

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



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ISO 9001

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**REPORT
FOR THE
FACTUAL CONDITION OF THE
RAILWAY INFRASTRUCTURE**

/NETWORK STATEMENT/

**Issued February 10, 2016
For the period 11.12 2016 – 09.12.2017**

**REPORT
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/NETWORK STATEMENT/

PERIOD OF VALIDITY - 11.12.2016 – 09.12.2017

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1. GENERAL CONTEXT

Directive 2001/14/EO of the European Parliament and the Council from February 26, 2001 requires by every private or state owned Manager of railway infrastructure (IM) to issue Report for Factual Condition of the Railway Infrastructure. (art. 3).

"Network statement" means a document which sets in details the basic rules, deadlines, procedures and criteria concerning the schemes for charging and capacity allocation. The Network statement also contains other information, which is needed for the purposes of application for infrastructure capacity (art. 2, p. "I").

„The Network statement informs for the character of the railway infrastructure on disposal of the railway undertakings. The Network statement contains information determining the conditions for access to the relevant railway infrastructure (art. 3, par. 2).

1.1. Content of the Report for Factual Condition of the Railway Infrastructure

The National Railway Infrastructure Company, after consultations with the interested parties, prepares annual Report for factual condition of railway infrastructure, which mandatory contains following information:

1. The parameters of the railway infrastructure designed to be used by the Railway Undertaking and the conditions for access to this infrastructure.
2. Charging principles and tariffs, including information for the charges and tariffs applicable for provided services, related with the access to the railway infrastructure and services for servicing and maintenance, additional and concomitant services.
3. The procedures used for determination of the track access charges, including mark-ups, compensations and concessions as well as information for expected alteration of the charges.
4. The principles and criteria for capacity allocation, including the capacity's parameters of the infrastructure designed to be used by the Railway Undertakings as well as the restrictions related with capacity

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utilization, including planned construction and maintenance works along the railway infrastructure for the forthcoming year.

5. Procedures and deadlines related with the process of capacity allocation.

2. REPORT FOR FACTUAL CONDITION OF THE RAILWAY INFRASTRUCTURE

2.1. General Information

The National Railway Infrastructure Company (NRIC), state owned company (statute of state owned company in accordance with art. 62, par. 3 of the Trade Law), established in accordance with the stipulations of The Law for Railway Transport (LRT), State Gazette copy 97 from 28.11.2000, in force from 01.01.2002, p.9, p.4, No. 592, has the obligation:

- to run and manage the provided property – owned by the public and the state;
- to construct, maintain, develop, optimize and exploit the railway infrastructure of the national railway network;
- to manage the systems for control and safety of the trains movement;
- to provide access for the Railway Undertakings (art.3, par.1 of Ordinance 41).

In accordance with the policy of transparency and nondiscrimination, which is mandatory for achievement of the goals for development and revitalization of the railway transport in Europe, and in accordance with the requirements of the Directive 2001/14/EU (art. 3 and Appendix 1), The Law for Railway Transport, Ordinance 41 (art. 8), Ordinance 57 and Ordinance 59, NRIC prepared the present Report for Factual Condition of the Railway Infrastructure.

2.2. Goal

The present Report for Factual Condition of the Railway Infrastructure includes the all information necessary for potential operators and railway undertakings, which wish to use the national railway network to offer transport services for passengers and freight.

2.3. LEGAL FRAMEWORK

The general legal framework applicable for access and utilization of the national railways networks contains following legal acts and rules:

- The Law for Railway Transport (LRT), published in State Gazette, copy 97/28.11.2000, inure from 01.01.2002, amended at copy 47/10.05.2002, copy 96/11.10.2002, copy 70/10.08.2004, inure from 01.01.2005, copy 115/30.12.2004, inure from 01.01.2005, amended at copy 77/27.09.2005, inure from 27.09.2005, amended at copy 88/04.11.2005, copy 36/02.05.2006, inure

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from 01.07.2006, copy 37/05.05.2006, inure from 01.07.2006, amended at copy 62/01.08.2006, inure from the date of validation of Accession Treaty with European Union – 01.01.2007, amended at copy 92/14.11.2006, inure from 14.11.2006, amended at copy 108/29.12.2006, inure from 01.01.2007, amended at copy 22/24.03.2007, amended at copy 35/12.05.2009, inure from 12.05.2009, amended at copy 74/15.09.2009, inure from 15.09.2009, amended at copy 81/13.10.2009, copy 87/05.11.2010, copy 47/21.06.2011, inure from 21.06.2011, copy 15/2013, inure from 01.01.2014, amended at copy 68/02.08.2013, inure from 02.08.2013, copy 17/06.03.2015, inure from 06.03.2015, amended at copy 47/26.06.2015.

- The Trade Law;
- The Code for Administrative Procedures;
- Ordinance 41 from 27.06.2001, for access and utilization of the railway infrastructure, issued by the Minister of transport, information technologies and communications, published in State Gazette, copy 64/20.07.2001, inure from 01.01.2002; amended at copy 50/30.05. 2003, inure from 01.01.2002, amended at copy 87/27.10.2006; copy.70/08.08.2008; copy 44/ 12.06.2009, inure from 01.01.2010 r., amended at copy 88/08.11.2011 and copy 110/21.12.2013
- Ordinance № 42 from 06.07.2001 for licensing of the railway undertakings for transport of passengers and/or freight issued by the Minister of transport, information technologies and communications (Title changed – State Gazette, copy 11 from 2012 r.) published at State Gazette, copy 67/31.07.2001; and amended at copy 14/12.02.2003, inure from 12.02.2003; copy 97/02.12.2005; amended at copy 95/24.11.2006; and amended at copy 11/07.02.2012 r.
- Ordinance № 43 from 11.09.2001 for railway transportation of passengers, luggage and packages issued by the Minister of transport, information technologies and communications, published at State Gazette copy 86/05.10.2001 inure from 01.01.2002, amended at copy 62/01.08.2006, amended at copy 20/12.03.2010, copy 40/02.06.2015.
- Ordinance № 44 from 10.10.2001 for freight transportation with railway transport issued by the Minister of transport, information technologies and communications, published in a State Gazette, copy 92/26.10.2001, and amended at copy 3/11.01.2011 r.
- Ordinance № 45 from 30.11.2001, rules for numbering of international and domestic passenger and freight trains issued by the Minister of transport, information technologies and communications, published in State Gazette, copy 107/11.12.2001, amended at copy 36 from 04.05.2007.
- Ordinance № 46 from November 30, 2001 for railway transport of dangerous goods, published in a State Gazette, copy 107 /11.12.2001, inure from 01.01.2002, amended at copy 99/08.12.2006; amended at copy 63/03.08.2007;

amended at copy 44/12.06. 2009; copy 46/17.06.2011, copy 44/17.05.2013; copy 24/31.03.2015.

- Ordinance 48 from 28.12.2001 for railway transport of specific freights, freights without packing and freights requiring special packing, issued by Ministry of transportation, information technology and communications published at State Gazette copy 4/11.01.2002 inure from 01.01.2002, amended at copy 83/24.09.2013.

- Ordinance 53 from 10.02.2003 for combined transportation of freight, issued by Ministry of Transportation, Information Technology and Communications published at State Gazette copy 18/25.02.2003.

- Ordinance № 57 from 09.06.2004 for achievement of interoperability of the national railway system with the railway system of the European Union (Title amended – State Gazette, copy 88/2007, copy 84/2010, copy 5/2012) published in the State Gazette, copy 55/25.06.2004, inure from 26.06.2005, corrected at copy 60/9.07.2004, amended at copy 91/15.11.2005, inure from 1.01.2007, copy 55/07.07.2006, corrected at copy 59/21.07.2006, amended at copy 88/02.11.2007, copy 84/26.10.2010, copy 5/17.01.2012, amended at copy 3/11.01.2013, copy 71/13.08.2013, copy 106/10.12.2013, copy 4/16.01.2015, inure from 01.01.2015.

- Ordinance № 58 from 02.08.2006 For the rules for technical exploitation, trains movement and signaling in the railway transport, issued by the Minister of transport, information technologies and communications, published in State Gazette, copy 73/05.09.2006, inure from 01.11.2006, amended at copy 88/02.11.2007, amended at copy 43/09.06.2009 inure from 10.09.2009, copy 68/15.08.2014 inure from 15.08.2014.

- Rules for technical exploitation of the railway infrastructure owned by NRIC and rules for trains movement and shunting activities in the railway transport.

- Ordinance № 59 from 05.12.2006, For management of the safety in a railway transport, issued by the Ministry of transport, information technologies and communications published in State Gazette copy 102/19.12.2006 amended at copy 88/02.11.2007, amended at copy 47/22.06.2010, copy 101/28.12.2010, copy 28/06.04.2012, copy 47/28.05.2013 inure from 07.06.2013, copy 58/31.07.2015.

- Regulation for the structure and the activities of the National Railway Infrastructure Company published in State Gazette copy 39/26.05.2009 inure from 26.05.2009, amended at copy 98/11.12.2009, copy 25/30.03.2010, copy 49/13.06.2014, inure from 13.06.2014, copy 76/02.10.2015 inure from 02.10.2015.

- Ordinance for categorization of the railway lines in the Republic of Bulgaria, included in the railway infrastructure and closure of separate railway lines or sections of lines approved with Decree № 293/20.12.2001 published at

State Gazette, copy 112/29.12.2001 inure from 01.01.2002, amended at copy 2/09.01.2004 inure from 01.01.2004 amended at copy 78/30.09.2005 inure from 01.10.2005, copy 96/30.11.2005 inure from 01.12.2005, copy 93/24.11.2009 inure from 24.11.2009, copy 40/02.06.2015.

- Methodology for calculation of track access charges collected by the infrastructure manager, approved with Decree of the Council of Ministers № 92/04.05.2012 published at State Gazette copy 36/11.05.2012 inure from 01.01.2013 amended at copy 30/01.04.2014, copy 50/17.06.2014 inure from 15.06.2014.

