give such an overview.
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3.1.4. Summary of problems with the cross acceptance of the Community wide valid Part A Certificate.
In 2007, the NSA of the Republic of Bulgaria have received no application for cross acceptance of a safety certificate issued by a safety authority of another Member State.

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)
In 2007, there are no normatively regulated charging fees for issuing a Part A Certificate.

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service.
In 2007, the NSA of the Republic of Bulgaria have not received an application for issuing or acceptance of a European harmonised format for safety certificates.

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.
In 2007, the Republic of Bulgaria has not received an application for issuing safety certificates.

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate.

In relation with the preparation of Railway Undertakings application for safety certificate documents, the NSA is giving supporting meetings.

The NSA is giving support to the IM and the RUs in the preparation of the documentation describing the safety management system and issuing a safety certificate (authorization) according to Directive 2004/49.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints.
At present, there is no available Guidance for the preparation of the documentation for issuing a safety certificate.

3.2. Safety Certificates Part B
3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)
In 2007, the Republic of Bulgaria has not received an application for issuing safety certificates.

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive
In 2007, the Republic of Bulgaria has not received an application for issuing safety certificates and no safety sertificates are issued.

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)
In 2007, there are not normatively regulated charging fee for issuing a Part B Certificate
3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service.
In 2007 the NSA of the Republic of Bulgaria has not received applications for cross acceptance of safety certificate, issued by a safety authority of another country.

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.
At present, in the Republic of Bulgaria there have been no application procedures for issuing Part B Certificates though the requirements, procedures and authority are determined by an ordinance issued by the Minister of Transport.

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate.
In relation with the preparation of Railway Undertakings application for safety certificate documents, the NSA is giving supporting meetings.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints.
At present, there is no available Guidance for the preparation of the documentation for issuing a safety certificate.

3.3. Safety Authorisations
3.3.1. Reasons for updating/amending Safety Authorisations
In Republic of Bulgaria there is no issued safety certicate up to date.
3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The NSA of Republic of Bulgaria received on 28th of December 2007 an application for issuing safety certificate. The procedure for issuing it is forwarded in 2008 due to the time limits.

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

The NSA of Republic of Bulgaria received on 28th of December 2007 an application for issuing safety certificate. The procedure for issuing it is forwarded in 2008 due to the time limits.
3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation.
In relation with the preparation of IM and RUs application for safety certificate documents, the NSA is giving supporting meetings.

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

At present, there is no available Guidance for the preparation of the documentation for issuing a safety certificate.

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)
In 2007, there are not normatively regulated charging fees for issuing a safety authorisation.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision of Railway Undertakings and Infrastructure Managers:
The audits and inspections comprise:

- Compliance with the rules for establishment, maintanance and traffic operation of the railway infrastructure and placing into service the safety traffic operation and the technical status of the rolling stock;

- Development of functioning of the SMS, established and upholded by the IM and RUs;

- The common technical conditions and requirements for railway safety and exploitation according the internal railway transport;

- Holding the main requirements for the railway system promoting the interoperability;

- Testing the exploitation staff of the IM, the RUs, other governmental and non-governmental organizations to check their knowledge on the directives and other laws regulating the safety rules in railway transport;

- On the correspondance of the elements for interoperability according th enational requirements and standarts in the process of drafting, constructioning and traffic management of the railway system.

- Audits/inspections carried out by the NSA staff/third parties/both

In 2007, 337 inspections of sites of the railway infrastructure and the railway undertakings were conducted.

NSA manpower available for audits (Number, % of NSA staff involved)

The administrative capacity of NSA for Republic of Bulgaria Railway Administration Executive Agency is 45 employees, 25 of which are in General Directorate "Railway Inspectorate"- the structure performing the functions of the Safety Unit of the Agency or 56 % of the staff of the Agency.
- Economical aspects of audits (Costs,…)

2. Submission of all Infrastructure Managers and Railway Undertakings annual safety reports according to Article 9(4) Safety Directive by the legal deadline.

		Issued *Safety certificates Part A*	*Issued* *Safety certificates Part B*	*Issued Safety Authorisations*	*Other activities – to specify*
		0	*0*	*0*	

3. Number of inspections of RUs / IM for 2007	*Planned*	*304*				*Total*
	Carried out	*337*				

		Issued	*Issued*	*Issued Safety*	*Other activities – to*

		Safety certificates Part A	*Safety certificates Part B*	*Authorisations*	*specify*
		0	*0*	*0*	

4. Number of audits of RUs / IM for 2007	*Planned*				
	Carried out				

5. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections.

In 2007, inspections and audits of the railway infrastructure and the railway managers were carried out and have been issued recommendations for setting the procedures, railroad and equipment in compliance with the safety requirements.
The accomplishment of the prescriptions and eleminations of discrepant in relation with the safety are matter of followed control from NSA.
To the perssonel involved in the railway safety, acting against the safety regulations, are drafted and issuing acts in relation with the Railway Transport Act.

6. Complaints from IM(‘s) concerning RU(‘s) related to conditions in their safety certificate Part A/Part B
Currently, in the Republic of Bulgaria there have not been issued Part A/Part B safety certificate so there have not been received any complaints;

7. Complaints from RU(‘s) concerning IM(‘s) related to conditions in their authorisation.

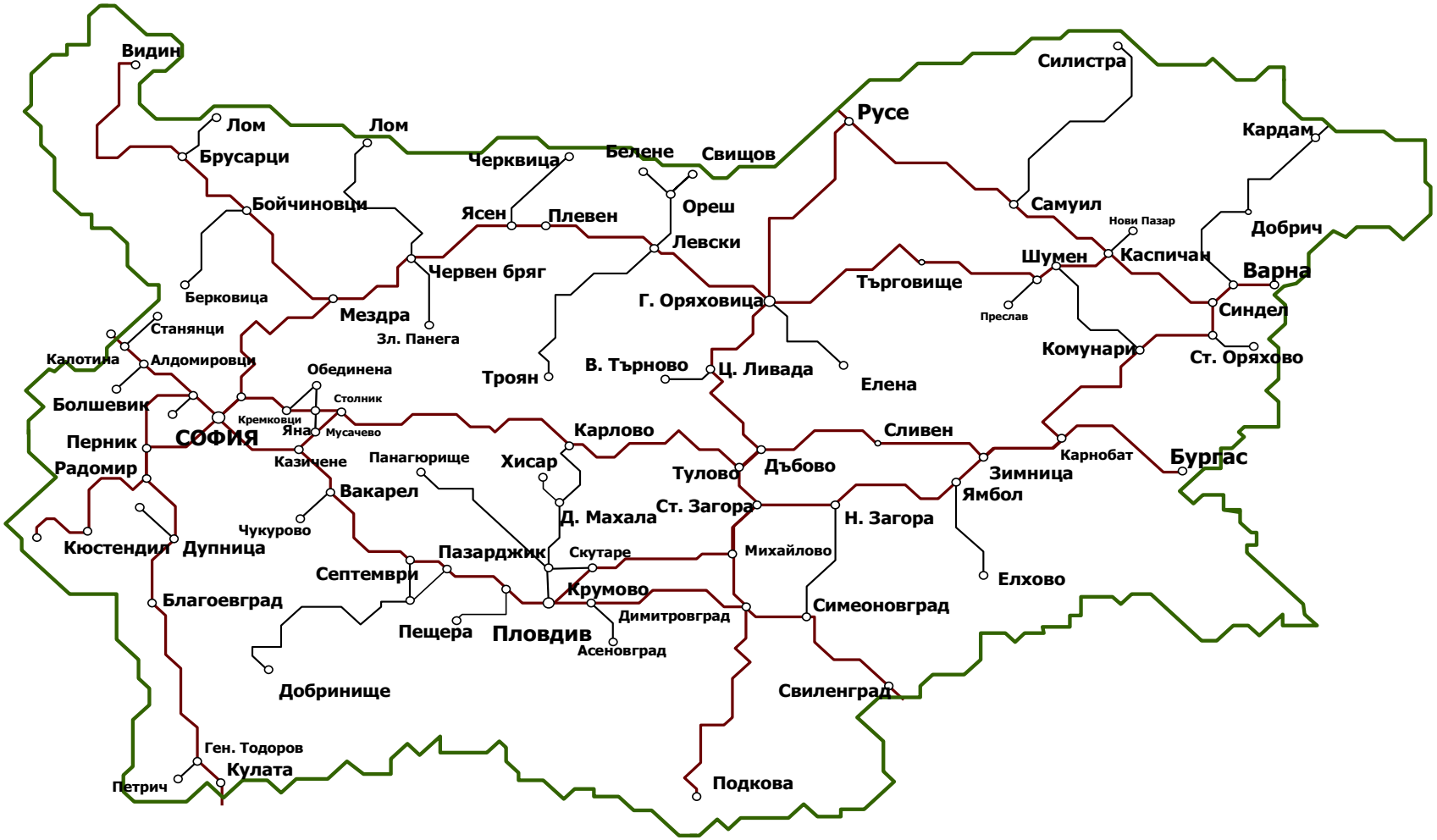
Currently, in the Republic of Bulgaria there have not been issued safety authorisation so there have not been received any complaints;

H. Conclusions – Priorities – Results of safety recommendations
In conclusion, we must point out that the safety indexes are not getting worse as a whole. At the same time some of the indexes are a little bit improved such as fatalities, injuries and the whole valueless of all accidents. On the base of analysis of the report’s database, the main priorities for improving the safety are directed at raising the quality of the control on transport services and traffic operation of all targets in the railway infrastructure and the rolling stock.

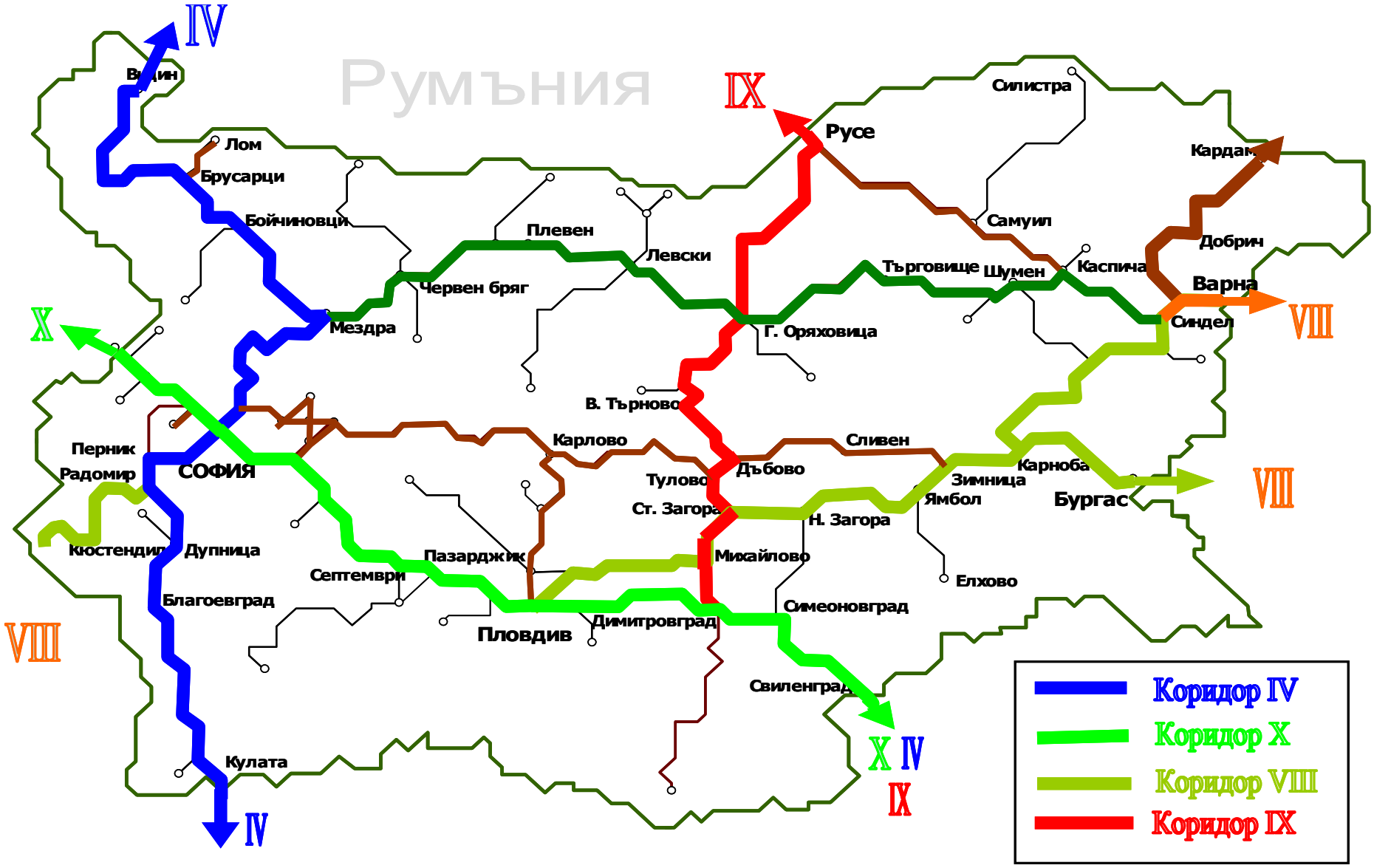
I. Annexes
ANNEX A: Railway Structure Information
ANNEX B: Organisation chart(s) of the National Safety Authority
ANNEX C: CSIs data – Definitions applied
ANNEX D: Important changes in legislation and regulation
ANNEX E: The development of safety certification and authorisation – numerical database