2.4. Condition of the present document and appealing procedures

The Report for Factual Condition of the Railway Infrastructure is prepared for potential and acting railway operators and for all parties interested in the offering of services for passengers and freights railway transportation.

All contracts and agreements concluded between National Railway Infrastructure Company (NRIC) and Railway Undertakings, using the national railway infrastructure, are based over the rules defined by the present document and the national legislation.

In a case of appeal or disagreement of one of the parties with one or other stipulation of the present document and in accordance with the Law for Railway Transport (inure from 01.01.2002) and article 29, art. 1, par. 1 of the Ordinance No 41, the respective party may submit an appeal to the Executive Agency Railway Administration (EARA). The EARA's Executive Director is obliged, within two months after the date of entering of the appeal, to issue mandatory instructions for elimination of the irregularities (article 30, par. 1 from the Ordinance №41). The EARA's decisions regarding the appeal in accordance with article 29, par. 1 might be appealed under the Code for Administrative Procedures (art. 30, par. 2 of the Ordinance №41).

2.5. Structure of the Report for the Factual Condition of the Railway Infrastructure

The Report for Factual Condition of the Railway Infrastructure in accordance with article 8 from the Ordinance contains:

- General information.
- The parameters of the railway infrastructure intended for use by the railway operators and conditions for access to this infrastructure.
- The principles and criteria for capacity allocation, including capacity's parameters of the infrastructure intended for use by the railway operators as well as the restrictions concerning the use of this capacity, including construction and maintenance work planned to be done during the present year.

- Procedures and deadlines related with the process for capacity allocation.
- Charging principles and tariffs, including information for charges and tariffs applicable for the given services related with the access, servicing and maintenance, additional and concomitant services.
- The procedures used for determination of the Track Access Charges, including mark-ups, compensations and concessions as well as information for expected alterations of the charges.

2.6. Period of validity of the present report for factual condition of the railway infrastructure

The Report for Factual Condition of the Railway Infrastructure shall be issued four (4) months before the deadline for submission of applications for railway capacity (article 9. par. 1 of the Ordinance 41). The applications for receiving of railway capacity should be submitted at least six (6) months before alteration of the Timetable for trains movement (art. 13, par. 1 of the Ordinance 41), which is made in a midnight of the second Saturday of December or within limits determined in coordination with the other European administrations (art. 11, par. 2 of Ordinance 41).

The final date for acceptance of applications for capacity, which to be included in the working Timetable, is no later than twelve (12) months before entering inure of the Timetable for trains movement (Annex 3, p.3 of Directive 2001/14/EU). No later than eleven (11) months before entering inure of the Timetable, the infrastructure managers, in cooperation with other allocated bodies mentioned in art.15, ensured the establishment of predefined international train paths. The infrastructure managers ensure, as far as possible, adherence to them during the next processes (Annex 3, p. 4 of Directive 2001/14/EU).

The National Railway Infrastructure Company, after consultations with interested parties, updates the Report for Factual Condition of the Railway Infrastructure, taking into consideration and reflecting the actual condition of the railway infrastructure and of the rules for capacity allocation and models and tariff for calculation of Track Access Charges.

The present Report for Factual Condition of the Railway Infrastructure is valid from the date of alteration of the Timetable for train's movement until entering into force of the next Timetable (12 months) for train's movement and is equal to the validity of the Timetable which is inure for the same period of time.

If necessary, the Report might be updated (art. 9, par. 2, of Ordinance 41).

In case of substantial changes as a result of alteration of the Law or implementation of some important investment, the present Report might be renewed. The Law and other legal texts are applicable despite of the state of the renewal of the Report for Factual Condition of the Railway Infrastructure.

2.7. Conditions for issue and sale of the Report for the Factual Condition of the Railway Infrastructure

The present Report for Factual Condition of the Railway Infrastructure is prepared by NRIC in Bulgarian and English languages and is published on the Web (www.rail-infra.bg.) In case of discrepancy or difficulties the version in Bulgarian language has a priority.

The Report for Factual Condition of the Railway Infrastructure is offered for sale on a price which covers the expenditures for preparation and printing (art. 9, par. 3 of Ordinance 41). The order should be addressed to:

NRIC, 1233 Sofia, Bulgaria, Bul. Knyagina Mariya Louisa №110

2.8. Contacts

2.8.1. On the government level

The Executive Agency Railway Administration controls and examines, on his own initiative or as a result of appeal of the interested party, the way of treatment of every railway undertakings regarding to:

1. The Report for Factual Condition of the Railway Infrastructure and criteria, written in the report;
2. The procedure for capacity allocation;
3. Tariff's application;
4. Application of the requirements for availability of safety certificate;
5. Control over the safety norms and rules.

For implementation of the above mentioned functions, the Executive Agency Railway Administration may require information from the Infrastructure Manager, applicants for capacity allocation and other interested parties. The requested information should be delivered immediately.

2.8.2. Neighboring European railway networks and One-Stop-Shop (OSS).

The members of the Association of the infrastructure managers from European Union – Rail Net Europe (RNE) have a signed agreement for common sale and marketing of the international capacity of the infrastructure called European Railway Network. The Association of Infrastructure Managers (RNE) supports One-Stop-Shops (OSS), which are working as a network from separate points for contact with the customers within RNE's framework. For request of international train paths the Railway Undertaking should contact one of this OSS, which will coordinate the entire process of allocation of the international train paths.

The names of appointed representatives for contact with the customers are published on RNE's Web page (www.railneteurope.com.) Every Infrastructure Manager has appointed representative for contact with the customers.

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2.8.3. Glossary/abbreviations

Glossary of the terms used in this document is included in Annex 1 of the Report.

3. CONDITIONS FOR ACCESS TO THE RAILWAY NETWORK

3.1. Legal framework

The legal framework for access to the railway infrastructure is described in the Law for Railway Transport, Ordinance 41 for access and utilization of the railway infrastructure, Ordinance 42 for licensing of the Railway Undertakings for transport of passengers and/or freights and Ordinance 59 for management of the safety in railway transport.

3.2. GENERAL CONDITIONS FOR ACCESS

3.2.1. Applicants who might have access to the network or part of the network managed by NRIC

The railway network is equally accessible for:

1. State Enterprise “National Railway Infrastructure Company”, for performance of transportation for his own needs (technological transportation).
2. Licensed Railway Undertakings holding a safety certificate (art. 31, par. 1 of LRT and art. 4 of Ordinance 41).

The license might be issued for transportation of passengers and/or freights in separate regions of the country (art. 4, par. 4, p.2. of Ordinance 42).

The requirements and ways for obtaining of license are described in Ordinance 42 for licensing of the railway undertakings for transportation of passengers and/or freights.

The availability of safety certificate guarantee that the railway undertaking has built a system for safety’s management, covering the requirements for interoperability and other legislative documents of European Union and in the national safety rules, to control the risks and ensure safety transport services along the railway infrastructure (art.34, par.1 of Ordinance 59). The safety certificate is issued by the Executive Director of the Executive Agency Railway Administration. The certificate is personal, reassignment is not allowed and certificate’s validity up to five (5) years.

In the safety certificate is written the type and scope of the activities, performed by the railway undertaking. The safety certificate has two parts as follow:

- part "A" confirms that the railway undertaking has a system for safety’s management in accordance with the requirements of art. 22 and 23 of Ordinance 59, this part has a validity for the entire territory of EU for performance of equivalent transport service;
- part “B” confirms the acceptance of the rules of the railway undertaking

for performance of the specific requirements for safe transportation of passengers and/or freight, along the railway infrastructure; the rules concern the application of TSI and other legislative acts of European Union and the national safety rules, the documents for working ability of the personnel and the permit for input into exploitation of the vehicles used by the Railway Undertaking.

Safety certificate – part A is issued in accordance with Annex 1 of Regulation (EU) 653/2007 of the Commission concerning of the application of joint European format for the Safety Certificates and the documents required for application for certification in accordance with art.10/ Directive 2004/49/EU of the European Parliament and the Council and the validity of the safety certificates issued in accordance with Directive 2001/14/EU of the European Parliament and the Council (OB, L 153, 14.06.2007), (Regulation (EO) № 653/2007).

Safety certificate part B shall be issue in accordance with Annex II of the Regulation (EU) № 653/2007.

Railway undertaking holding safety certificate – part “A”, issued in other country- member of EU, might performs railway transportation on the territory of the Republic of Bulgaria, after receiving safety certificate part “B”, issued under the stipulations of the Ordinance No 59.

The safety certificate of RU, issued in country, which is not member of EU, shall be accept as valid if this is agreed in bilateral or multilateral contracts, in which Republic of Bulgaria is involved.

3.2.2. Procedures for access.

The relationships between NRIC and the railway operators concerning the access to and utilization of the infrastructure are settled with Contract (art.6 of Ordinance 41).

Railway undertakings should send an official letter-request for conclusion of contract for access to the network, managed by NRIC, on the following address: 1233, Sofia, Bulgaria, Bul. Knyagina Mariya Louisa Blvd. №110.

The letter, written in Bulgarian language, should be complemented with the following translated, legalized and certified copies of documents:

- License for performing railway transport services issued in the Republic of Bulgaria or in a country-member of the EU (see. LRT and Annex No1 to art.4, par.4, p.1 of Ordinance 42 for transport of passengers and/or freights along the entire territory of the country and Annex 2 to art.4, par.4, p.2 of Ordinance 42 for transport of passengers and/or freights along the separate regions from the national territory – regional lines). This document guarantees that the requirements related with the conformity, professional and financial capacity are covered and that the customers and third parties are always risk protected.

- List of the vehicles which RU wishes to use.

- List of the main sections of the railway network to which RU wishes to have access after receiving a license for regional operator (see List of the main sections, accessible by Railway Undertakings (RU), Annex 2 of the Report).

- Types of transport services which RU wishes to perform.
 - Safety certificate.
 - Document for insurance or equivalent document indicating the total insurance sum in case of accident affecting the railway network, the railway personnel or the customers. If NRIC decides that the insurance sum is not suitable, the company informs the railway regulatory body (Executive Agency Railway Administration –EARA)
 - If the all conditions and requirements are covered, RU might have access to the railway network for a period of time, which is no longer than the period of validity of the presented documents.
- RU should renovate his access request within relevant time limits.

3.3. General commercial conditions

The effective exploitation of NRIC's railway network is a subject of written Contract for utilization of train's paths signed between Railway Undertaking (RU) and National Railway Infrastructure Company (NRIC) (art.33, p.1 of LRT). NRIC and Railway Undertakings work together, taking into consideration the specifics and requirements for use of the railway infrastructure. Every Party is obliged to give to the other Party the entire information necessary for ensuring of high level of effectiveness of the haulages and safety of the movement. (art. 26 of Ordinance 41).

In a case when the railway undertaking does not begin the implementation of the activities for haulage of passengers and freights within 3 months after the conclusion of Contract, NRIC can unilaterally terminates this Contract without sending advance notice (art. 27 of Ordinance 41).

The Contract regulating the relationships between NRIC and Railway Undertakings shall be signed for 5 years period of time. This Contract should be signed within 6 months after issuing of the license of the respective railway undertaking (art.33, p.3 of LRT).

According art.18 of Ordinance 41, NRIC might signs with RU framework contracts for capacity allocation.

4. INFRASTRUCTURE

4.1. Definition

"Objects of the railway infrastructure" are all railway tracks and immovable equipment, without this included in **art. 2**, necessary for movement of the railway vehicles and ensuring of the safety of the operations, including railway lines and adjoining and belonging terrains and protective fire belts; artificial equipment – bridges, tunnels, overpasses, underpasses and protective equipment against avalanches and land sliding as well as other protective equipment; superstructure of the railway tracks – rails, sleepers, rail fasteners, switches and ballast prism, level crossings and their equipment, track's development of the intermediary stations, sectional, passengers and freight stations, marshaling yards, station's platforms together with dock levelers to them, safety, signaling and communication equipment and installations and equipment for production, transformation and transference of electric power used for their power supply; lighting equipment and installations securing safe train's movement in the station's area; equipment for transformation and transference of traction energy, including traction substations, power supplying lines and catenary, electric poles, and other equipment of traction energy systems; terrains and buildings serving for ensuring of control over the maintenance of the railway infrastructure; rail ferry complexes; acceptance buildings in the railway stations; terrains and buildings in the railway stations, where the activities for management of the train's movement and other technological operations related with the exploitation of the railway infrastructure and traffic's safety are performed; terrains where the technical installations for securing of the traffic's safety are situated.

The railway lines, which are part from the railway infrastructure are included in the Ordinance for categorization of the railway lines in the Republic of Bulgaria and closure of separate lines or sections of the lines, art 8, p.1, 2, 3, and related Annexes 1, 2 and 3.

NRIC's railway network is giving opportunity for access to the railway networks of our neighboring countries, as well as to Bulgarian harbors and industrial branches of private companies.

4.2. Description of the railway infrastructure

Description of the main elements of NRIC's railway network:

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4.2.1. Geographical identification

4.2.1.1. Railway lines

Main parameters of the railway network

a) Technical data

- Total track length (TTL) – 6 475 km, including:
- Single railway lines with normal gauge (1435 mm.) – 3 904 km (60,3% from TTL)
- Double railway lines - 989 km (15,3 % TTL)
- Station's tracks with normal gauge (1435mm) – 1 429 km (22,1% from TTL)
- Narrow railway lines (gauge 760 mm) — 125 km (1,9% from TTL)
- Narrow station's tracks (gauge 760 mm) – 13 km (0,2% from TTL)
- Station's tracks with wide gauge (gauge 1520 mm) – 15 km (0,2%).
- Switches - 6 300
- Railway Tunnels - 186 with total length 47,9 km
- Railway Bridges – 1 003 with total length 42,8 km
- Level crossings - 764
- Average density of the railway network - 58,9 km/1000 sq. km territory

б) Specifics

- Curves with radius up to 500 m. with total length 1016 km.
- Total length of the sections along the main lines with:
 - disturbed maintenance cycle — about 1700 km
 - speed restrictions – 134.8 km (3,6% - from the TTL of the main railway lines)

The tables and maps, containing information about the railway network are presented in Annex 2, tables 1.1 -:- 1.2, tables 2, 2.1, tables 3, 3.1, 3.2 and tables 4.1 -:- 4.10, of the Report.

4.2.1.2. Stations

The network has 297 railway stations and 16 splitting posts. Detailed information about the stations and splitting posts – types, codes, tracks, equipment, etc. is given in Table 5 of the Annexes of the Report.

4.2.1.3. Border crossings:

- with Republic of Turkey – border crossing Svilengrad – Kapikule with exchange station Kapikule and border station Svilengrad;

- with Republic of Greece:

• border crossing Svilengrad – Dikea with exchange station Svilengrad and border station Dikea;

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- border crossing Kulata – Promachonas with exchange station Kulata and border station Promachonas;
- with Republic of Serbia** – border crossing Dragoman – Dimitrovgrad JS with common border station Dimitrovgrad JS and border stations Dragoman and Kalotina West;
- with Republic of Romania:**
 - border crossing Ruse – Giurgiu Nord with common border station for freight trains Ruse Marshaling Yard, for passenger trains station Ruse, and border station Giurgiu Nord;
 - border crossing Vidin – Calafat with joint border stations Vidin Passenger for passenger trains and Vidin Freight for freight trains, on the territory of the Republic of Bulgaria and border station Golenti, on Romanian territory;
 - border crossing Kardam – Negru Voda with exchange border station Negru Voda and border station Kardam.
- ferry complex Varna** – for transport of railway wagons through Black Sea and between other Black Sea ports;
- with Republic of Macedonia** – we do not have railway connection.

4.2.1.4. Ports:

The Black Sea ports having connection with the railway network of the Republic of Bulgaria are Varna and Burgas.

The Danube river ports having connection with the railway network of the Republic of Bulgaria are: Vidin, Lom, Svishtov, Ruse Nord and Ruse West.

4.2.1.5. Equipment:

List with the tunnels and bridges along the railway network is presented in Annex 2 (tables 4.1-4.10). Some of the level crossings are included in the Report's table containing the stations along the network (table 5).

4.2.1.6. Condition of the systems for signaling (safety equipment), telecommunication, power supply and energy control.

The systems and devices of the safety equipment, telecommunications, power supply and energy control (SE, TC, PS and EC) are elements of the NRIC's railway infrastructure, which ensure management, control and safety of the train's movement.

Safety equipment(signaling) realize: objective control of the position of rolling stock along the railway line through track circuits and axel counters;

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control and management of the elements of the railway infrastructure (traffic lights and switches) through interlocking systems (MRC, EC-M, EMC and other) and the systems between stations (auto-blocking and semi auto-blocking systems); ETCS (ALS) system for control and management of the train's running speed and centralized dispatchers control of the train's movement (CDC).

The telecommunication equipment realize the all types of communications used in the railway infrastructure – official internal communications in the stations, the communications between stations, the communications between dispatchers, train radio, communications during shunting operations, phone communications, telex communications, etc.

The devices for Power supply and Energy Control ensure effective and stable energy supply to the no traction consumers in the company.

Exploitation readiness and maintenance of the systems are ensured by experienced and well trained experts in the relevant areas, who are organized in three exploitation units on the base of territorial division and strict subordination system of management.

Maps of the safety equipment and telecommunications – The Systems for ensuring of train's movement in exploitation places (stations, stops, splitting posts), systems for ensuring of train's movement between stations, systems for ensuring of train's movement (ALS/ETCS) and Telecommunication systems are given in Annex 2 (figures 2, 2a, 2b and 3) of the Report.

4.2.1.6.1. Safety equipment (Signaling)

The condition of this system direct influences the safety, quality and effectiveness of the train service. Safety train's movement along the railway network shall be signaled (allowed) by means of light signals transmitted by traffic lights. The traffic lights transmitted signals for fast speed signalization or conventional signalization. The meanings of the light signals are in accordance with the actual norms and regulations (Ordinance №58 of MT from 2006).

At present, along the NRIC's railway network are in exploitation following devices and systems for safety at the stations and the sections between stations.

4.2.1.6.1.1. Stations interlocking installations

At present the working stations and splitting posts are equipped with safety systems as follow:

- Route – computerized interlocking systems - 11;
- Relay interlocking with microcomputer visualization ETS–M -MKB - 4;

- Relay interlocking type MRTS, ETSM – 178;
- Electromechanical interlocking - 34;
- ETSM – block post with groups H-68 - 1
- Relay systems for key dependencies - 71;
- Without safety systems (desk for temporary control) – 17, as follow:
 - Panels for management of the entry signal (permanent) – 9
 - Devices for management of signal - 8

Note:

1. All MTCS are equipped with axel counters. With axel counters are equipped 15 MTSB and partially equipped (only for direction to the main tracks) additional 8 MTSB.

2. Due to construction work the functioning of the safety equipment of 15 stations is interrupted and the entry signals shall be managed from temporary panels.

4.2.1.6.1.2. Centralized dispatching systems for management and control

The train's movement in a section Katunitza – Yabulkovo, part of the first railway line, shall be ensured by the computerized dispatching systems.

4.2.1.6.1.3. Automatic level crossing devices

From all level crossings along the railway network, 522 level crossings are equipped with elements and devices securing safe transit of train through the level crossing. The elements and devices are as follow:

- automatic level crossing devices with barriers - 120
- automatic level crossing signaling – 281
- automatic electric barriers in station's area – 124

In accordance with the requirements of the Ordinance No 17/23.07.2001, 260 Automatic Level Crossings (ALC) are equipped with road light signals with third white light.

214 ALC are equipped with road traffic lights with third white light.

4.2.1.6.1.4. ERTMS/ETCS System

The sections Sofia – Plovdiv and Skutare-Stara Zagora – side Plovdiv are equipped with system for **automatic locomotive signaling EBICAB-700(TSI CCS Annex B)- JZG 703, level 0**, produced by Ericsson,

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Railway Junction Plovdiv, including Plovdiv Patnicheska Station, Plovdiv Razpreditelna Station (East), Trakiya, Filipovo and section Stara Zagora – Burgas is equipped with **ETCS Level 1 – version 1.2.0/1999 ALTRACS BDZ**.