Annex A: Railway Structure Information

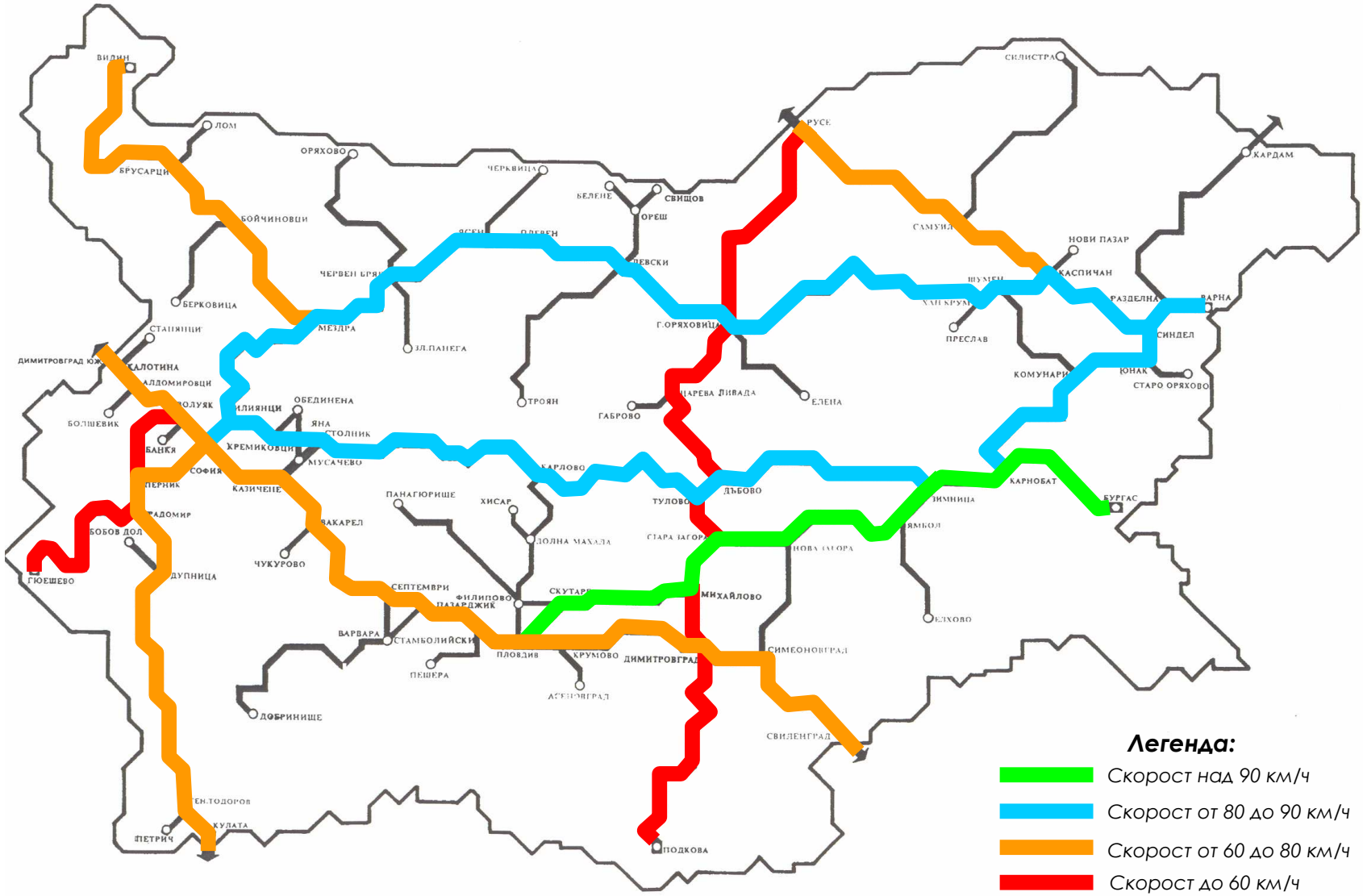
A.1.1. Map of the railway network of Republic of Bulgaria



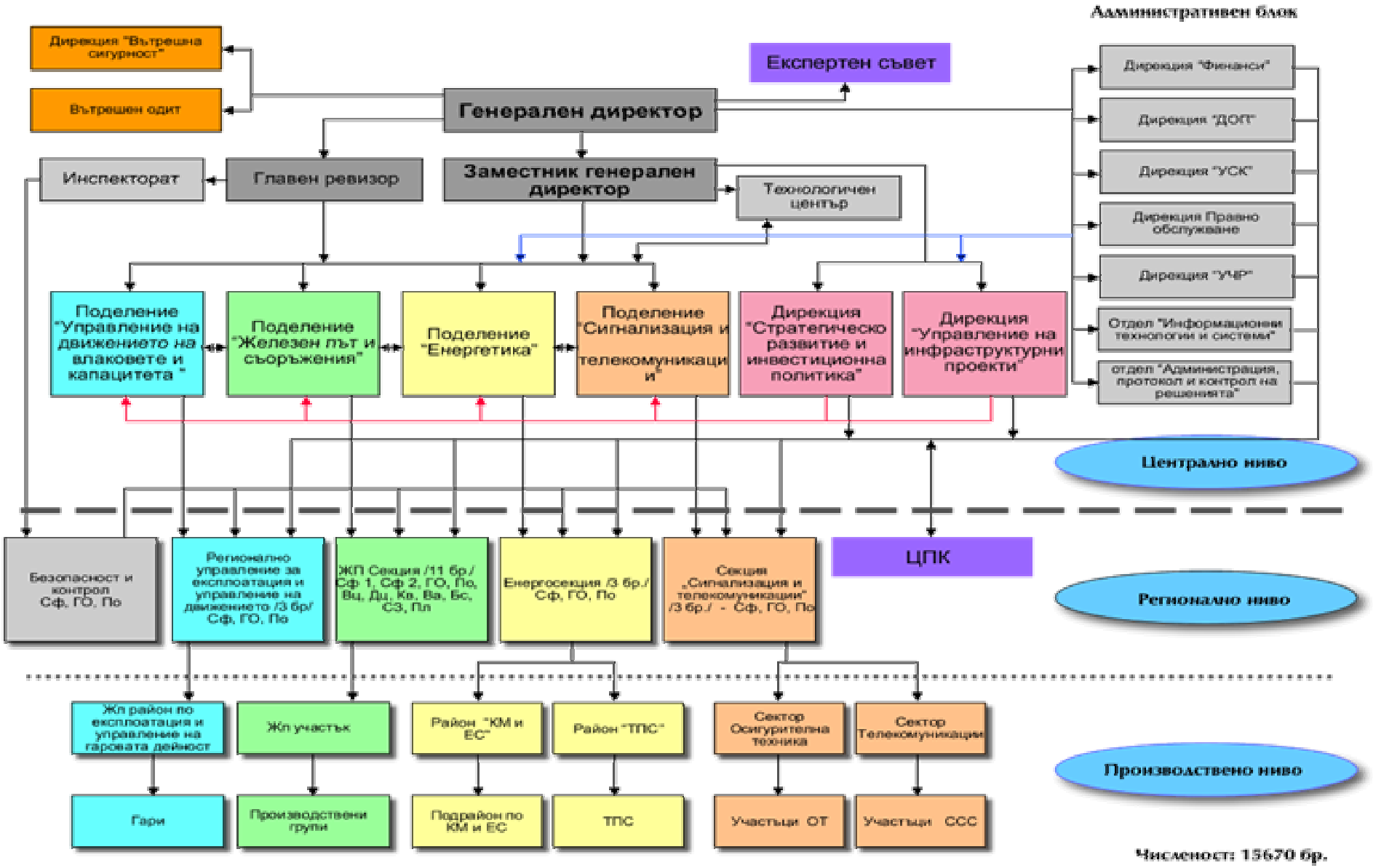
A.1.2. Pan European transport corridors crossing the railway network of Republic of Bulgaria



A.1.3. Average speed on the railway network of National Company Railway Infrastructure



A.1.**4.** The Infrastructure Manager of the Republic of Bulgaria



A.2. List of Railway Undertakings and Infrastructure Managers
A.2.1. The Infrastructure Manager of the Republic of Bulgaria

Name	***Address***	***Network Statement*** ***Website/ Link***	*Safety Authorization* (Number/ data)	Start date commercial activity	Total track lengh / gauge	Eelectrified track lengh / voltages	Total double/simple track lengh	Total track according to Directive 96/48/EC - *HSL*	ATP equipment used	Number of level crossings - LC	Number of signals
National Company Railway Infrastructure	*1233 – Sofia , MARIA Luisa blv.* *№ 110,*	*www.rail-infra.bg*	*0*	*01.01.2002 г.*	*Total track lengh 7326 км* *296 км / 760 mm* *7000 км / 1435 mm* *30 км / 1520 mm*	*4708 км* *25 KV/50Hz*	*(2x969)* *1938 км*	*0*	*System for train control (Automatic locomotive)* *Total 696 км.*	*Total 820* *incl:* *with protection 680* *without protection 140* *total number of crossing for pedestrains 129*	

A.2.2. The Railway Undertakings of the Republic of Bulgaria

Name	***Address***	***Web site***	Safety Certificate 2001/14/EC (Number/Date	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,…)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
„BDZ" EAД	*1080 – Sofia, 3 Ivan Vazov st.*	*www.bdz.bg*			*01.01.2002 г.*	*Passengers ; Freights*	*Electric 234 in use* *Diesel 251 in use, incl. 11 for 760 mm*	*EMU 64 in use* *DMU 26 in use*	*1301 passenger wagons* *11864 freight wagons*		*33. 28 millions passengers* *2423,29 mln. pasenger*	*20175000 tons* *4711 mln. Ton*km.*
„BRC" AD	*1301 –Sofia 16 Lavele st.*	*www.brc-bg.com*			*05.10.2005 г.*	*Freights*	*10 electric locomotives, incl 8 under rent*		*No own wagons (they use freight wagons of the freighters)*			*1364900 m / 528,2 million ton*km*
„Bulmarket – DM" Ltd.	*7000 – Russe, 100 Tutrakan blv.*	*www.bulmarket.bg*			*03.08.2004 г.*	*Freights*	*5 diesel and 2 eectr. locomotives*		*99 freight wagons*			*364700 tons* *2,1 million Ton*km*

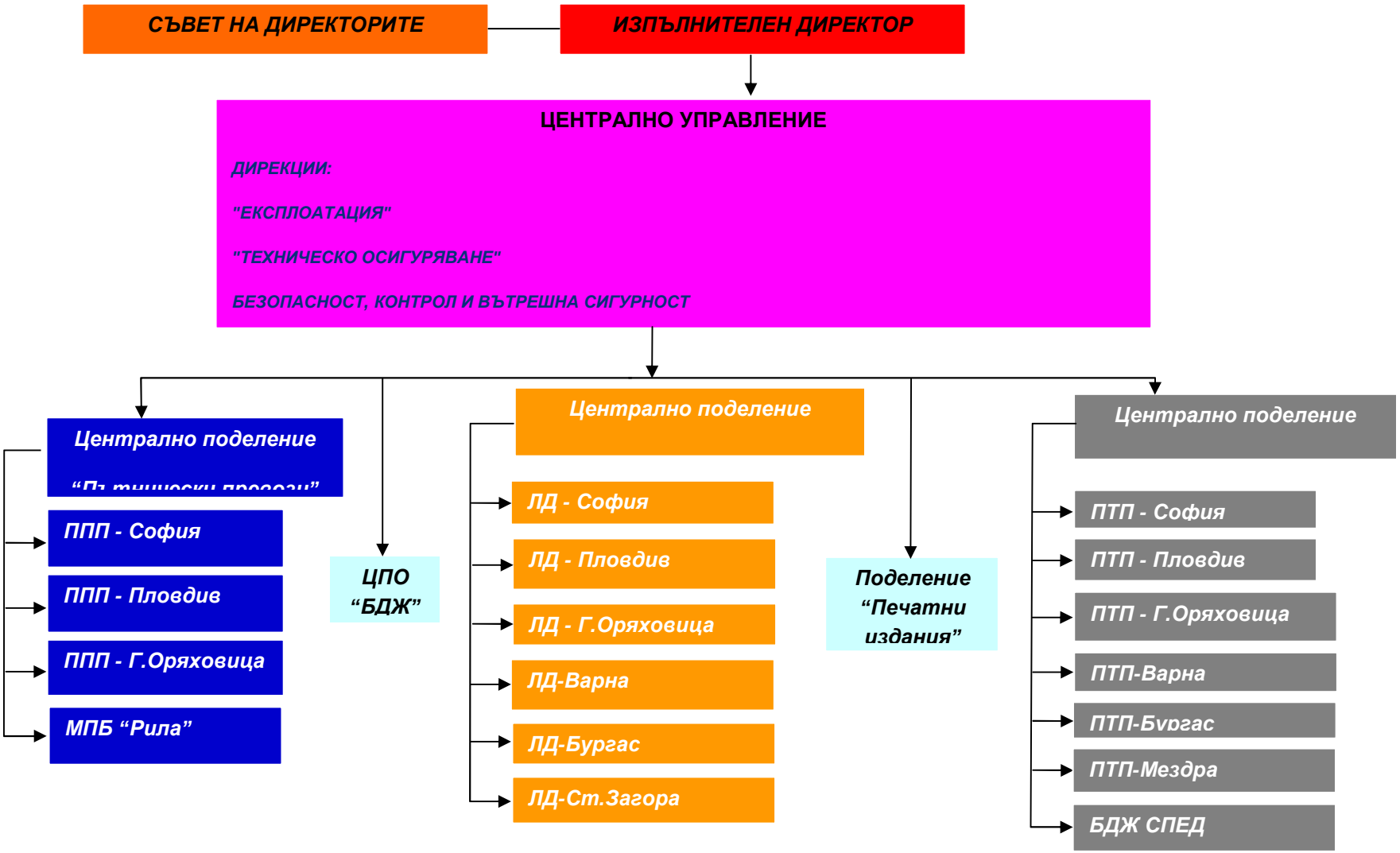
Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)