ALS is currently not functioning in the section Septemvri Station-Plovdiv Station and in the section Stara Zagora Station-Burgas Station because of ongoing construction works on tracks.

The following sections are in a process of construction and input in exploitation in accordance of requirements of the Ordinance № 57:

- Danube bridge 2 (Vidin) – Vidin Passenger Station – 16,314 km. ETCS level 1 – 2.3.0d. The field equipment is built but is not in exploitation.
- Plovdiv-Svilengrad – 143 km. ETCS level 1 – 2.3.0d and GSM-R Voice. On the section Katunitza – Yabulkovo the field equipment is built but is not in exploitation. The other sections are in a process of construction.
- Plovdiv-Septemvri – 54 km. ETCS level 1 – 2.3.0d and GSM-R Voice. The section is in a process of construction.

4.2.1.6.1.5 Safety systems along the sections between stations

Following systems are used for ensuring of safe train's movement between stations:

- SAL – relay semi-automatic block system, which is available for about 2031 km of the railway network (150 km. are equipped with fiber optic);
- With track circuits for identification of train's availability are equipped the sections between stations where the train's movement shall be ensured by auto blocking with line signals – total 321 km (track length) from the railway network. For 29, 97 km. from the network the train's movement shall be secured with direct binding.
- With axel counters are equipped the sections between stations where the train's movement shall be ensured without line signals with axel counters – total 1123 km. from the network (track length)

Check point

There is one working system in the area of Station Kalotina West.

4.2.1.6.2. Telecommunications

4.2.1.6.2.1. Commutation systems – telephone switchboards

Telephone switchboards are 59 with total capacity of approximately 28 000 subscribers, covering the entire national railway network, giving standard telephone connections necessary for organization of the technological processes and railway transportation. At the bigger and main railway junctions the telephone switchboards are digital (34). Telephone switchboards at part of the stations or serving separate local sections are small analog co-ordinate switchboards (25). Automatic dialing is introduced and useable for the entire railway network as well as for the neighboring infrastructure administrations. The digital telephone switchboards are giving opportunities for a lot of additional services, which are usual for the digital systems and in accordance with the needs of the subscribers, including connection with the public telecommunication networks, available in some big railway junctions.

4.2.1.6.2.2. Cable systems

In the expropriation zone along the railway track (easement line), NRIC has laid trunk copper cables type MKKAEPBPzh 4x4x1.2+15x4x1.2 with length 4 630 km. At the stations are laid in-station cables for telecommunication needs, TZA and TPPB, with different capacity in accordance with the needs.

Along some main railway lines and sections are laid fiber optic cables (with total length 615km) with different capacity from 24 to 36 optic fibers. The lines are 6-th railway line Sofia – Pernik – Radomir – Gueshevo, Razmenna – Pernik, section from 5-th railway line Blagoevgrad - Kulata, 1-st railway line, sections Sofia – Dragoman – Kalotina West, Verinsko – Kostenec and Plovdiv – Purvomay - Dimitrovgrad, sections from 2-nd railway line Dolni Dubnik – Pleven, Kaspitchan – Provadia – Sindel – Varna, section from 3-rd railway line Sindel – Velickovo, as well as sections Ruse Marshalling Yard – Danube Bridge Ruse and Vidin – Vidin Freight – Danube Bridge 2.. At railway junction Sofia is built optic city ring, which connects all NRIC's buildings and units located in Sofia City. The total length of the fiber optic cables in the end of year 2015 is over 640 km.

4.2.1.6.2.3. Transference systems

In the telecommunications network are implemented and used mainly 12 – channel high frequency (HF) analog devices for transfer of voice and data, connected with copper trunk cables. The capacity of HF systems is 100% full, the capabilities and number of the channels are limited and they do not correspond with the higher requirements for a network used for transfer of data (maximum speed is up to 19.6 kb/s).

Along the fiber optic lines are built high speed systems for digital transfer of synchronized digital hierarchy SDH with capacity STM 1 and STM 4, as well as STM 16 for the section Plovdiv – Purvomay as well as needed multiplex equipment for LF analog and low speed digital transformation.

The analog transference systems are used mainly for the needs of the company and do not give any opportunity for additional services. Contrary to that, the fiber optic which is already build or is under construction is giving a lot of opportunities for fast transfer of big volume traffic information.

4.2.1.6.2.4. Network for data transmission

The network for data transmission has four main nodes, connected with each other and 19 secondary nodes, which are connected to the main nodes on regional level. The network is built over the base of the existing telecommunication copper transference system. Because of that the allowed speed for data transmission is up to 33, 6 kBit/s under protocol X25. At sections where fiber optic is build and the digital transfer is available, significantly higher speed and modern services for data transfer (2MBit/s, 10MBit/s) are possible.

All mentioned systems of NRIC's telecommunication network are offered to the licensed railway undertakings as a services, described in part II of Annex 7 – “Additional and Concomitant Services” of the Report.

4.2.1.6.2.5. Dispatching systems

The special dispatching systems are mainly and especially used for the needs of NRIC – the purpose of the systems is to ensure voice communications between dispatchers and traffic managers on duty in the stations. The systems are used by the units which are engaged with the exploitation and maintenance of the railway lines and safety equipment. In accordance with the requirements of the national regulations and norms the special dispatching systems are built as independent systems and are not connected with the other telecommunication network. In some stations (total 37 to the end of 2015) the old devices for telecommunication of the traffic managers on duty are replaced with new, modern, digital station's concentrators of connections.

4.2.1.6.2.6. Telex connections

NRIC maintains and operates for its own needs and for the needs of the licensed railway operators intradepartmental telex network for fast and punctual transmission of documents containing orders and information related with the operational management of the train's movement. The transmission and

receiving of the documents might be done in classical way (telex) or through electronic mail with digital signature.

There are 4 telex centers for servicing of the Regional department Movement; Department for Management of the Transportation, all units of NRIC and BDZ Holding as well as the licensed operators, with telex communication.

4.2.1.6.2.7. Selector connections

Selector conference connections are used in the railway system for co-ordination of the train's movement between Central Traffic Control Center, regional traffic control centers and main railway junctions.

4.2.1.6.2.8. Radio connections (Train-Dispatcher and Shunting Radio Connections)

For the safety of train's movement and in accordance with the norms and regulations, issued by the Ministry of Transport, Information Technologies and Communications, NRIC operates a special train-dispatcher and shunting radio connections. The purpose of Train-Dispatcher radio connections are to ensure communication only between locomotive's drivers and the respective train dispatchers and traffic managers on duty in the stations along the railway sections and are mandatory for all vehicles running along the respective railway line. Train-dispatcher radio connections work with the frequency range of 450 MHz (0.7 m). All main railway lines are covered with radio signal –actual length of the lines is 1769 km.

The purpose of shunting radio connections are to ensure and assist in the execution of shunting operations, accounting of wagons and other activities at all stations used for train's formation and shunting operations. The frequency range of this radio communication is 150 MHz (2m).

The description of the telecommunication systems is given in Annexes – Figure 3 “Telecommunication systems” of the Report.

4.2.1.6.2.9. GSM-R

1 GSM-R central is installed in Plovdiv, as well as GSM-R equipment for Voice/Data transmission. In the section Plovdiv – Dimitrovgrad is built system of basic stations BSS with covering level of ETCS Level 1. The system is under testing in real working conditions.

4.2.1.6.2.10. Information systems for passengers

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At every modernized stations and railway sections shall be installed modern information systems for passengers – informative, high voice speaking electronic panels (at waiting rooms and platforms). The other stations are equipped mainly with information systems for passengers.

4.2.1.6.2.11. Chronometric system

Every office in the stations related with the transportation processes and train's movement as well as in the more of administrative offices in buildings owned by NRIC, has functioning watch systems, showing the exact time.

4.2.1.7. Power supply and energy control

The equipment for power supply and energy control (PS and EC) serve to supply power for the safety and telecommunication equipment, heating of the switches, lighting of platforms and pylons, lighting of the working facilities, waiting rooms, internal installations, etc. Electricity is delivered to the renters of the rented areas and facilities. Included are 319 transformer stations 20 (10) kV/ 0.4 kV (196 are equipped with protection against overvoltage and automatic protection against current overloading), 946 lighting pylons and 1914 heated switches, with 2425 km supplying aerial cable lines for medium voltage (MV) and low voltage (LV) for the end users.

The basic light sources, which are used by NRIC for the pylons are electric lamps with power 150W, 250W и 400W. 12 stations are equipped with modern energy efficient LED lights.

4.2.1.8. Energy equipment

In comparison with the countries from Eastern Europe Republic of Bulgaria occupies the leading position in a stage of electrification of the railway network. The electrified railway lines are 5 102 km from the total track length or 70% from the total length of the railway network.

Over the territory of Republic of Bulgaria are located 53 stationary traction substations (TSS).

Parameters of the catenary (voltage, frequency, etc.)

In Accordance with the to EN BDS 50163 the parameters of the voltage for the electric traction system are as follow:

- Nominal voltage – 25 kV;
- Minimum voltage – 19 kV;
- Maximum voltage – 27.5 kV;
- Frequency 50 Hz;

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In Annex 2 of the Report are included TSS – scheme of traction substations and section posts (fig. 4) and Energy Distribution Enterprises (EDE) – scheme of electro-distribution subsections (fig. 5). Table 8 contains a list of NRIC’s electrified/non-electrified railway lines and table 9 contains list of the locations of the neutral insertions along the NRIC’s railway network.

Restrictions along the feeder zones

In accordance with the “Technical specification for interoperability” for subsystem “Energy” “, adopted with decision of the European Commission for transport railway system “notified under No C(2011) 2740), p. 4.2.4.1. Maximum train’s current – the Infrastructure Manager declares that the maximum train’s current is 500A for connecting lines – as most of our electrified railway lines are, and for **upgraded lines – 600 A** – as the line in electrified section Dupnitsa – Kulata/Petrich, Krumovo-Dimitrovgrad and Svilengrad – Turkish Border.

4.2.2. Technical description and capabilities

Detailed technical characteristics of the NRIC’s railway network are given in Annex 2 of the report. They include:

Railway track

- kilometric location of the stations along the railway network managed by NRIC (table 1);
- distances between the exploitation points from the railway infrastructure managed by NRIC, used for calculation of Track Access Charges and prices of offered services (table 1.1)
- slopes of the railway lines between two stations (table 1.2);
- international railway corridors passing through the territory of the Republic of Bulgaria (figure 6);
- information for the allowed maximum speeds along railway track in the Timetable for 2016/2017 - (table 2)
- permanent speed restrictions included in the Timetable for 2016/2017 (table 2.1)
- comparative table for allowed maximum speeds along railway track for Timetable 2015/2016 and timetable 2016/2017 (table 3);
- speeds for movement through the switches at the stations and splitting posts included in the timetable for 2016/2017 (table 3.1.);
- information for planned interruption of the traffic in the Timetable 2016/2017 (table 3.2);
- tunnels and bridges (tables 4.1 -:- 4.10);
- map of the structure of the railway sections (figure 1);
- list of the stations and information for them (table 5);
- information for infrastructure’s capacity (table 6);

- axle load (table 7);

Signaling and telecommunication systems.

- systems for ensuring of train's movement in exploitation places (figure 2);

- systems for ensuring of train's movement (ALS/ETCS) (figure 2a);

- systems for ensuring of train's movement between stations (fig. 2b)

- systems for telecommunication (figure 3);

Energy

- parameters of the energy network;

- map of the traction substations and section posts (figure 4);

- map of electro-distribution subregions (figure 5);

- restrictions along the feeder zones;

Detailed technical specifications for every section of the line might be requested by NRIC.

Railway Undertakings determine the travelling time between stations along the routes of their trains through traction calculations based over the information included in tables 1.1 -:- 1.3.

4.3. TRAFFIC RESTRICTIONS

4.3.1. Dangerous goods

The requirements for transportation are described in details in Ordinance № 46, issued November 30, 2001, concerning railway transportation of dangerous goods.

There are restrictions concerning railway stations. The dangerous goods are accepted for transportation only as a separate wagon consignment from and to stations open for commercial activity and for work with the specific type of freight (article 29, p.1 of Ordinance 46). As an exception, consignments might be accepted or received at stations, which are not open for commercial activity or work with the specific type of freight after proposal made by NRIC or Railway Undertakings and written approval issued by the Executive Agency "Railway Administration" (EARA), (article 29, p.2 of Ordinance 46).

4.3.2. Restrictions for tunnels and bridges

Detailed data for the tunnels and bridges and their location along the railway network are given in Annex 2, table 4 of the Report.

4.3.3. Hours of operation.

For a part of the day fixed stations are closed for traffic service. The closure of the stations does **not lead to restriction of the capacity** and the utilization of the railway infrastructure. The information for the way of work with these stations is given in Annexes, table 5 of the Report.

5. CAPACITY ALLOCATION

5.1. Legal framework

5.1.1 Legal framework concerning licensed railway operators

The rules for allocation of railway capacity regulate the relationships between Infrastructure Manager (IM), in our case NRIC, and “Licensed Railway Operators” (RU). Related with the capacity allocation are the Ordinance No 41/27.06.2001 and Ordinance No 58/01.10.2006. The allocation of the train paths respond to the qualitative and quantitative needs, expressed by the RUs and the rolling stock used by them from one side and the infrastructure’s opportunities from the other side. Excluding the transportation related with the performance of public service obligations and performance of specific activities along the specific elements of the railway infrastructure, priority shall be given to the international traffic – passenger and freight and after that to the local passenger and freight traffic.

Based over the above mentioned principle for capacity allocation priority for access to this infrastructure shall be given for:

1. transportation performed in execution of obligation for performance of public service obligations;
2. services given in separate elements of the railway infrastructure built or developed for performance of specific activities (high speed sections, freight lines etc.) (art. 32 from the Law for Railway Transport)
3. transit railway transportation and combined transportation passing transit through the territory of the Republic of Bulgaria and the international transportation;

In case of force majeure priority of capacity allocation shall be given by the Executive Agency “Railway Administration”.

During the process of preparation of the Yearly Timetable and in a case when the infrastructure is announced as intensity infrastructure, the Infrastructure Manager applies priority criteria included in the art 32 of the Law for Railway Transport. In a process of definition of priority shall be taken into consideration the importance of the services, mainly the international transportation (art. 20, par. 4 of Ordinance 41).

NRIC is responsible, if it is possible, to satisfy all applications for railway capacity, especially applications concerning train paths, crossing more than one network (art. 15, par.1 of Ordinance 41). In a process of approval of the applications the Infrastructure Manager is obliged with following order, taking into consideration the above mentioned requirement described in art. 15, par. 1 of Ordinance 41: express passenger trains, fast passenger trains, passenger trains, direct freight train, sectional-group trains, freight trains, shunting trains. The working freight trains have a priority only in cases included in art. 14, par. 4 (art. 15, par. 2 of Ordinance 41).

5.1.2. Legal framework concerning Authorized candidates under the Regulation 913/2010 EC of the European Parliament and the Council from September 22, 2010.

The Regulation 913/2010 EC of the European Parliament and the Council establish the European network for competitive freight transportation. The Freight Corridor crossing the territory of the Republic of Bulgaria is Corridor No 7 (Orient – East Mediterranean) – Prague – Vienna/Bratislava – Budapest – Bucharest – Constanta – Vidin – Sofia – Kulata – Thessaloniki – Athens.

The allocation of the capacity along the Freight Railway Corridor No 7 – East – Mediterranean – shall be performed in accordance with the approved “Framework for allocation of infrastructure capacity along the Railway Freight Corridor No 7 (Annex 8 of the present Report). Detailed information for RFC 7 is available on the Web – www.rfc7.eu.

In accordance with the Regulation 913/2010 EC and the approved Framework for capacity allocation, railway capacity might be allocated to Authorized candidates having a Contract for registration, concluded with the Infrastructure Manager. The Authorized candidates for Republic of Bulgaria are forwarding agent, operator of combined transport and forwarder submitted to NRIC certificate for registration in Registry Agency as well as forwarders submitted declaration. The Authorized candidates for the remaining countries are mentioned in Annex 4 of the framework for capacity allocation.

The capacity allocation for the Authorized candidates shall be made by the C-OSS (Corridor One Stop Shop). In accordance with the Corridor Information Document (CID), published on the Web – www.rfc7.eu - the Authorized candidates shall submit to the C-OSS the applications for capacity allocation along the Corridor. To be able to apply at C-OSS for allocation of Preliminary Approved Train Paths (PaP) or part of PaP along the Corridor, the Authorized candidate should have signed Contract for registration with all infrastructure managers of the Corridor (Annex 4, p. 2.2. of the Framework for allocation of infrastructure capacity along the Railway Freight Corridor No 7).

5.2. Description of the process

Following sequence is observed in a process for capacity allocation:

1. Preparation of the norms used for the working timetable.
2. Assessment of the capacity (throughput of the railway infrastructure) along sections.
3. Development of timetable for train's movement along separate sections of the railway network or for the entire railway network as result of:
 - new transportation strategy of the RU;

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- alteration of the technical parameters of the railway infrastructure along separate sections:

4. Alteration of the norms set in the Timetable during the period of validity of this Timetable.

5. Conducting of common measures for improvement of the capacity of sections with exhausted/to be exhausted throughput:

6. Operative alterations of the Timetable as result of accidents, construction/maintenance activities or realization of additional transportation.

7. Operative co-operation for planning and management of the transportation and exploitation of the railway infrastructure;

5.3. Technical and economic study. Capacity assessment

The purpose of the technical and economic study is:

- to be acquired better ideas about expected demand for train's paths;
- to be implemented successive consultations with the Railway Undertakings;
- to be foreseen NRIC's reply when the application for a train path is actually submitted.

The technical and economic study may be requested not later than 12 months prior to the working timetable inure in order to be fulfilled the objectives mentioned above.

During the process of preparation of the timetable the infrastructure manager conducts consultations and coordination with the interested parties and for 30 calendar days is giving them the opportunity to provide his comments and notes (article 19 of Ordinance 41).

The Procedure for conducting **consultations under the infrastructure's capacity** is presented in details in Annex 4 (Part IV. "Consultations under infrastructure's capacity") of the Report.

5.4. Schemes for path request and processes of capacity allocation

In the Timetable for Train's Movement (TTM), which is made every year, the train paths, requested by the RU within the respective terms and conditions, are allocated in compliance with the following basic rules:

- In one train path might be included different train's numbers of trains operated by one or several operators following the calendar plan of their applications for capacity;
- The train's numbers, included in the Yearly Timetable for Trains Movement, are valid only for the dates, days or periods defined in the application for capacity, submitted by the respective railway undertaking;

- In the remaining free dates, days or periods for a trains under p. 5.4.2. IM allocates capacity based over the chronological order of entering of the applications;
- The vacant capacity belongs to the residual network's capacity and might be allocated by the Infrastructure Manager on the general grounds;
- The route along contractual train path might be used entirely or partially but only with the train's number for which the train path is approved. For the part of the route, which is not used in a given day, the charge for requested but unused capacity is owed. Unused part of the route is allocated in accordance with the conditions valid for the residual capacity;
- Train paths, which are developed on the base of railway undertaking's request, with defined train's numbers, but without announced dates, days or periods for movement, shall not be included in the Yearly Timetable for Trains Movement;
- For a periods of higher transportations, which do not have regular character, RU request additional train's paths in accordance with article 15 p.3 of Ordinance 41;
- A new train path from residual capacity, with respective train's number, is developed for every application for capacity allocation submitted by RU and related with additional transportation. This train path is included in TTM only for the defined in the application dates, days or periods for movement;
- RU could not reassign train paths.