ATP = Automatic Train Protection

LC = Level Crossing

A.2.2. Railway Undertakings of Republic of Bulgaria

A.2.2.1. BDZ" EAD Structure



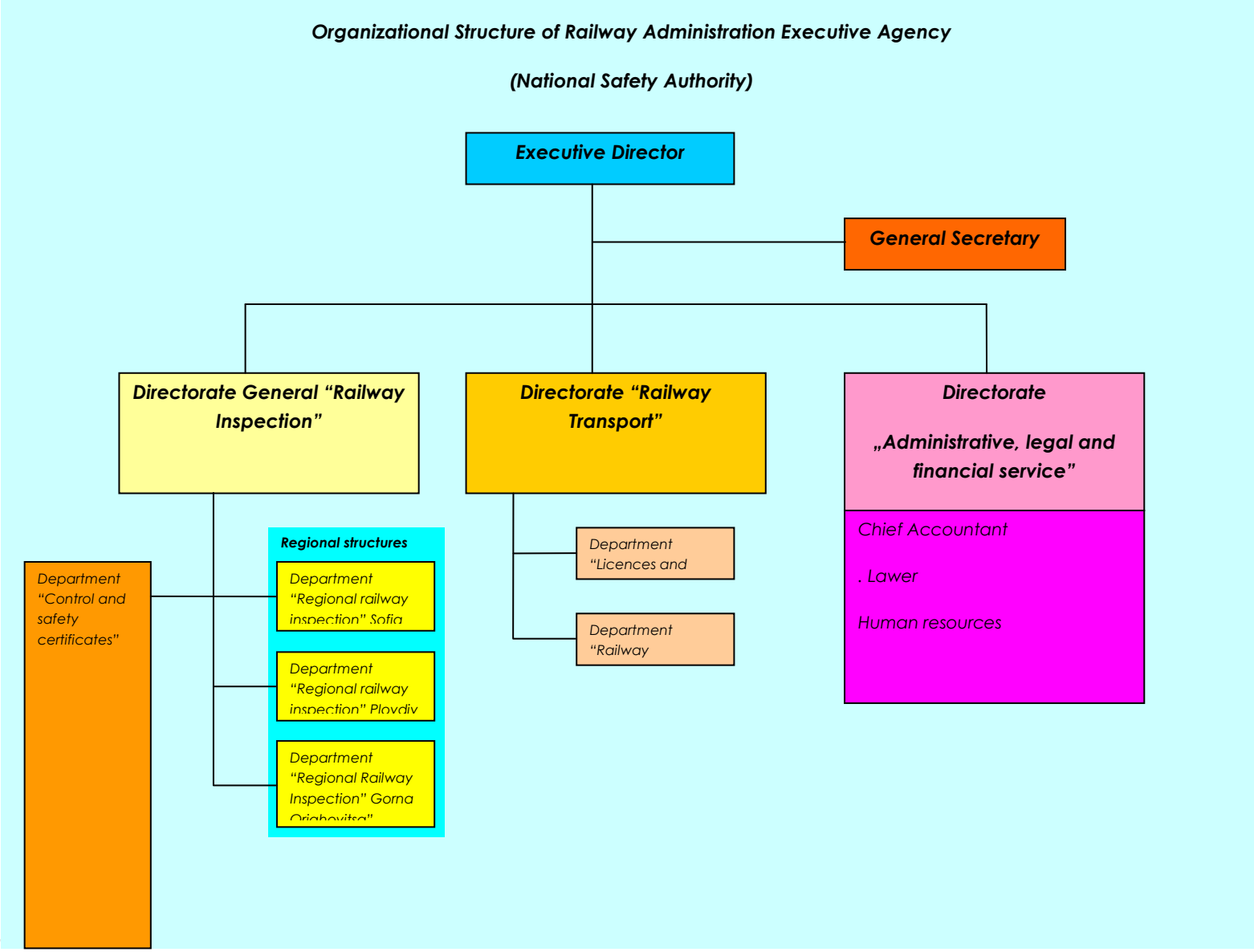
Abbreviations: HSL = *високоскоростна линия (Дефиниция според Директива 96/48/ЕС)*

ATP = *автоматична влакова защита*

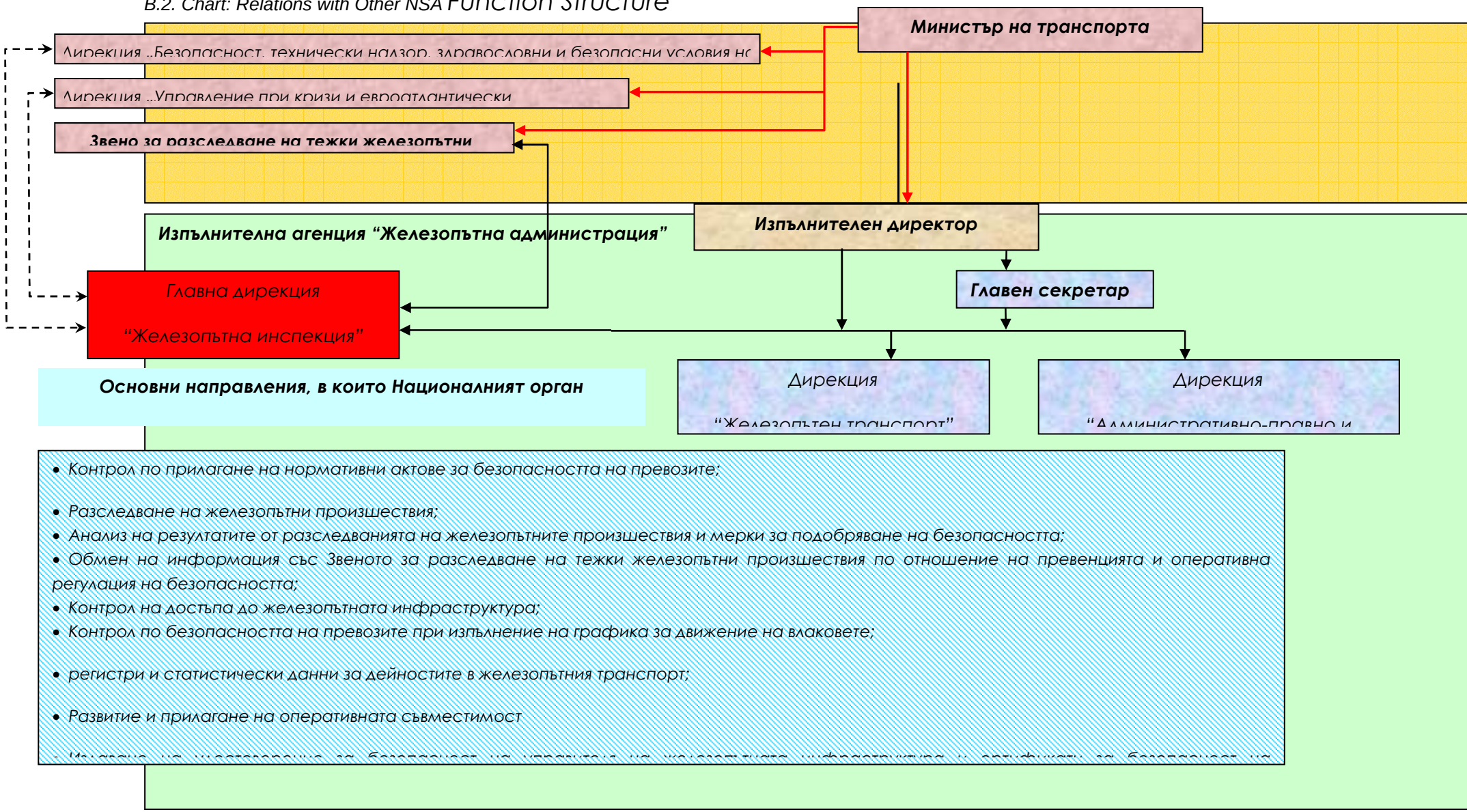
LC = *преминаване на прелез*

Annex B: NSA Organizational chart

B.1. Chart: Internal organization



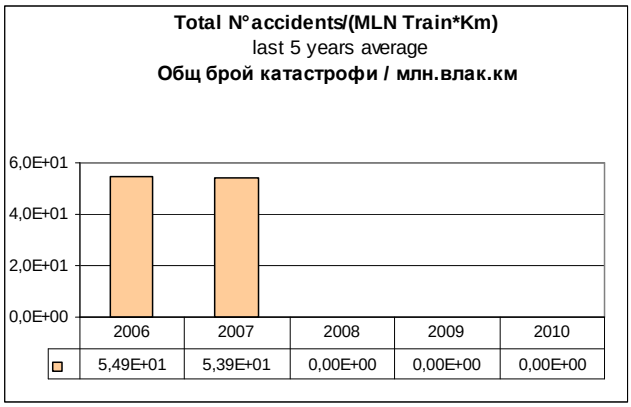
B.2. Chart: Relations with Other NSA Function Structure

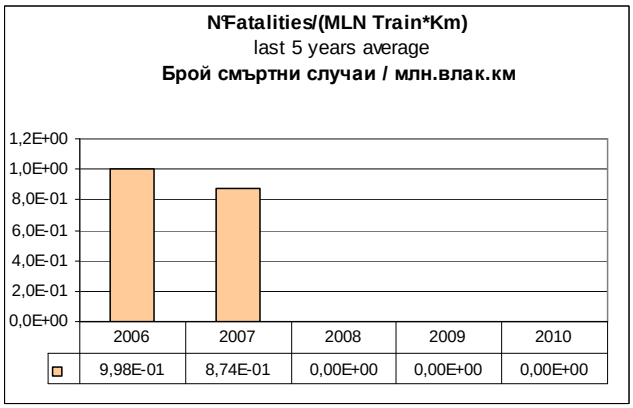


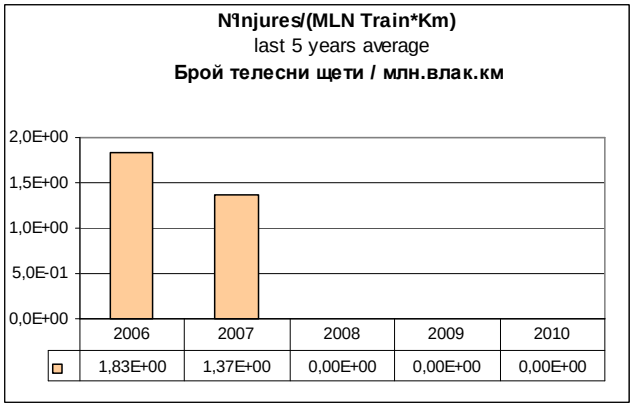
Annex C: Database for the common safety indexes – applied definitions

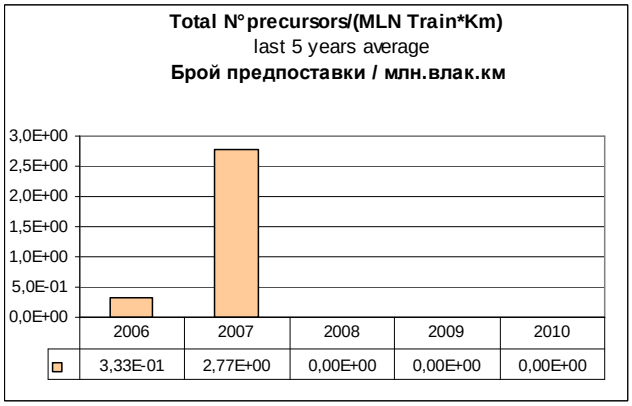
B.1.1. Database for the CSIs[1]

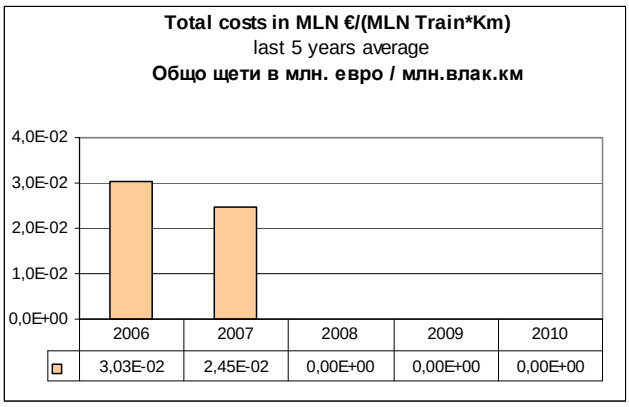
Visualization of the database

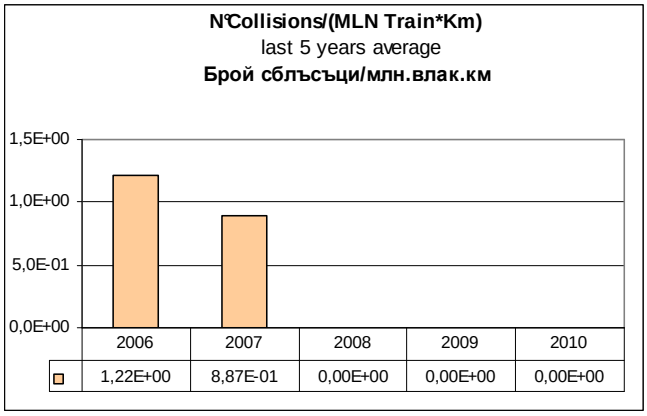


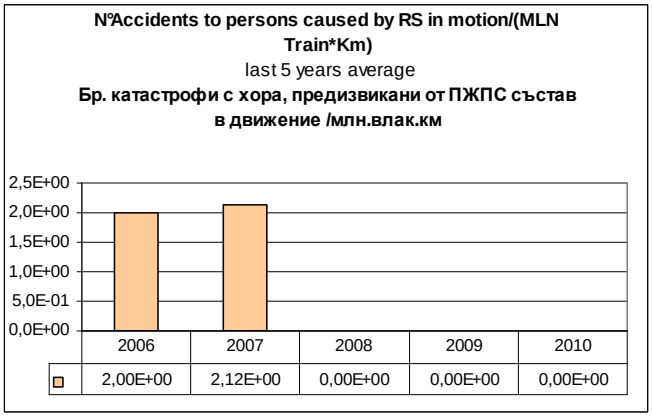


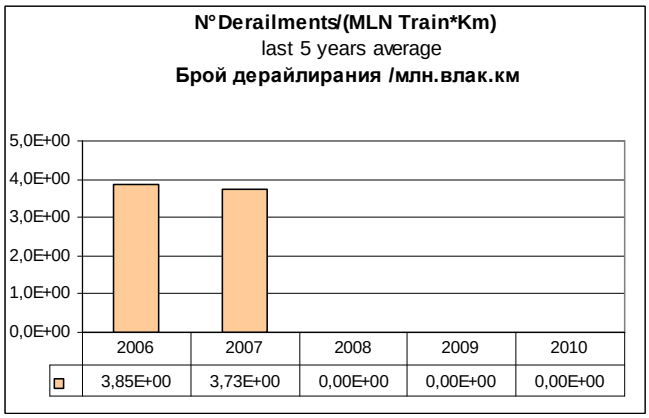


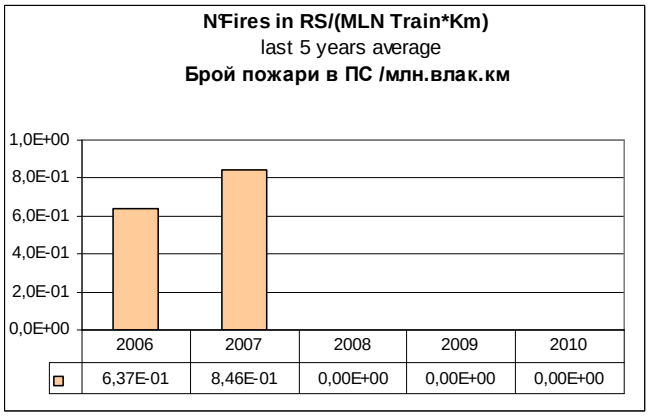


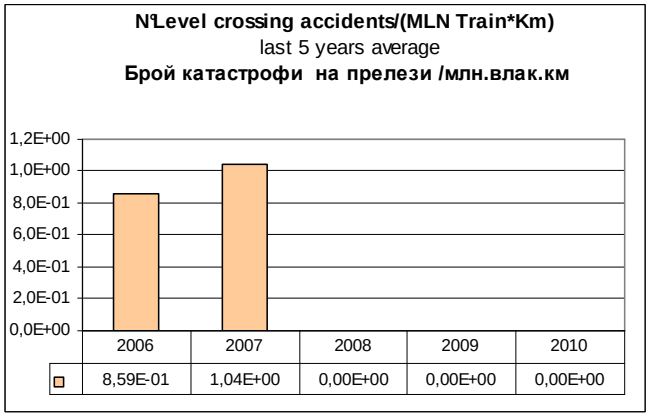


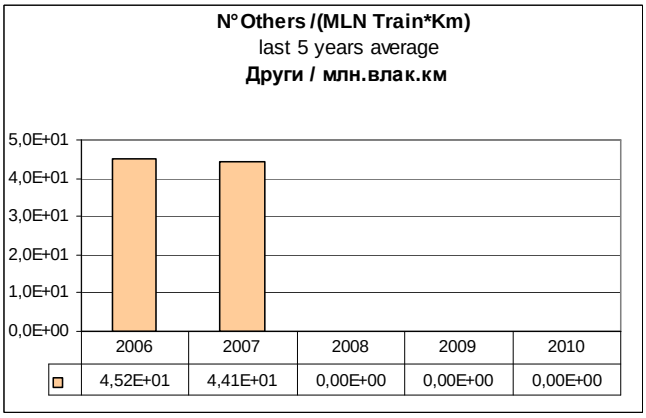

N°Collisions/(MLN Train*Km)
last 5 years average
Брой сблъсъци/млн.влак.км
1,5E+00
1,0E+00
5,0E-01
0,0E+00
2006 2007 2008 2009 2010
1,22E+00 8,87E-01 0,00E+00 0,00E+00 0,00E+00

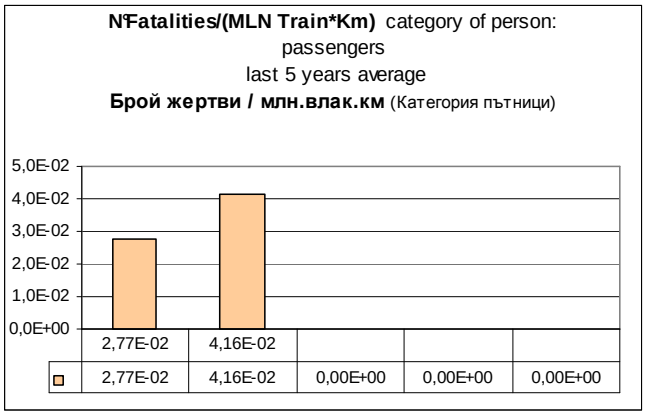

N°Accidents to persons caused by RS in motion/(MLN Train*Km)
last 5 years average
Бр. катастрофи с хора, предизвикани от ПЖПС състав в движение /млн.влак.км
2,5E+00
2,0E+00
1,5E+00
1,0E+00
5,0E-01
0,0E+00
2006 2007 2008 2009 2010
2,00E+00 2,12E+00 0,00E+00 0,00E+00 0,00E+00

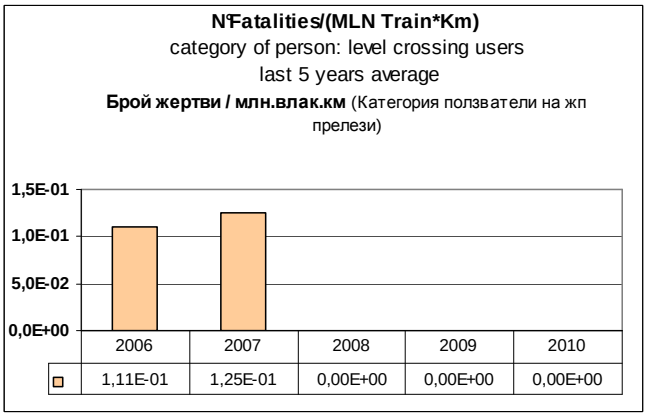

N° Derailments/(MLN Train*Km)
last 5 years average
Брой дерайлирания /млн.влак.км
5,0E+00
4,0E+00
3,0E+00
2,0E+00
1,0E+00
0,0E+00
2006 2007 2008 2009 2010
3,85E+00 3,73E+00 0,00E+00 0,00E+00 0,00E+00

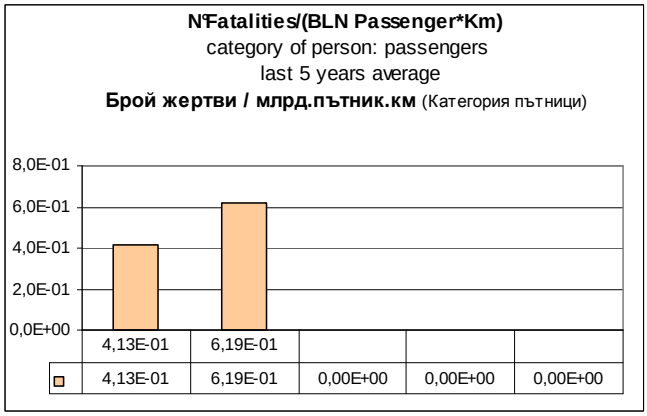

N°Fires in RS/(MLN Train*Km)
last 5 years average
Брой пожари в ПС /млн.влак.км
1,0E+00
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
2006 2007 2008 2009 2010
6,37E-01 8,46E-01 0,00E+00 0,00E+00 0,00E+00

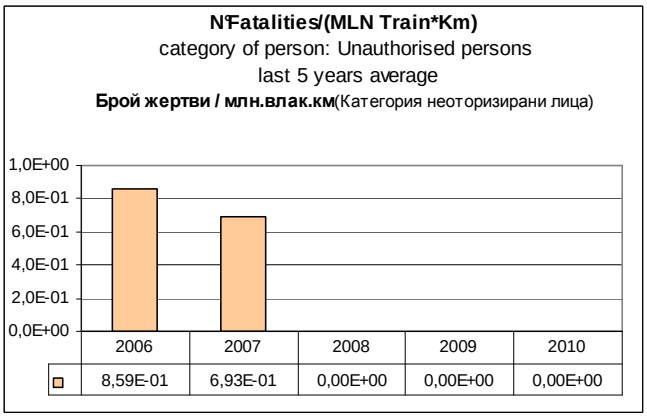

N°Level crossing accidents/(MLN Train*Km)
last 5 years average
Брой катастрофи на прелези /млн.влак.км
1,2E+00
1,0E+00
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
2006 2007 2008 2009 2010
8,59E-01 1,04E+00 0,00E+00 0,00E+00 0,00E+00

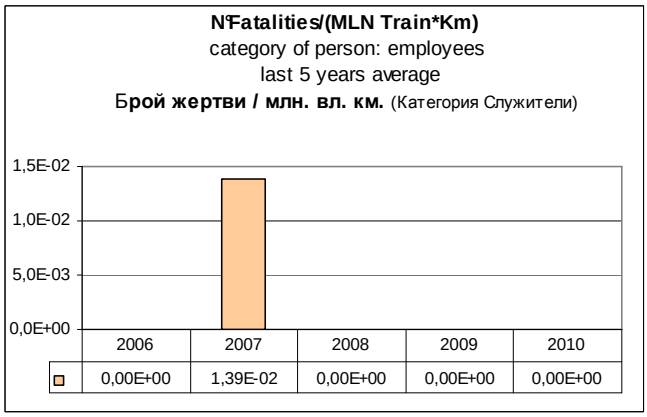

N° Others /(MLN Train*Km)
last 5 years average
Други / млн.влак.км
5,0E+01
4,0E+01
3,0E+01
2,0E+01
1,0E+01
0,0E+00
2006 2007 2008 2009 2010
4,52E+01 4,41E+01 0,00E+00 0,00E+00 0,00E+00


NǂFatalities/(MLN Train*Km) category of person:
passengers
last 5 years average
Брой жертви / млн.влак.км (Категория пътници)
5,0E-02
4,0E-02
3,0E-02
2,0E-02
1,0E-02
0,0E+00
2,77E-02 4,16E-02
2,77E-02 4,16E-02 0,00E+00 0,00E+00 0,00E+00


NǂFatalities/(MLN Train*Km)
category of person: level crossing users
last 5 years average
Брой жертви / млн.влак.км (Категория ползватели на жп прелези)
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
1,11E-01 1,25E-01 0,00E+00 0,00E+00 0,00E+00

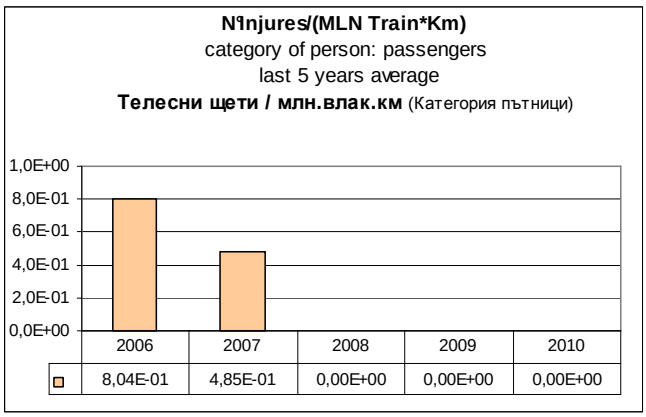

NǂFatalities/(BLN Passenger*Km)
category of person: passengers
last 5 years average
Брой жертви / млрд.пътник.км (Категория пътници)
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
4,13E-01 6,19E-01
4,13E-01 6,19E-01 0,00E+00 0,00E+00 0,00E+00