5.4.1. Path request

The railway undertakings submit written applications for allocation of capacity and train paths by the Infrastructure Manager, as follow:

5.4.1.1. Once a year, for the preparation of the yearly TTM, up to November 15, they should sign the list of annually booked trains, included in the TTM;

5.4.1.2. No later than 30 days before the dates, confirmed by RNE for actualization of the Yearly Timetable (YT) during the period of validity. The dates are published on the RNE's Web page – www.rne.eu.

5.4.1.3. Once a month, up to the 17-th day of the preceding month, for the necessity of the confirmed train paths in the YT and corresponding train's numbers and necessity for alteration of preliminary set regimes for their use for the next calendar month.

5.4.1.4. Every request for international train path, which is not included in the yearly application for capacity, should be sent to NRIC using the attached form – application for international train path (Annex 6) of the Report.

5.4.1.5. Every request for domestic train path, which is not included in the yearly application for capacity, should be sent to NRIC using the attached form – application for domestic train path (Annex 6) of the Report.

5.4.1.5. The routes for combined (containers and Ro-LA) transport and transport of freights class I in accordance with RID, should be defined during the application process and their specific conditions should be included in the train's diagrams.

5.4.2.General assumptions

Considering the normative and scheduled mode of operation of the railway transport and the commercial needs of the railway undertaking, the capacity is allocated by preparing annual working timetable, which governs the process of capacity allocation and services, provided to the railway undertakings.

The vacant capacity, which remains after the accomplishment of the process of allocation, is called “residual capacity”. Residual capacity might be used for implementation of:

- Request for train path, which is received by the RU after the dead line for submission of applications for capacity;
- Request for train path from and to determined place for execution of RU's extraordinary needs.

The development of train path in the residual capacity is paid by the RU under the terms and conditions included in the NRIC's price list. The price is payable despite of the real use of the developed and approved in accordance with IM's rules, train path.

The dates, days and periods for utilization of the train path are determined in the documents issued by IM.

In the Report for Factual Condition of the Railway Infrastructure are used following symbols:

(Y+1, Y+2), where Y is the year of publication of the Document and (Y+1; Y+2) means the first or second year after the year of publication of the Document.

5.4.3. Schedule of the services for Year (Y+1)

After inure of the Report for Factual Condition of the Railway Infrastructure NRIC is able to allocate only residual capacity.

The applications are processed in order of their receiving in NRIC.

The responding time is as follow:

- Up to 2 calendar days if the train path should be developed by order;
- Short-time operative planning of the train's operation – within the current 24 hours.

Operative co-operation in a process of planning and allocation of the residual capacity (sequences of actions) is described in details in Annex 4 (Part

VII "Operative co-operation upon planning and management of the transportations and exploitation of the railway infrastructure) of the Report.

5.4.4. Schedule of the services for Year (Y+2)

All international train paths are included here (for example, train paths, which are negotiated with RNE).

In this point are described services, which are planned until the year after which the Timetable is inured, covering the period from Y-48 to Y-11 (Y is year of inure of the Timetable and 48 and 11 are the appropriate numbers of months) and the mechanism for request of international train paths.

Phase A: Path's profiles, studying of the strategic needs for a period of more than one year – **period Y-48 to Y-24**, where Y is the year of inure of the new Timetable, which is inuring in the midnight of the second Saturday of December and 48 and 24 are the appropriate number of months.

During that phase shall be harmonized capacity profiles of the RNE's corridors, shall be resolved the problems with bottle necks and shall be find the best solutions for minimizing of the restrictions. The period is ending with RNE's draft of strategic Timetable of the respective Railway Undertakings for Y-24.

The Period Y-23m to Y-12m.

Consultations with the Railway Undertakings. Positions expressed in this framework are not binding for the IM, because all factors and priorities are not fixed yet.

International train paths (prearranged train paths) – they are published in Y-11m.

The goal of these train paths is to show to the interested customers the opportunities for international train paths in the Yearly Timetable as well as response of ad-hoc applications for train paths. In this regard NRIC presents technical standard national train paths which are planned in advance and which might be included in the composition of the prearranged train paths. The train paths catalogue might be modified as result of maintenance works or general repairing of the railway infrastructure implemented by one or more members. This should be clearly communicated and railway undertakings should be informed in a due time.

In the Period Y-14 to Y-11 IMs coordinates his activities related with the development of international train paths and harmonize them in a way to ensure trouble-free crossing of the national borders.

IMs shall meet each other in Y-12m to achieve final decision regarding prearranged train paths, which will be published.

The prearranged train paths are published in one common format, defined by RNE and used by all IMs. The format includes: RNE's prearranged paths for every country; days for movement; allowed length and weight of the train, characteristics of the locomotive; start/destination; main stations; notes.

The catalogue shall be issued to the end of Y-11.

The international commercial train paths shall be published on the RNE's Web site.

Phase B: Preliminary studies (Y-18m to Y-9m).

International studies are required by an applicant who has rights to operate along the entire route or by a group of Railway Undertakings (in FTE framework), which combined their rights for operation along the entire route. The response of such preliminary study is engagement that this study might be used during the phase of capacity allocation.

Phase C: Detailed allocation of the train paths for the yearly timetable (Y-9m to Y+12m)

Period Y-8m to Y-6m.

The applications for railway capacity shall be submitted at least six months before the alteration of the timetable, which is made in the midnight of the second Saturday of December.

Every IM collects the national applications for international traffic, which might be allocated.

Period Y-6m to Y-5m.

IMs meet to get convinced that the orders have been fulfilled in accordance with the applications. They check whether all paths coincide at the borders. For applications, which have not received positive answer and there is no chance for positive solution shall be notified RUs on national level giving them detailed clarifications about the reasons for the refusal.

At that meeting shall be discussed additional train paths requested by the RU recently. If there are no available train paths from the catalogue of the train paths, the applications will be allocated in the residual capacity, if this option is possible.

Applications for train paths submitted after Y-8m might be executed only on the base of residual capacity.

No later than 4 months after the deadline for submission of applications by the Railway Undertakings, IM prepares draft of the Timetable.

Phase D: Capacity allocation in the residual capacity.

Residual capacity means capacity remained vacant in a framework of already allocated train paths and planned works.

The final timetable shall be coordinated no later than the second Friday of October.

After this deadline up to the inuring of the next timetable shall not be accepted applications for capacity allocation or alteration of already allocated capacity.

Train Paths allocation from the residual capacity during the implementation of the actual timetable.

In all cases train path's allocation during the implementation of the actual timetable is made in the residual capacity (see p.5.4.2. of General Assumptions)

All international train paths are agreed and determined after coordination of the timetables with RUs, which is made during the Forum Train Europe (FTE), by taking into account the developed and existing catalogue paths along the corridors of RNE. These train paths shall be identified not later than 11 months prior to the inuring of the timetable.

5.5. Process of preparation of the Timetable and determination of train paths.

5.5.1. Preparation of the norms for the Timetable. Process of coordination.

The goal of the coordination process is allocation to all requested train paths. Every application for capacity should be executed in accordance with the good practices for preparation of the timetable.

5.5.1.1. Obligations and actions of NRIC. Norms for the Timetable given by NRIC.

The norms for the YT, entering into force in the midnight of the second Saturday before Sunday of December include following data:

- Maximum allowed speeds for passenger and freight trains depending by the condition of the railway track between the stations (Table 2 from the Addendums of the present Report);
- Comparative table about maximum allowed speed for train's movement (Table 3 from the Addendums of the present Report);
- Permanent speed restrictions for passenger and freight trains with their kilometric identification between stations (Table 2.1 from the Addendums of the present Report);
- Maximum allowed speed of trains passing through switches at stations, splitting posts and sections between stations (Table 3.1 from the Addendums of the present Report);
- Sections and areas between stations, in which in case of good working condition of the safety equipment, is allowed unidirectional train's movement (Table 10 from the Addendums of the present Report);
- Planned construction and repairing work along the railway infrastructure (table 3.2.) as well as parameters of the capacity for use by the Railway Undertakings. (Table 6 from the Addendums of the present Report);

The terms for international train paths are in accordance with the stipulations of the Law for Railway Transport, Ordinance 41, Directive 2001/14/EU and the terms, which are accepted by RNE.

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5.5.1.2. Obligations and actions of RU. Norms for the Timetable given by RU.

RU is giving the running speed along the sections between stations in accordance with the condition of the rolling stock, and draft of shortened timetables based over the Timetable inuring in the midnight of the second Saturday of December. The shortened timetables contain following data for all categories of trains:

- Departure time from the departure station and arrival time in the arrival station. For fixed trains is indicated which time has a priority – departure time or arrival time;
- stations and stops along the route and period of stay;
- mandatory connections in the stations, which are railway junctions;
- maximum gross mass;
- minimum braking percent;
- maximum allowed speed;
- calendar plan for movement;
- type of the serving locomotive/locomotives or rail-motors under sections;
- technological periods for shunting operations in stations and the working regime of the station's shunting teams;
- stations and technological periods for change of locomotives, technical control and other technological activities;
- schedule for linking of locomotives, rolling stock and train's personnel;
- schemes of correspondences (or in digits summarized by categories of trains) along polygons of the railway network.

Railway Undertaking might apply for additional train paths from the residual capacity. For that trains also shall be given the data, described above.

The actions, terms and obligations of RU for delivery of information and data for the Timetable are given in details in Annex 4 of the Report (Part III "Draft of norms for the Timetable").

5.5.1.3. Development of the Timetable. Stages and process of coordination

The main stages during development of the Timetable are:

- consultations for the capacity of the infrastructure;
- development by NRIC and delivery to RU of working copy of graphical timetables where the areas with interruption of the traffic for performance of construction and maintenance works along the network are indicated;
- review of the draft-timetable delivered by NRIC and submission of written proposals for necessary corrections made by RU;
- inclusion of the corrections proposed by RU in the timetable;
- conducting of meetings between NRIC's representatives and representatives of the districts and municipalities for harmonization of the

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timetables and the organization for the service of the population with passenger trains and inclusion in the timetable of the necessary corrections as results of that meetings;

- harmonization of the timetables and plans for train's composition through the border crossings with the neighboring administrations;
- preparation and submission to RU of timetables of passenger trains, which are necessary for the purposes of issuing of guide-book, shortened timetable and other information materials;
- preparing and delivering for printing of the official timetable booklets and graphical timetables for train's movement.