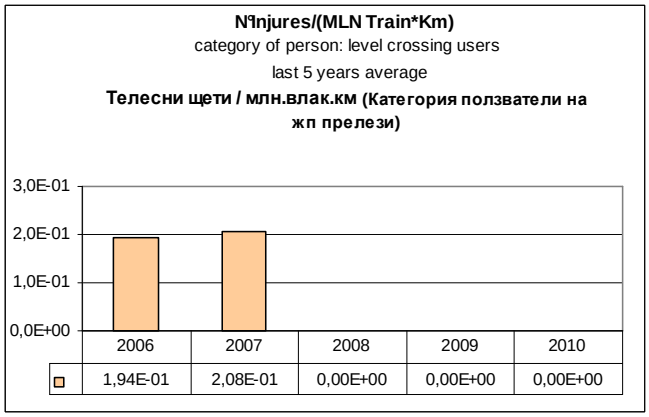

NǂFatalities/(MLN Train*Km)
category of person: Unauthorised persons
last 5 years average
Брой жертви / млн.влак.км(Категория неоторизирани лица)
1,0E+00
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
2006 2007 2008 2009 2010
8,59E-01 6,93E-01 0,00E+00 0,00E+00 0,00E+00

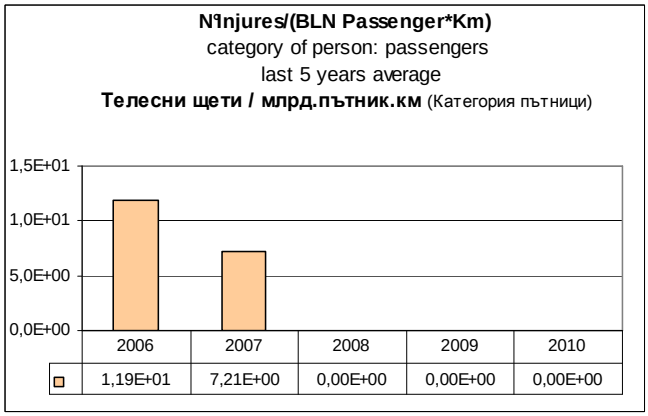

NǂFatalities/(MLN Train*Km)
category of person: employees
last 5 years average
Брой жертви / млн. вл. км. (Категория Служители)
1,5E-02
1,0E-02
5,0E-03
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 1,39E-02 0,00E+00 0,00E+00 0,00E+00

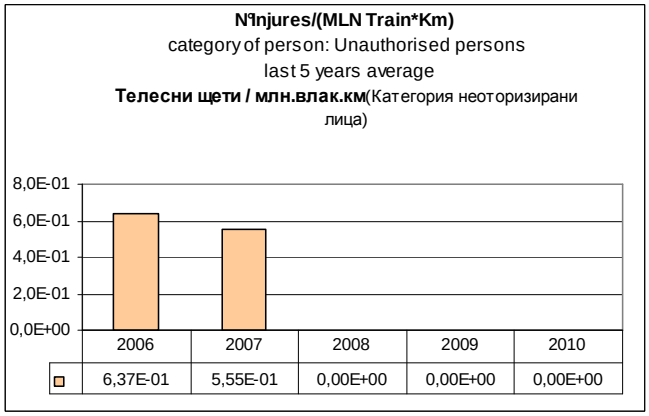

NǂFatalities/(MLN Train*Km)
category of person: others
last 5 years average
Брой жертви / млн. вл. км. (Категория други)
1,0E+00
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 0,00E+00 0,00E+00 0,00E+00 0,00E+00

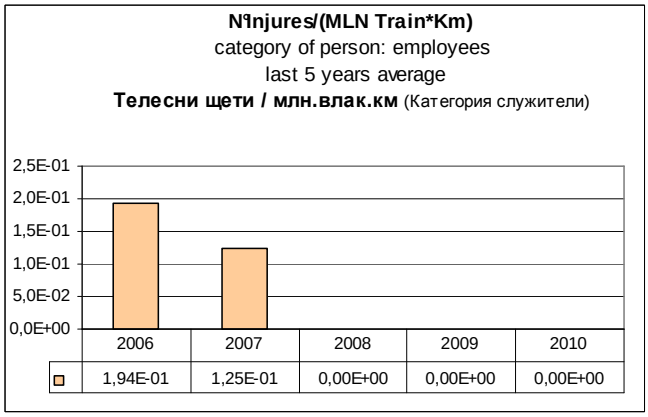
Injuries humans, devided by categories

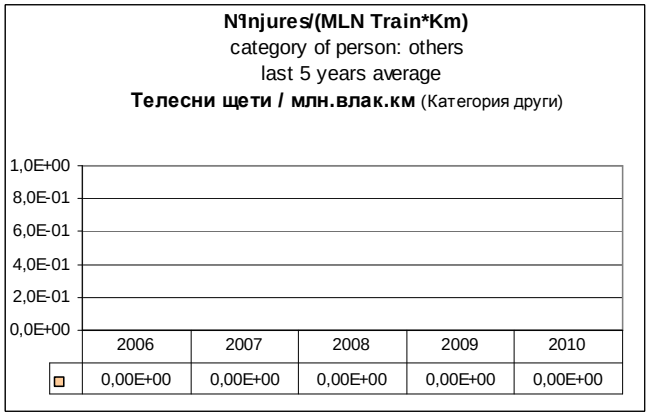




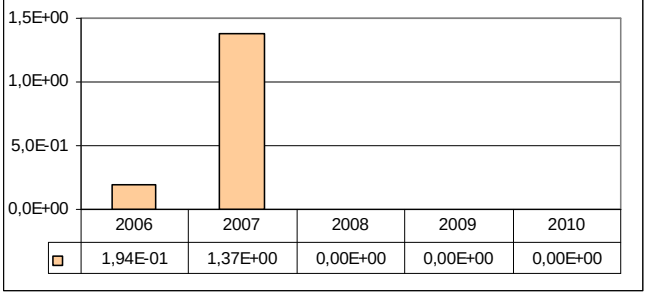






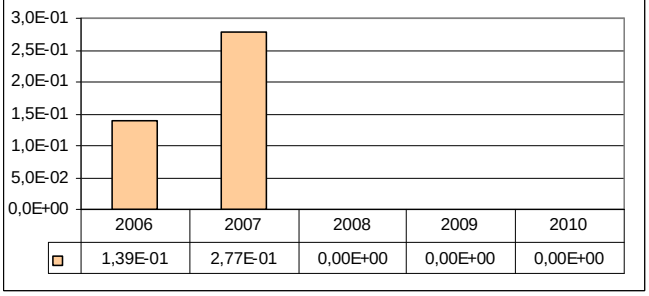


N°of broken rails/(MLN Train*Km)
last 5 years average
Брой счупени релси / млн.влак.км



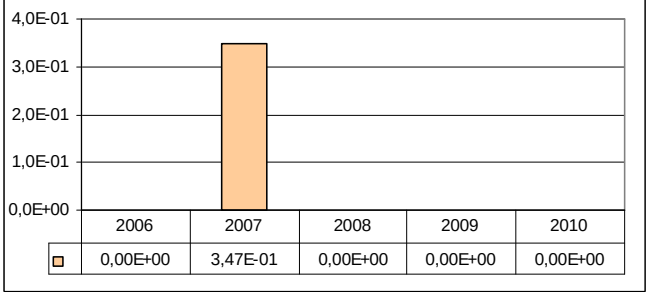
	2006	2007	2008	2009	2010
□	1,94E-01	1,37E+00	0,00E+00	0,00E+00	0,00E+00

N°f signals passed at danger/(MLN Train*Km)
last 5 years average
Брой сигнали, преминати опасно / млн.влак .км



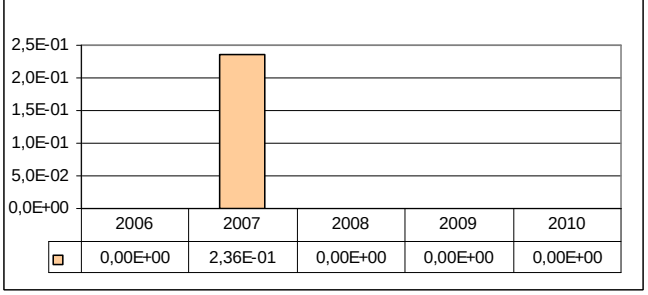
	2006	2007	2008	2009	2010
□	1,39E-01	2,77E-01	0,00E+00	0,00E+00	0,00E+00

N° of track buckles/(MLN Train*Km)
last 5 years average
Брой деформирани релси / млн.влак.км



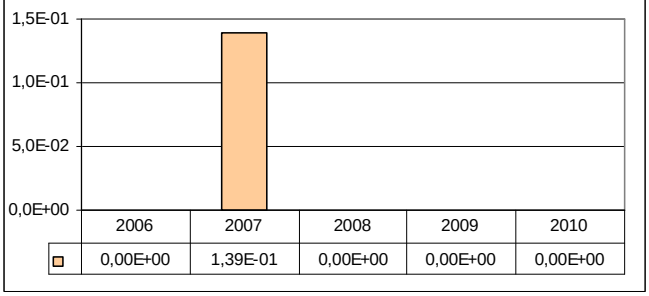
	2006	2007	2008	2009	2010
□	0,00E+00	3,47E-01	0,00E+00	0,00E+00	0,00E+00

N°of broken wheels on rolling stock in service/(MLN Train*Km)
last 5 years average
Брой счупени колела на ПЖПС / млн.влак.км



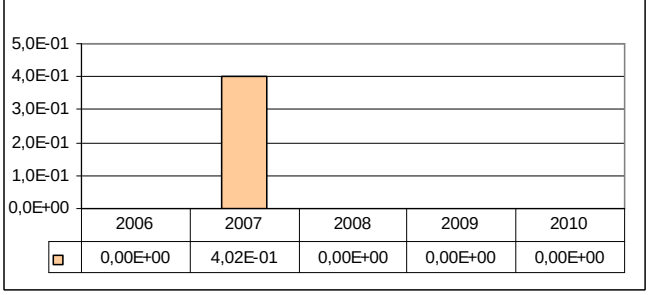
	2006	2007	2008	2009	2010
□	0,00E+00	2,36E-01	0,00E+00	0,00E+00	0,00E+00

N°wrong-side signalling failures/(MLN Train*Km)
last 5 years average
Брой грешни сигнали / млн.влак.км



	2006	2007	2008	2009	2010
□	0,00E+00	1,39E-01	0,00E+00	0,00E+00	0,00E+00

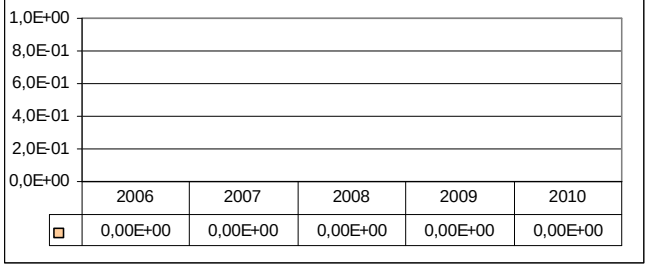
N° of broken axles on rolling stock in service/(MLN Train*Km)
last 5 years average
Брой счупени оси на ПЖПС / млн.влак.км



	2006	2007	2008	2009	2010
□	0,00E+00	4,02E-01	0,00E+00	0,00E+00	0,00E+00

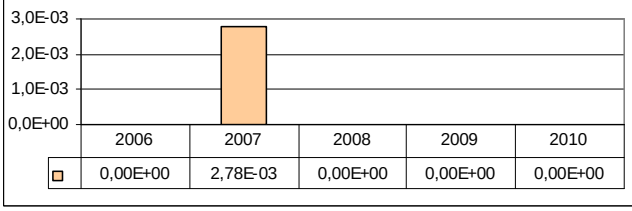
Values of all accidents, number of working hours of the perssonel, lost as a result of an accident

Costs of deaths in MLN €/(MLN Train*Km)
last 5 years average
Стойност на смъртните случаи в млн. евро / млн.влак.км



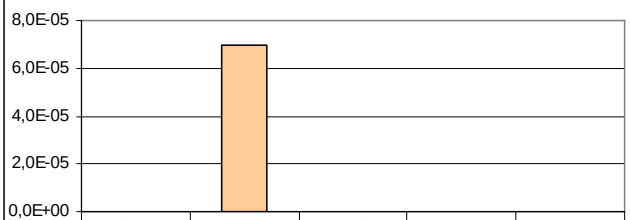
	2006	2007	2008	2009	2010
	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00

Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €/(MLN Train*Km)
last 5 years average
Ст-ст на забав., наруш. и пренас. на трафик, вкл. доп. р-ди за персонал и загуба на бъд. прих



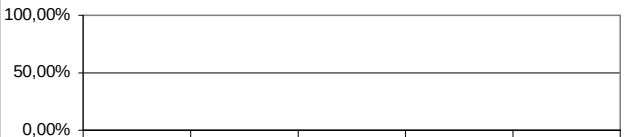
	2006	2007	2008	2009	2010
	0,00E+00	2,78E-03	0,00E+00	0,00E+00	0,00E+00

Costs of injuries in MLN €/(MLN Train*Km)
last 5 years average
Ст-ст телесни щети в млн.евро / млн.влак.км



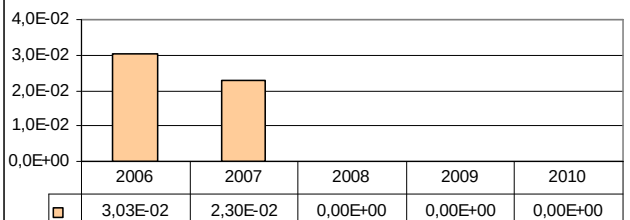
	2006	2007	2008	2009	2010
	0,00E+00	6,94E-05	0,00E+00	0,00E+00	0,00E+00

N°of working hours (MLN) of staff and contractors lost as a consequence of accidents/N°of working hours (MLN) of staff and contractors
last 5 years average
млн. раб.часове на персонал, изгуб.от катастр. / млн. раб.часове общо