The actions, terms and obligations of NRIC and RU during the development of the Timetable inuring in the midnight of the second Saturday of December of the same year and in conformity with the above described stages, are described in details in Annex 4 of the Report (Part IV "Consultations under the capacity of the infrastructure" and Part V "Development of TTM").

5.5.2. Alteration of the Timetable during the period of validity

NRIC preserves the right, in case of occurrence of unforeseen circumstances or improvement of the parameters of the railway infrastructure, to change the norms, included in the Timetable concerning:

- maximum allowed running speeds;
- kilometric locations and/or the number of permanent speed restrictions;
- allowed speeds for passing through switches;
- condition of the safety equipment and catenary;
- separate sections of the railway infrastructure which exploitation is impossible under technical reasons.

For the above mentioned alterations NRIC informs RU in due time by means of letter indicating the period of their validity.

RU preserves the right in case of necessity, to request alterations of:

- the timetables and the regime of use;
- the period and/or calendar plan for movement;
- the organization for service with locomotives, wagons or rail-motors and train's crew;
- to request additional train paths (unforeseen in the Timetable).

When the actions of the RU do not lead to change of the timetables, RU have rights to make changes in the plan for composition, gross mass of the train, organization for service of the trains with locomotives, wagons or rail-motors and personnel. For this alterations RU informs NRIC in writing within the terms and conditions included in the legal framework.

Telegrams to the interested services shall be prepared and issued by:

- NRIC, in case of alterations of the timetables, calendar plan for movement and technical parameters (running speeds, minimum braking percent,

type of the servicing traction rolling stock, which require change of the timetable) for extraordinary train paths;

- RUs, in case of change of the plan for composition, maximum gross mass of the train and the type of the servicing rolling stock, which do not require alteration of the timetables. Description of the alterations of the Timetable during the period of validity is given in Annex 4 (Part VI "Alteration of TTM during the period of validity") of the Report.

5.5.3.General assumptions applicable for all lines

In accordance with with the Strategy for railway transport, approved by the Council of Ministers, priority is given to the international trains.

For achievement of optimum effectiveness all trains are organized in groups with maximum allowed running speeds in dependence by the rolling stock and pre-signal braking distances.

5.5.4. Special assumption applicable for congested lines

To facilitate the coordination of the congested lines from the network NRIC develops a program for capacity allocation which contains following information for every direction:

- Description of the current situation;
- Predictable evolution of the demand;
- Decisions for optimization of the capacity which might be implemented in a short period of time;
- Tables for capacity allocation.

5.5.5. Procedure for processing of complaints after development of the draft timetable for trains movement.

When some candidate is not satisfied by the proposal for capacity allocation, which do not complies with applicant's request, he informs in writing NRIC. NRIC sent this complaint to the other concerned applicants for overhaul and finding of solution in a way of negotiations, mutual consultations and exchange of opinions.

If there is no consent, might be requested the overhaul to be made by the Railway Regulatory Body.

5.5.6. Congested lines

In cases when after carrying out coordination of the applications appears that is not possible all applications for railway capacity to be fully accepted, NRIC immediately announced the respective section from the railway infrastructure as congested. These actions are also undertaken when there are sufficient grounds to accept that in the near future the section of the infrastructure will become congested (art. 20, p. 1 and p. 2 of Ordinance 41). NRIC announces that a given line is congested and that announcement shall be

sent to the railway regulatory body and shall be published on the website of the Report.

Within 6 months after the announcement of the infrastructure as congested the Infrastructure Manager shall carry out analyses of the capacity (art. 20, p.3 of Ordinance 41). The goal of capacity's analyses is to be defined the restrictions of the infrastructure capacity which hinder the full satisfactions of the requests for railway capacity and to be proposed measures for implementation of additional applications (art.21, p.1 of Ordinance 41).

For infrastructure which is announced as congested the Infrastructure Manager applies priority criteria considered in art.32 of LRT, taking into consideration the importance of the services, mainly services, related with the international traffic (art. 20, p.4 of Ordinance 41).

The provided measures might include re-routing, reprogramming of the services, alteration of the speed, improvement of the infrastructure, etc. (art.21, p.3 of Ordinance 41).

After the accomplishment of the analyses of the capacity, but not later than 6 months, the Infrastructure Manager prepares plan for reinforcing of the capacity (art.22 of Ordinance 41).

The plan for reinforcing of the capacity shall be prepared after consultations with the users of the infrastructure and contains: reasons for congestions; future development of the traffic; reasons preventing the development of the infrastructure; the decisions for reinforcement of the capacity and their scope, including alteration of the track access charges; actions, which are necessary to be undertaken and schedule for their implementation (art. 23 of Ordinance 41).

5.6. Maintenance and construction works along the railway network managed by NRIC.

5.6.1. General

One of the main tasks of NRIC is: performance of activities related with the development, repairing, maintenance and exploitation of the railway infrastructure" (art.10, p.1, p.2 of LRT).

Maintenance and construction works are necessary for maintaining and increasing of the network's capacity and satisfaction of the applications of the railway undertakings.

The Council of Ministers, under proposal of the Minister of transport, information technologies and communications, adopts long-term program for development of the railway infrastructure and safe and reliable exploitation of the railway network, including the actions undertaken in case of crisis situation (natural disasters, terrorist attack and military conflicts) (art.27 of LRT).

The Minister of transport, information technologies and communications shall confirm the annual program for construction, maintenance, repairing,

development and exploitation of the railway infrastructure. In the program shall be foreseen the organization of the repairing and reconstruction of separate elements of the railway infrastructure suffered by the consequences of natural disasters and industrial accidents. (art.28 of LRT).

5.6.2. Periods for realization of the confirmed work

The Infrastructure Manager keeps reserve capacity necessary for performance of construction or repairing works along the infrastructure, taking into consideration the influence of this reserve capacity over the applicants for railway capacity. Reserved capacity is kept even in cases of congested infrastructure (art. 14, p.2 of Ordinance 41).

This is based over the adopted by the Council of Ministers long-term program for development of the railway infrastructure and the annual program confirmed by the Minister of transport, information technologies and communications. In this regard shall be determined planned traffic interruptions, which should be included in the Timetable (table 3.2.).

5.6.3. Parameters of the capacity

The parameters of the capacity for use by the Railway Undertakings, the restrictions concerning the use of capacity, including planned construction and repairing works along the railway infrastructure for the present year, are published in the Table 6 from the Addendums of the present Report. It is necessary the yearly requests for capacity allocation to take into consideration the announced traffic's interruptions and in case of necessity to be indicated desired alternative routes. The transport scheme for servicing of the passengers for the period of interruption shall be determined with the yearly request for capacity.

5.6.4. Unscheduled works

In case of disturbance of train movement as result of technical failure or accident, the NRIC's Director General prepares operational plan for action or intervention where the bodies responsible for the elimination of the disturbance are indicated (art.14, p.4 of Ordinance 41).

As an exception, in case of failure or accident leading to inability to use railway infrastructure for a certain period of time, capacity allocation might be suspended without advance notice for the period of time necessary for recovering of the infrastructure for exploitation (art. 14, p.5 of Ordinance 41).

The actions and special measures in case of disturbance are described in Annex 3 of the Report.

5.7. Utilization of the allocated capacity and rules for cancellation

5.7.1. All allocated and confirmed in the Yearly Timetable train paths of the railway undertakings, which have been submitted applications, are regular

for the dates, days or periods confirmed in the Timetable with corresponding train numbers.

5.7.2. The Infrastructure Manager might impose refusal of the allocated train path (mainly in a case of congested infrastructure) when the operator use this path for a less than 50% from the confirmed with the Timetable plan for movement within one calendar month. The measure is not applicable for international train paths and in case when the Infrastructure Manager is responsible for the non-use of the train path.

5.7.3. The management of the allocated train paths in real time is made in accordance with the stipulations of art. 204 of Ordinance 58, and priority is given to the following categories trains:

1. Restoration and firefighting trains; rail-propelled specialized machines for repairing and maintenance of the railway track and catenary (RSSM), plows, single locomotives, railcars and motor trolleys when appointed for assistance in case of failure or accident, for restoration of the railway track, railway equipment, communications and catenary as well as for firefighting and big industrial accidents;

2. Passenger trains with special purposes;

3. Express passenger trains;

4. Fast passenger trains;

5. International passenger trains;

6. Suburban trains;

7. Ordinary passenger trains and labor trains;

8. Mixed trains;

9. Restoration and firefighting trains and RSSM on their return to their home station when they had been appointed under the terms and conditions of p.1, auxiliary locomotives for passenger trains, wagon-laboratory for measure of the track, wagon-laboratory for the catenary, which shall be appointed with numbers of direct freight trains;

10. International freight trains for combined transportation;

11. Express freight trains;

12. Direct freight trains and auxiliary locomotives for freight trains;

13. Local freight trains;

14. Working trains;

15. Shunting trains, single locomotives and all other railway vehicles;

The category of the military trains is defined in a time of their appointment.

In a meeting of two trains from one category and equal other conditions, the trains are let to pass by the discretion of train's dispatcher.

5.7.4. The use of confirmed in a Timetable train path for a **freight train** with respective number is allowed **up to 60 minutes** before and after determined departure time from the departure station. Out of this limits the train path shall be considered **unused and charge for requested but unused capacity** is owed.

The train path with respective train's number could not be corrected and could not be used within the frame of the same twenty-four hours. The same restriction is in force for the technological paths through the border stations.

5.7.5. In case of use of part of the route, for departure station is considered the actual station of departure and for final station is considered the actual arrival station. For the remaining part of the route **is owed** charge, which is foreseen for requested but unused capacity.

5.7.6. For every alteration of the agreed parameters of given train path, related with regulation of the train's movement, shall be negotiated a new train path, following the established procedure.