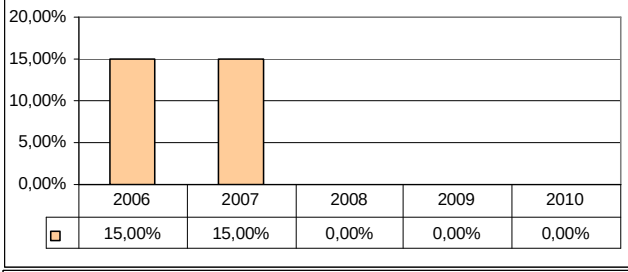
	2006	2007	2008	2009	2010
	0,00%	0,00%	0,00%	0,00%	0,00%

Costs of replacement or repair of damaged rolling stock and railway installations in MLN €/(MLN Train*Km)
last 5 years average
Ст-ст на заменяне или поправка повреден ПЖПС и жп инсталации в млн / млн. вл. км



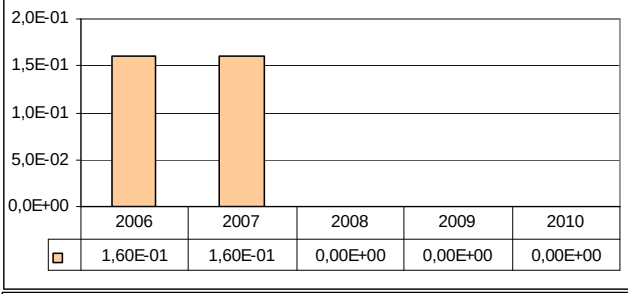
	2006	2007	2008	2009	2010
	3,03E-02	2,30E-02	0,00E+00	0,00E+00	0,00E+00

Percentage of tracks with Automatic Train Protection (ATP) in operation
last 5 years average
% линии с авт.влакова защита в действие



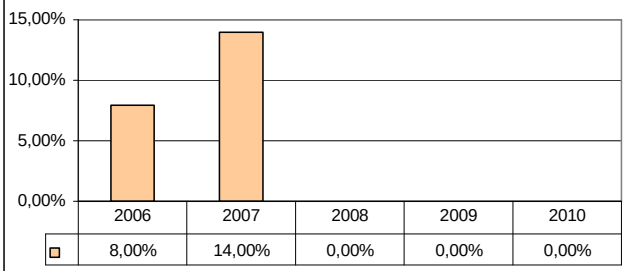
	2006	2007	2008	2009	2010
▫	15,00%	15,00%	0,00%	0,00%	0,00%

Total number of level crossings per track Km
last 5 years average
Общ брой жп прелези / км. железен път



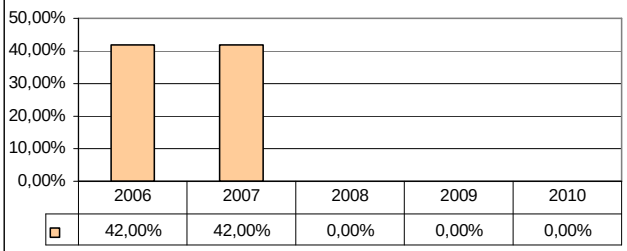
	2006	2007	2008	2009	2010
▫	1,60E-01	1,60E-01	0,00E+00	0,00E+00	0,00E+00

Percentage of Train*Km using operational ATP systems
last 5 years average
%влак.км. с използване на автоматична влакова защита



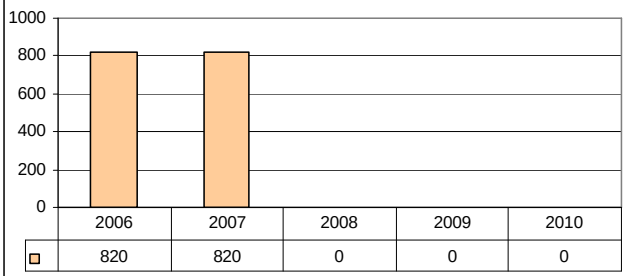
	2006	2007	2008	2009	2010
▫	8,00%	14,00%	0,00%	0,00%	0,00%

Percentage of level crossings with automatic or manual protection
last 5 years average
% жп прелези с автоматична защита



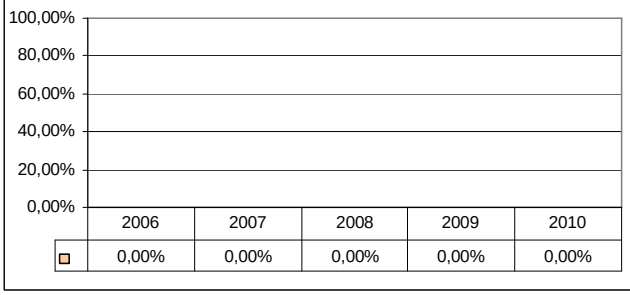
	2006	2007	2008	2009	2010
▫	42,00%	42,00%	0,00%	0,00%	0,00%

Total number of level crossings
last 5 years average
Общ врой жп прелези



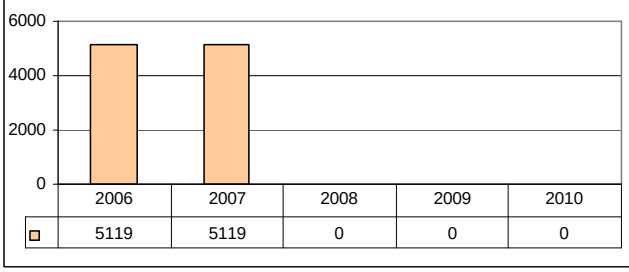
	2006	2007	2008	2009	2010
▫	820	820	0	0	0

N°of internal audits accomplished out of N° of audits required (and/or planned)
last 5 years average



	2006	2007	2008	2009	2010
▫	0,00%	0,00%	0,00%	0,00%	0,00%

Number of track Km (double track lines are to be counted twice)
last 5 years average
Обща дължина на жп линиите



	2006	2007	2008	2009	2010
▫	5119	5119	0	0	0

2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.
2009 report: values related to the average among 2006, 2007, 2008 and 2009.

B.1.2. Statistics and othe database

0. Reporting country details					
0 1	*CC*	*Reporting country*	*Bulgaria*		*двуцифреният ISO код ISO 3166 (alpha-2)*
0 2	*YY*	*Reporting year*	*2007*		*четири цифри*
1.1a. Total number of accidents and a break-down into the following types of accidents					
1	*N 00*	*Total Number of all accident*	*1906*		*цифрова стойност*
2	*N 01*	*Number of Collisions of trains, including collisions with obstacles within the clearance gauge*	*20*		*цифрова стойност*
3	*N 02*	*Number of Derailments of trains*	*130*		*цифрова стойност*
4	*N 03*	*Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings*	*44*		*цифрова стойност*
5	*N 04*	*Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides*	*81*		*цифрова стойност*
6	*N 05*	*Number of Fires in rolling stock*	*38*		*цифрова стойност*
7	*N 06*	*Number of Other accidents*	*1554*		*цифрова стойност*
1.1a. Total number of suicides					
8	*N 07*	*Number events: suicide*	*39*		*цифрова стойност*
1.1b. Relative to "million" train kilometres number of accidents and a break-down into the following types of accidents					
9	*N 10*	*Total number in all accident*	*52,90*		*цифрова стойност*

					(влак-км в млн)
10	N 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0,56		цифрова стойност (влак-км в млн)
11	N 12	In derailments of trains	3,61		цифрова стойност (влак-км в млн)
12	N 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	1,22		цифрова стойност (влак-км в млн)
13	N 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	2,25		цифрова стойност (влак-км в млн)
14	N 15	In fires in rolling stock	1,05		цифрова стойност (влак-км в млн)
15	N 16	In others	43,13		цифрова стойност (влак-км в млн)
1.1b. Relative to "million" train kilometres number of suicides					
16	N 17	Total number of suicides	1,08		цифрова стойност (влак-км в млн)
1.2a. Total number of Persons seriously injured by type of accident divided into the following categories					
17	TS 00	Total number in all accident	33		цифрова стойност
18	TS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	4		цифрова стойност
19	TS 02	In derailments of trains	0		цифрова стойност
20	TS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	8		цифрова стойност
21	TS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	21		цифрова стойност

22	TS 05	In fires in rolling stock	0		цифрова стойност
23	TS 06	In others	0		цифрова стойност
1.2b. Relative to "million" train kilometres total number of Persons seriously injured by type of accident divided into the following categories					
24	TS 10	Total number in all accident	0,92		цифрова стойност (влак-км в млн)
25	TS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0,11		цифрова стойност (влак-км в млн)
26	TS 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
27	TS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,22		цифрова стойност (влак-км в млн)
28	TS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,58		цифрова стойност (влак-км в млн)
29	TS 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
30	TS 16	In others	0		цифрова стойност (влак-км в млн)
1.2a. Total number of Passengers seriously injured by type of accident divided into the following categories					
31	PS 00	Total number in all accident	6		цифрова стойност
32	PS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
33	PS 02	In derailments of trains	0		цифрова стойност
34	PS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност

35	PS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	6		цифрова стойност
36	PS 05	In fires in rolling stock	0		цифрова стойност
37	PS 06	In others	0		цифрова стойност
1.2b. . Relative to "million" train kilometres total number of Passengers seriously injured by type of accident divided into the following categories					
38	PS 10	Total number in all accident	0,17		цифрова стойност (влак-км в млн)
39	PS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
40	PS 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
41	PS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (влак-км в млн)
42	PS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,17		цифрова стойност (влак-км в млн)
43	PS 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
44	PS 16	In others	0		цифрова стойност (влак-км в млн)
1.2c. Relative to "billion" passenger kilometres total number of Passengers seriously injured by type of accident divided into the following categories					
45	PS 20	Total number in all accident	2,48		цифрова стойност (пътник-км в млрд)
46	PS 21	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (пътник-км в млрд)

47	PS 22	In derailments of trains	0		цифрова стойност (пътник-км в млрд)
48	PS 23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (пътник-км в млрд)
49	PS 24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	2,48		цифрова стойност (пътник-км в млрд)
50	PS 25	In fires in rolling stock	0		цифрова стойност (пътник-км в млрд)
51	PS 26	In others	0		цифрова стойност (пътник-км в млрд)
1.2a.. Total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories					
52	SS 00	Total number in all accident	2		цифрова стойност
53	SS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	2		цифрова стойност
54	SS 02	In derailments of trains	0		цифрова стойност
55	SS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност
56	SS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност
57	SS 05	In fires in rolling stock	0		цифрова стойност
58	SS 06	In others	0		цифрова стойност
1.2b. Relative to "million" train kilometres total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories					
59	SS 10	In collisions of trains, including collisions with obstacles within the clearance gauge	0,06		цифрова стойност (влак-км в млн)

60	SS 11	In derailments of trains	0,06		цифрова стойност (влак-км в млн)
61	SS 12	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (влак-км в млн)
62	SS 13	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност (влак-км в млн)
63	SS 14	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
64	SS 15	In others	0		цифрова стойност (влак-км в млн)
65	SS 16	Total number in all accident	0		цифрова стойност (влак-км в млн)
1.2a. Total number of Level-crossing users seriously injured by type of accident divided into the following categories					
66	LS 00	Total number in all accident	8		цифрова стойност
67	LS 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
68	LS 02	In derailments of trains	0		цифрова стойност
69	LS 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	8		цифрова стойност
70	LS 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност
71	LS 05	In fires in rolling stock	0		цифрова стойност
72	LS 06	In others	0		цифрова стойност
1.2b. Relative to "million" train kilometres total number of Level-crossing users seriously injured by type of accident divided into the following categories					

73	LS 10	Total number in all accident	0,22		цифрова стойност (влак-км в млн)
74	LS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
75	LS 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
76	LS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,22		цифрова стойност (влак-км в млн)
77	LS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност (влак-км в млн)
78	LS 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
79	LS 16	In others	0		цифрова стойност (влак-км в млн)
1.2a. Total number of Unauthorised persons seriously injured by type of accident divided into the following categories					
80	US 00	In collisions of trains, including collisions with obstacles within the clearance gauge	17		цифрова стойност
81	US 01	In derailments of trains	2		цифрова стойност
82	US 02	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност
83	US 03	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност
84	US 04	In fires in rolling stock	15		цифрова стойност
85	US 05	In others	0		цифрова стойност
86	US 06	Total number in all accident	0		цифрова стойност

1.2b. Relative to "million" train kilometres total Total number of Unauthorised persons seriously injured by type of accident divided into the following categories					
87	*US 10*	*Total number in all accident*	*0,47*		*цифрова стойност (влак-км в млн)*
88	*US 11*	*In collisions of trains, including collisions with obstacles within the clearance gauge*	*0,06*		*цифрова стойност (влак-км в млн)*
89	*US 12*	*In derailments of trains*	*0*		*цифрова стойност (влак-км в млн)*
90	*US 13*	*In level-crossing accidents, including accidents involving pedestrians at level-crossings*	*0*		*цифрова стойност (влак-км в млн)*
91	*US 14*	*In accidents to persons caused by rolling stock in motion, with the exception of suicides*	*0,42*		*цифрова стойност (влак-км в млн)*
92	*US 15*	*In fires in rolling stock*	*0*		*цифрова стойност (влак-км в млн)*
93	*US 16*	*In others*	*0*		*цифрова стойност (влак-км в млн)*
1.2a. Total number of Other persons seriously injured by type of accident divided into the following categories					
94	*OS 00*	*Total number in all accident*	*0*		*цифрова стойност*
95	*OS 01*	*In collisions of trains, including collisions with obstacles within the clearance gauge*	*0*		*цифрова стойност*
96	*OS 02*	*In derailments of trains*	*0*		*цифрова стойност*
97	*OS 03*	*In level-crossing accidents, including accidents involving pedestrians at level-crossings*	*0*		*цифрова стойност*
98	*OS 04*	*In accidents to persons caused by rolling stock in motion, with the exception of suicides*	*0*		*цифрова стойност*
99	*OS 05*	*In fires in rolling stock*	*0*		*цифрова стойност*

100	OS 06	In others	0		цифрова стойност
1.2b. Relative to "million" train kilometres total number of Other persons seriously injured by type of accident divided into the following categories					
101	OS 10	Total number in all accident	0		цифрова стойност (влак-км в млн)
102	OS 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
103	OS 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
104	OS 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (влак-км в млн)
105	OS 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност (влак-км в млн)
106	OS 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
107	OS 16	In others	0		цифрова стойност (влак-км в млн)
1.3a. Total number of Persons killed by type of accident divided into the following categories					
108	TK 00	Total number in all accident	27		цифрова стойност
109	TK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
110	TK 02	In derailments of trains	0		цифрова стойност
111	TK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	5		цифрова стойност
112	TK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	22		цифрова стойност

113	TK 05	In fires in rolling stock	0		цифрова стойност
114	TK 06	In others	0		цифрова стойност
1.3b. Relative to "million" train kilometres total number of Persons killed by type of accident divided into the following categories					
115	TK 10	Total number in all accident	0,75		цифрова стойност (влак-км в млн)
116	TK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
117	TK 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
118	TK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,14		цифрова стойност (влак-км в млн)
119	TK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,61		цифрова стойност (влак-км в млн)
120	TK 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
121	TK 16	In others	0		цифрова стойност (влак-км в млн)
1.3a. Total number of Passengers killed by type of accident divided into the following categories					
122	PK 00	Total number in all accident	2		цифрова стойност
123	PK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
124	PK 02	In derailments of trains	0		цифрова стойност
125	PK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност

126	PK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	2		цифрова стойност
127	PK 05	In fires in rolling stock	0		цифрова стойност
128	PK 06	In others	0		цифрова стойност
1.3b. Relative to "million" train kilometres total number of Passengers killed by type of accident divided into the following categories					
129	PK 10	Total number in all accident	0,06		цифрова стойност (влак-км в млн)
130	PK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
131	PK 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
132	PK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (влак-км в млн)
133	PK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,06		цифрова стойност (влак-км в млн)
134	PK 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
135	PK 16	In others	0		цифрова стойност (влак-км в млн)
1.3c. Relative to "billion" passenger kilometres total number of Passengers killed by type of accident divided into the following categories					
136	PK 20	Total number in all accident	0,83		цифрова стойност (пътник-км в млрд)
137	PK 21	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (пътник-км в млрд)

138	PK 22	In derailments of trains	0		цифрова стойност (пътник-км в млрд)
139	PK 23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (пътник-км в млрд)
140	PK 24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,83		цифрова стойност (пътник-км в млрд)
141	PK 25	In fires in rolling stock	0		цифрова стойност (пътник-км в млрд)
142	PK 26	In others	0		цифрова стойност (пътник-км в млрд)
1.3a. Total number of Employees including the staff of contractors killed by type of accident divided into the following categories					
143	SK 00	Total number in all accident	1		цифрова стойност
144	SK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
145	SK 02	In derailments of trains	0		цифрова стойност
146	SK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност
147	SK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1		цифрова стойност
148	SK 05	In fires in rolling stock	0		цифрова стойност
149	SK 06	In others	0		цифрова стойност
1.3b Relative to "million" train kilometres total number of Employees including the staff of contractors killed by type of accident divided into the following categories					
150	SK 10	Total number in all accident	0,03		цифрова стойност (влак-км в млн)

151	SK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
152	SK 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
153	SK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност (влак-км в млн)
154	SK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0,03		цифрова стойност (влак-км в млн)
155	SK 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
156	SK 16	In others	0		цифрова стойност (влак-км в млн)
1.3a. Total number of Level-crossing users killed by type of accident divided into the following categories					
157	LK 00	Total number in all accident	5		цифрова стойност
158	LK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
159	LK 02	In derailments of trains	0		цифрова стойност
160	LK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	5		цифрова стойност
161	LK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност
162	LK 05	In fires in rolling stock	0		цифрова стойност
163	LK 06	In others	0		цифрова стойност
1.3b. Relative to "million" train kilometres total number of Level-crossing users killed by type of accident divided into the following categories					

164	LK 10	Total number in all accident	0,14		цифрова стойност (влак-км в млн)
165	LK 11	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност (влак-км в млн)
166	LK 12	In derailments of trains	0		цифрова стойност (влак-км в млн)
167	LK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0,14		цифрова стойност (влак-км в млн)
168	LK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0		цифрова стойност (влак-км в млн)
169	LK 15	In fires in rolling stock	0		цифрова стойност (влак-км в млн)
170	LK 16	In others	0		цифрова стойност (влак-км в млн)
1.3a. Total number of Unauthorised persons killed by type of accident divided into the following categories					
171	UK 00	Total number in all accident	19		цифрова стойност
172	UK 01	In collisions of trains, including collisions with obstacles within the clearance gauge	0		цифрова стойност
173	UK 02	In derailments of trains	0		цифрова стойност
174	UK 03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0		цифрова стойност
175	UK 04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	19		цифрова стойност
176	UK 05	In fires in rolling stock	0		цифрова стойност
177	UK 06	In others	0		цифрова стойност

1.3b. Relative to "million" train kilometres total Total number of Unauthorised persons killed by type of accident divided into the following categories					
178	*UK 10*	*Total number in all accident*	*0,53*		*цифрова стойност (влак-км в млн)*
179	*UK 11*	*In collisions of trains, including collisions with obstacles within the clearance gauge*	*0*		*цифрова стойност (влак-км в млн)*
180	*UK 12*	*In derailments of trains*	*0*		*цифрова стойност (влак-км в млн)*
181	*UK 13*	*In level-crossing accidents, including accidents involving pedestrians at level-crossings*	*0*		*цифрова стойност (влак-км в млн)*
182	*UK 14*	*In accidents to persons caused by rolling stock in motion, with the exception of suicides*	*0,53*		*цифрова стойност (влак-км в млн)*
183	*UK 15*	*In fires in rolling stock*	*0*		*цифрова стойност (влак-км в млн)*
184	*UK 16*	*In others*	*0*		*цифрова стойност (влак-км в млн)*
1.3a. Total number of Other persons killed by type of accident divided into the following categories					
185	*OK 00*	*Total number in all accident*	*0*		*цифрова стойност*
186	*OK 01*	*In collisions of trains, including collisions with obstacles within the clearance gauge*	*0*		*цифрова стойност*
187	*OK 02*	*In derailments of trains*	*0*		*цифрова стойност*
188	*OK 03*	*In level-crossing accidents, including accidents involving pedestrians at level-crossings*	*0*		*цифрова стойност*
189	*OK 04*	*In accidents to persons caused by rolling stock in motion, with the exception of suicides*	*0*		*цифрова стойност*
190	*OK 05*	*In fires in rolling stock*	*0*		*цифрова стойност*

191	OK 06	In others	0		цифрова стойност
1.3b Relative to "million" train kilometres total number of Other persons killed by type of accident divided into the following categories					
192	OK 10	Total number in all accident			цифрова стойност (влак-км в млн)
193	OK 11	In collisions of trains, including collisions with obstacles within the clearance gauge			цифрова стойност (влак-км в млн)
194	OK 12	In derailments of trains			цифрова стойност (влак-км в млн)
195	OK 13	In level-crossing accidents, including accidents involving pedestrians at level-crossings			цифрова стойност (влак-км в млн)
196	OK 14	In accidents to persons caused by rolling stock in motion, with the exception of suicides			цифрова стойност (влак-км в млн)
197	OK 15	In fires in rolling stock			цифрова стойност (влак-км в млн)
198	OK 16	In others			цифрова стойност (влак-км в млн)
2.1a. Total number of incidents and near-misses and a break-down into the following types					
199	I 00	Total number of incidents and near-misses	188		цифрова стойност
200	I 01	Total number of broken rails	92		цифрова стойност
201	I 02	Total number of track buckles	25		цифрова стойност
202	I 03	Total number of wrong-side signalling failures	10		цифрова стойност
203	I 04	Total number of signals passed at danger	15		цифрова стойност

204	I 05	Total number of broken wheels on rolling stock in service	17		цифрова стойност
205	I 06	Total number of broken axles on rolling stock in service	29		цифрова стойност
2.1b. . Relative to "million" train kilometres number of incidents and near-misses and a break-down into the following types of accidents					
206	I 10	Total number of incidents and near-misses	5,22		цифрова стойност (влак-км в млн)
207	I 11	Total number of broken rails	2,55		цифрова стойност (влак-км в млн)
208	I 12	Total number of track buckles	0,69		цифрова стойност (влак-км в млн)
209	I 13	Total number of wrong-side signalling failures	0,28		цифрова стойност (влак-км в млн)
210	I 14	Total number of signals passed at danger	0,42		цифрова стойност (влак-км в млн)
211	I 15	Total number of broken wheels on rolling stock in service	0,47		цифрова стойност (влак-км в млн)
212	I 16	Total number of broken axles on rolling stock in service	0,80		цифрова стойност (влак-км в млн)
3.1a. Total costs in euro of all accidents					
213	C 00	Total costs of all accidents	674623		цифрова стойност в евро
214	C 01	Costs of deaths	0		цифрова стойност в евро
215	C 02	Costs of injuries	2523		цифрова стойност в

					евро
216	*C 03*	*Costs of replacement or repair of damaged rolling stock and railway installations*	*572084*		*цифрова стойност в евро*
217	*C 04*	*Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss* of future revenue*	*100016*		*цифрова стойност в евро*
3.1b. Relative to "million" train kilometres total costs in euro of all accidents					
218	*C 10*	*Total costs of all accidents*	*18723,92*		*цифрова стойност в евро/ влак-км (влак-км в млн)*
219	*C 11*	*Costs of deaths*	*0,00*		*цифрова стойност в евро/ влак-км (влак-км в млн)*
220	*C 12*	*Costs of injuries*	*70,02*		*цифрова стойност в евро/ влак-км (влак-км в млн)*
221	*C 13*	*Costs of replacement or repair of damaged rolling stock and railway installations*	*15877,99*		*цифрова стойност в евро/ влак-км (влак-км в млн)*
222	*C 14*	*Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue**	*2775,91*		*цифрова стойност в евро/ влак-км (влак-км в млн)*
3.2a. Total number of working hours of staff and contractors lost as a consequence of accidents					
223	*W 00*	*Total number of working hours of staff and contractors lost as a consequence of accidents*			*цифрова стойност*
3.2b. Relative to Total number of hours worked number of working hours of staff and contractors lost as a consequence of accidents					

224	W 10	Relative to Total number of working hours number of staff and contractors lost as a consequence of accidents			цифрова стойност (%)
4. Indicators relating to technical safety of infrastructure and its implementation					
225	T 01	Percentage of tracks with Automatic Train Protection (ATP) in operation	0,14		цифрова стойност (%) (67 % = 0.67)
226	T 02	Percentage of train kilometres using operational ATP systems	0,20		цифрова стойност (%)
227	T 03	Total number of level crossings	820		цифрова стойност
228	T 04	Total number of level crossings per line kilometre	0,16		цифрова стойност
229	T 05	Percentage of level crossings with automatic or manual protection	0,42		цифрова стойност (%)
5. Indicators relating to the management of safety					
230	A 01	Total number of accomplished audits	337		цифрова стойност
231	A 02	percentage of audits accomplished /required (and/or planned).			цифрова стойност (%)
6 Reference data					
232	R 01	Number of Train*Km	36,03		цифрова стойност (в млн влак-км)
233	R 02	Number of Passenger*Km	2,423		цифрова стойност (в млрд пътник-км)
234	R 03	Number of track kilometres (double track lines are to be counted twice)	5119		цифрова стойност (в км)
235	R 04	Total number of working hours			цифрова стойност

					(в хилади часове)

** in the shown values are included the damages, injured passangers, perssonel and third persons of the ammount of money 5670 euros*

C.2. Definitions used in the annual report

C.2.1 The definitions used in the national report are in compliance with Regulation 91/03 concerning:

- *Deaths (killed person)*
- *Injuries (seriously injured person)*
- ***P**assenger-km*
- *Rail passenger*
- *suicide*
- *significant accident*
- *train*
- *train-km*

C.2.2. National definitions

В понятието „Брой други произшествия", които са обект на разследване от структурите по безопасност на управителя на железопътната инфраструктура и превозвачите и се регистрират в базата-данни са включени следните ситуации, близки до инциденти:

- *не осигурен влак със спирачна маса – 2;*
- *повреди на контактна мрежа, съоръжения и устройства на осигурителна техника, причинили закъснение на влаковете над 30 минути – 443;*
- *прекъсване на движението вследствие природни бедствия или други външни причини – 82;*
- *оставен влак по повреда на локомотив, отвозен от друг локомотив – 538;*

- *изваден вагон от състава на влак поради повреда – 116;*
- *увеличено над разрешеното време за прекъсване движението на влаковете при планови ремонти по железопътната инфраструктура, причинило закъснение на влаковете над 30 минути – 22;*
- *прегазени животни – 83;*
- *умишлено поставени предмети на железния път или други злонамерени действия, довели до принудително спиране на влакове – 48;*
- *замеряне на подвижен състав с предмети – 190;*
- *раздвоан влак – 30;*

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10^6
BLN	10^9
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

Annex D: Important changes in legislation and regulation

	Законово основание	***Дата, от която законодателство то влиза в сила***	***Причини за въвеждане (посочете новите правила или поправки на съществуващото)***	***Описание***
Общо законодателство, засягащо националната жп безопасност	*Промяна на обхвата, задачите, отговорностите, компетенциите, и др.*			
Законодателство засягащо НОБ	*няма нови или променени изисквания*			
Законодателство засягащо нотифицираните органи, оценители, трети страни, органи за регистрация, изпити, др..	*Промяна на обхвата, задачите, отговорностите, компетенциите, и др.*			
	няма нови или променени изисквания			
Национални правила, касаещи жп безопасност				
Правила относно националните цели и методи за безопасност	*Нови или променени изисквания, вкл. прилагането на Общи методи за безопасност и Общи цели за безопасност*			
	няма нови или променени изисквания			

Правила относно изискванията за системите за управление на безопасността и сертификатите за безопасност на жп предприятия	*Нови или променени изисквания, вкл. прилагането на изискванията в Директивата за безопасност*			
	няма нови или променени изисквания			
Правила относно изискванията за системите за управление на безопасността и разрешителните за безопасност на жп предприятия на управителите на инфраструктурата	*Нови или променени изисквания, вкл. прилагането на изискванията в Директивата за безопасност*			
	няма нови или променени изисквания			
Правила относно изискванията за собствениците на вагони	*Нови или променени изисквания, вкл. прилагането на изискванията в Европейското законодателство*			
	няма нови или променени изисквания			
Правила относно изискванията за ремонтните работилници	*Нови или променени изисквания, вкл. прилагането на изискванията в Европейското законодателство*			

	няма нови или променени изисквания			
Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures.	*New or ammended requirements including application of the requirements in the European legislation including TSI and RID*			
	Чл.61 от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно задължението на ИА „ЖА" да води и постоянно да актуализира регистър на подвижния състав, който се експлоатира по железопътната инфраструктура, относно оперативната му съвместимост с трансевропейската железопътна система.*
	Чл.62 от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно информацията, която трябва да съдържа регистъра по чл. 61.*
	Чл.63 от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Чл. 63 (1) При издаване на разрешение за въвеждане в експлоатация на подвижен състав ИА "ЖА" определя идентификационен код за всяко возило, състоящ се от букви и цифри.* *(2) Кодът по ал. 1 се маркира върху подвижния железопътен състав и се вписва в регистъра на подвижния състав по чл. 61, ал. 1."*

	Дял девети от Наредба № 58	*02.11.2007г.*	*Въвеждането в експлоатация изцяло е предмет на „Наредба № 57 за условията и съществените изисквания към железопътната инфраструктура и подвижния състав за постигане на оперативноа съвместимост на националната железопътна система с трансевропейската железопътна система".*	*Дял девети, отнасящ се до разрешенията за въвеждане в експлоатация на нови, модернизирани и подновени обекти на железопътната инфраструктура и подвижния железопътен състав* ***се отменя.***
	раздел V от Наредба № 59 .	*02.11.2007г*	*Въвеждането в експлоатация изцяло е предмет на „Наредба № 57 за условията и съществените изисквания към железопътната инфраструктура и подвижния състав за постигане на оперативноа съвместимост на националната железопътна система с трансевропейската железопътна система".*	*Раздел V, отнасящ се до въвеждането в експлоатация на годен за употреба подвижен състав* ***се отменя****.*
Общи оперативни правила на жп мрежа, вкл. правила свързани със сигнализацията и процедурите, свързани с трафика	*Нови или променени изисквания, вкл. прилагането на изискванията в европейското законодателство, вкл. TCOC и RID*			
	няма нови или променени изисквания			

Правила, поставящи изискванията относно допълнителните вътрешни оперативни правила (правила на компаниите), които трябва да бъдат установени от УИ и ЖП	*Нови или променени изисквания, вкл. прилагането на изискванията в европейското законодателство, вкл. TCOC и RID*			
	няма нови или променени изисквания			
Правила относно изискванията за персонал, който извършва критични задачи, включително критерии за подбор, здравословно състояние и професионално обучение и сертифициране	*Нови или променени изисквания, вкл. прилагането на изискванията в европейското законодателство, вкл. TCOC и RID*			
	няма нови или променени изисквания			
Правила относно разследването на произшествия и инциденти вкл. препоръки	*Нови или променени изисквания, вкл. прилагането на изискванията в Директивата за безопасност*			
	няма нови или променени изисквания			
Правила относно изискванията за национални показатели за безопасност	*Нови или променени изисквания, вкл. прилагането на изискванията в Директивата за безопасност*			

вкл. как се събират и анализират данни.				
	няма нови или променени изисквания			
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	*New or ammended requirements including application of the requirements in the European legislation including TSI*			
	Чл. 1 (1) от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се до обхвата на приложение на наредбата*
	Чл.1(4) от Наредба № 57– нова.	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Компетентен орган по ал. 3 е всеки национален орган по безопасност на държава - членка на ЕС, или друг орган на такава държава, който е овластен да извършва проверка на съответствието със съществените изисквания."*
	Чл.5 (3) от Наредба № 57 – нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*" Изпълнителна агенция "Железопътна администрация" поддържа електронна база данни за приетите по ал. 1 ТСОС."*
	Чл.44 (2) от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Функционалните подсистеми се въвеждат в експлоатация по реда на тази наредба, когато съществени изисквания са предвидени в ТСОС или когато спазването им е необходимо за осигуряване на оперативна*

				съвместимост."
	Чл.44 (4) от Наредба № 57 – нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Всяка нова структурна подсистема или части от нея трябва да бъдат така проектирани, изграждани и инсталирани, че общото ниво на безопасност да бъде най-малко еквивалентно на нивото на безопасност на съществуващите и да гарантира сравними условия и функции."*
	Чл.44а от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се до въвеждането в експлоатация на структурните подсистеми или части от тях.*
	Чл.44б от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно писмено становище на изпълнителният директор на ИА "ЖА" върху проектът, техническото задание за проектиране и докладът за безопасност*
	Чл.44в от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно заявление за издаване на разрешение за въвеждане в експлоатация след изграждането и инсталирането на подсистемата или частта от нея*
	Чл.44г от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно пробна експлоатация при реални експлоатационни условия на подсистема или част от нея*
	Чл.44д от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно издаване на разрешение за въвеждане в експлоатация или мотивиран отказ за издаване на разрешение.*

Чл.44е от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно въвеждане в експлоатация на внесена от друга държава структурна подсистема или част от нея.*
Чл.47 (2) от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„В случаите по ал. 1 при отказ на лицето да проведе исканите проверки ИА "ЖА" може да откаже издаването на разрешение за въвеждане в експлоатация на подсистемата и/или да уведоми съответните компетентни органи да предприемат действия по изтеглянето на съставните елементи от пазара.”*
Чл.49 (4) от Наредба № 57 - нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„В случаите по ал. 1, т. 1 и 2 лицето, което ще въвежда в експлоатация, може да поиска да се направи междинна оценка на съответствието от лицето за оценяване.”*
Чл.49 (5) от Наредба № 57 - нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„При извършване на междинна оценка лицето за оценяване издава междинен сертификат за съответствие, въз основа на който лицето, което ще въвежда в експлоатация, издава междинна декларация за проверка, които се включват в техническото досие.”*
Чл.52 (1) т.8 от Наредба № 57 - нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Междинни сертификати за съответствие и междинни декларации, доказващи междинното съответствие на подсистемата, ако има такива;”*

	Чл.53 (3) от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Лицето, което ще въвежда в експлоатация, предоставя на държава - член на Европейския съюз, копие от техническото досие, когато същата е отправила искане за това."*
	Чл.55 (1) от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Лице за оценяване е лице, което е получило разрешение при условията и по реда на Закона за железопътния транспорт и на тази наредба за извършване на дейностите по оценяване съответствието на съставните елементи и проверката на подсистемите."*
	Чл.55 (3) от Наредба № 57 – нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се за изискванията, на които трябва да отговаря лицето, което кандидатства за получаване на разрешение за оценяване на съответствието*
	Чл.55 (4) от Наредба № 57 – нова	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*„Лице за оценяване може да извършва дейности по проучване, изследване и даване на експертни мнения за съставни елементи и подсистеми, доколкото тази дейност не влиза в противоречие с изискването по чл. 115б, ал. 2, т. 3 ЗЖТ."*
	Чл.56в от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно подаване на писмено заявление до ИА "ЖА" от лице, което кандидатства за получаване на разрешение за оценяване на съответствието.*
	Чл.56г от Наредба № 57 –	*02.11.2007г.*	*Директива 2007/32/ЕО на*	*Относно срока за разглеждане на заявлението по чл. 56в, ал. 1 от*

	нов		*Комисията от 1 юни 2007 г.*	*Изпълнителна агенция "Железопътна администрация"*
	Чл.56д от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно издаване на разрешение за извършване на дейностите по оценяване съответствието на съставните елементи и проверката на подсистемите.*
	Чл.59 от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се за отчетността на лицата за оценяване пред ИА "ЖА" за извършените процедури за оценяване и за проверка*
	Чл.60 от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се за контролът, осъществяван от ИА "ЖА" върху дейностите на лицата за оценяване за спазването на изискванията на Закона за железопътния транспорт.*
	Чл.60а от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се до обхвата на проверките по чл. 60, ал. 1*
	Чл.60б от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Отнася се до регистрирането на лица, извършващи обучение по прилагането на:* *- изискванията за оперативна съвместимост,* *- на процедурите за оценяване и проверка,* *- на процедурите по издаване на удостоверяващите*

				съответствие документи и - *процедурите по прилагането на европейските и българските стандарти, касаещи железопътния транспорт*
	Чл.61 от Наредба № 57	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно задължението на ИА „ЖА" да води и постоянно да актуализира регистър на железопътната инфраструктура относно оперативната й съвместимост с трансевропейската железопътна система.*
	Чл.62 от Наредба № 57 – нов	*02.11.2007г.*	*Директива 2007/32/ЕО на Комисията от 1 юни 2007 г.*	*Относно информацията, която трябва да съдържа регистъра по чл. 61, ал. 1*
	Дял девети от Наредба № 58	*02.11.2007г.*	*Въвеждането в експлоатация изцяло е предмет на „Наредба № 57 за условията и съществените изисквания към железопътната инфраструктура и подвижния състав за постигане на оперативноа съвместимост на националната железопътна система с трансевропейската железопътна система".*	*Дял девети, отнасящ се до разрешенията за въвеждане в експлоатация на нови, модернизирани и подновени обекти на железопътната инфраструктура и подвижния железопътен състав* ***се отменя.***

ANNEX E: The development of safety certification and authorisation – Numerical Data

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 20xx being licensed	*in your Member State*	*0*
	in another Member State	*0*

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

		New	*Updated / amended*	*Renewed*
*E.2.1. Number of valid Safety Certificates **Part A** held by Railway Undertakings in the year 20xx being registered*	*in your Member State*	*0*	*0*	*0*
	in another Member State	*0*	*0*	*0*

		New	*Updated / amended*	*Renewed*
*E.2.2. Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 20xx being registered*	*in your Member State*	*0*	*0*	*0*
	in another Member State	*0*	*0*	*0*

			A	*R*	*P*
*E.2.3. Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 20xx being registered*	*in your Member State for*	*new certificates*	*0*	*0*	*0*
		updated / amended certificates	*0*	*0*	*0*
		renewed certificates	*0*	*0*	*0*
	in another Member State for	*new certificates*	*0*	*0*	*0*
		updated / amended certificates	*0*	*0*	*0*
		renewed certificates	*0*	*0*	*0*

			A	*R*	*P*
*E.2.4. Number of applications for Safety Certificates **Part B** submitted by Railway*	*in your Member State for*	*new certificates*	*0*	*0*	*0*
		updated / amended certificates	*0*	*0*	*0*
		renewed certificates	*0*	*0*	*0*

Undertakings in year 20xx being registered	*in another Member State for*	*new certificates*	*0*	*0*	*0*
		updated / amended certificates	*0*	*0*	*0*
		renewed certificates	*0*	*0*	*0*

A = Accepted application, certificate is already issued
R = Rejected applications, no certificate was issued
P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

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

	New	*Updated / amended*	*Renewed*
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 20xx being registered in your Member State	*0*	*0*	*0*

		A	*R*	*P*
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 20xx being registered in your Member State	*new authorisations*			
	updated / amended authorisations			
	renewed authorisations			

A = Accepted application, authorisation is already issued
R = Rejected applications, no authorisation was issued
P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	*Updated / amended*	*Renewed*
*Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate **Part A** in year 20xx for Railway Undertakings holding*	*a licence released by your Member State*	*0*	*0*	*0*
	a licence released by another Member State	*0*	*0*	*0*

E.5. Procedural aspects – Safety Certificates part B

		New	*Updated / amended*	*Renewed*

*Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate **Part B** in year 20xx for Railway Undertakings holding*	*a licence released by your Member State?*	*0*	*0*	*0*
	a licence released by another Member State?	*0*	*0*	*0*

E.6. Procedural aspects – Safety Authorisations

		New	*Updated / amended*	*Renewed*
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 20xx for Infrastructure Managers holding	*a licence released by your Member State*	*0*	*0*	*0*
	a licence released by another Member State	*0*	*0*	*0*