5.8. Extraordinary transport and transport of dangerous goods

The all information related with special goods shipments should be given to NRIC in a time of application for capacity.

5.9. Special measures in case of failure

The measures applicable for a management of failures are determined in Annex 3 of the Report.

6. SERVICES

6.1. Legal framework

The services are provided on the base of the Law for Railway Transport and Ordinance 41 for access and use of the railway infrastructure.

The accepted application is giving right for use of the railway infrastructure with a minimum service pack and payment of the respective track access charges, determined by the Infrastructure Manager in accordance with the “Methodology for calculation of track access charges collected by the Infrastructure Manager”, approved by the Council of Ministers and published in the present Report, Part “Tariff for track access charges”.

In case of additional agreements between the RUs and NRIC might be provided additional services related with maintenance, servicing, heating, etc. The payment of the additional service provided by NRIC is based over the Price List, prepared by NRIC and published as Annex of the Report.

The use and payment of the additional services is not included in the track access charges.

6.2. Minimum service pack.

Services, included in the minimum service pack for access to the railway infrastructure are:

1. Processing of the applications for infrastructure capacity;
2. Right for use of the allocated capacity;
3. Use of railway tracks in exploitation points;
4. Signaling, regulation, management of train’s movement, communication and information for train’s movement;
5. Other information which is necessary for introduction and exploitation of the service for which capacity is allocated.

6.3. Servicing and maintenance.

Servicing and maintenance include:

1. Use of the systems for power supply of the electric traction, if available;
2. Use of the equipment for refueling;
3. Use of buildings and other equipment at the passenger stations;
4. Use of loading/unloading platforms or terminals;
5. Use of Marshaling yards;
6. Use of train’s formation stations;
7. Use of tracks for parking of vehicles;
8. Use of maintenance equipment and other devices;

6.4. Additional services

Additional services are:

1. Supplying of traction power;
2. Preheating of the passenger wagons;
3. Supplying of fuel and creating of conditions for shunting operations;
4. Implementation of contracts for transportation of dangerous goods, including activities related with control and assistance during the movement of special trains.

6.5. Concomitant service

Concomitant services are:

- Ensuring of access to the telecommunication network;
- Providing of additional information;
- Ensuring of technical control of the rolling stock, etc.

7. CHARGES

7.1. Legal framework

The access and utilization of the railway infrastructure are treated in:

- The Law for Railway Transport;
- Ordinance 41 for access and utilization of the railway infrastructure.

7.2. Methodology of charging

The Methodology for calculation of the track access charges determines the charges for the minimum service pack and access to the railway infrastructure and is based over the direct cost of NRIC raised out of the implementation of the train service

7.2.1. Determination of the NRIC's expenditures raised directly from the implementation of the train service (direct cost)

Based over the introduced analytic accounting system concerning the accounting of the expenditures for the operations, NRIC calculates the cost of every process. Determination of the track access charges is based over the expenditures, accounted in accordance with the Bulgarian book-keeping legislation under economic activities and economic elements. For determination of the track access charges for use of the railway infrastructure – public property- shall be taken into consideration only the expenditures raised directly from the implementation of the train service.

7.2.2. Types of expenditures related with the activities.

7.2.2.1. Total expenditures under economic elements reported for 2014. /after netting of the expenditures/;

<i>№</i>	Expenditures	2014 г. (thousand BGN)
I	Expenditures under economic elements	357 303
1	Expenditures for materials	39 059
including	<i>Materials</i>	22 750
	<i>Fuels</i>	5 186
	<i>Electric energy</i>	10 920
	<i>Heat energy</i>	203
2	External services	28 611

<i>№</i>	Expenditures	2014 г. (thousand BGN)
3	Depreciation	115 573
4	Salaries	112 851
5	Social security	33 691
6	Other expenditures	27 518

7.2.2.2. Share of direct and indirect cost in the total expenditures for 2014 г. /after netting of the expenditures/;

Types of expenditures	General expenditures (thousand BGN.)	Direct cost according art.7 of Directive 2001/14 EU	Direct cost for electro distribution enterprise	Expenditures not included upon art.7, p.1	General permanent expenditures
1	2	3	4	5	6
Materials	22 750	12 731	5 522	4	4 493
Fuel	5 186	3 785	733	1	667
Electric energy	10 920	6 690	3 757	7	466
Heat energy	203	109	1		93
External services	28 611	11 163	2 805	128	14 515
Depreciation, including:	115 573	19 200	24 179		72 194
<i>Repairing of mechanization Including Depreciation calculations</i>		19 200			
Salaries	112 851		10 209	50	102 592
Social security	33 691		3 015	4	30 672

Types of expenditures	General expenditures (thousand BGN.)	Direct cost according art.7 of Directive 2001/14 EU	Direct cost for electro distribution enterprise	Expenditures not included upon art.7, p.1	General permanent expenditures
Other expenditures	27 518	3 084	554	1	23 879
Total	357 303	56 762	50 775	194	249 572

Relative share as part from general expenditures	15,89%	14,21%	0,05%	69,85%
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7.2.2.3. Total direct cost for 2014 (base for calculation of TAC)

Types of expenditures	Direct cost (thousand BGN.)
1	2
Materials for current maintenance of the railway track and equipment	12 731
Fuel for railway mechanization and vehicles for maintenance of the railway infrastructure.	3 785
Power supply of railway equipment, production facilities, lighting of the stations, traffic power is not included	6 690
Heating of production facilities	109

External services for maintenance of equipment, production facilities, cleaning of station's premises, industrial water	11 163
Repairing of mechanization incl. depreciation calculations	19 200
Other expenditures – property insurance, taxes and fees for production facilities, working, protective and uniform dresses, labor protection, business trips	3 084
Total	56 762

7.2.3. Determination of the track access charges (TAC) on base of direct costs for maintenance of the railway infrastructure.

7.2.3.1. Determination of the components included in the track access charges.

Track access charges contains two components measured in gross-ton-kilometers and in train-kilometers, which render an account of the participation of the exploitation units in the implementation of the train service and direct costs made for this purpose.

7.2.3.2. Formation of the TAC and determination of the TAC stakes.

Formation of the track access charges and determination of the amount of the stakes of the track access charges is on base of the rendered direct costs and the work done along the railway infrastructure for the previous year.

7.2.3.3. Way of formation of the track access charges.

TAC is in a form of variable charges reflecting the actual utilization of the railway infrastructure and related direct costs for use of:

7.2.3.3.1. „Railway track and equipment”.

7.2.3.3.2. „Signaling and telecommunication”.

7.2.3.3.2. „Management of the trains movement”.

7.2.3.3.4. Expenditures made for maintenance of heavy road mechanization, and maintenance of switches in the stations.

7.2.3.4. Way of determination of the amount of the stakes of the components forming the track access charge.

TAC is variable charge (charge for passing along – charge for actual utilization of the railway infrastructure), which depends by the kilometers, which actually had been traveled along the railway infrastructure. This is a charge which the Infrastructure Manager should receive for the expenditures made by him, directly raised from the implementation of the train service. TAC

does not depend from the type of the trains and is equal for all railway lines of the railway infrastructure.

The determination of the stakes of the components train-kilometer and gross-ton-kilometer is as follow:

- for train-kilometer – the direct costs raised directly from the implementation of the train service for “Signaling and telecommunication” and “Management of trains movement” for previous year assigned to the total train work realized by the railway undertakings along the railway infrastructure, expressed in train-kilometers, for the same period.

- for gross-ton-kilometer – direct costs in ‘Railway track and equipment’ and “Expenditures for maintenance of heavy road mechanization and switches in the station’s tracks” for previous year assigned to the total train work realized by the railway undertakings along the railway infrastructure, expressed in gross-ton-kilometers, for the same period.

7.2.3.5. Charge for requested but unused capacity (in force from 15.06.2014)

7.2.3.5.1. Definition

The charge for requested but unused capacity ensures stimulus for effective utilization of the existing capacity. This is a charge covering the expenditures made by the Railway Infrastructure Manager for maintenance of the railway network in condition ensuring the normal and freely performance of the train’s services in relation with the needs and necessities of the Railway Undertakings, which are requested and confirmed with the Yearly Timetable.

7.2.3.5.2. Definition of the amount of the charge for requested but unused capacity.

The charge is changeable charge, which depends from the size of the unused but requested and confirmed with the Yearly Timetable capacity in a form of train’s track, expressed in train-kilometers.

The amount of the charge shall be defined as correlation between the expenditures made by the Railway Infrastructure Manager for maintenance of the railway network in condition ensuring the normal and freely performance of the train’s work for the previous year and realized by the RU’s total train’s work along the railway infrastructure for the same period, expressed in train-kilometers.

7.2.3.5.3. Application of the charge for requested but unused capacity. .

The charge for requested but unused capacity is calculated in train-kilometer for unused but requested and confirmed with the Yearly Timetable capacity in a form of train path. The charge does not depend from the type of the train and is equal for all railway lines of the railway network.

7.2.3.6. The charges for train-kilometer and gross-ton-kilometer shall be reduced as follow (in force from 05.04.2014 г.):

7.2.3.6.1. For combined transportation with block-trains, reduction 10%.

7.2.3.6.2 For transportation of freight vehicles with block-trains, reduction 30%.

7.3. Calculation of the owed charges

7.3.1. Calculation of the owed variable charge for passing along the railway infrastructure

7.3.1.1. Charge for passing along the railway infrastructure

$$T_{\text{pass.}} = T_{\text{g/t/km}} + T_{\text{t/km}}, \text{ BGN}$$

where:

T_{pass} – charge for actual utilization of the railway infrastructure;

T_{g/t/km} – charge for realized gross-ton-kilometers along the route passed;

T_{t/km} – charge for realized train/kilometers along route passed;

7.3.1.2. Calculation of the charge for realized gross-ton-kilometers.

$$T_{\text{g/t/km}} = \sum L_{ij} * Q_{ij} * C_{\text{g/t/km}}, \text{ BGN}$$

where:

L_{ij} – length in kilometers of j- section along the route of i-train

Q_{ij} – gross weight in tones of i-train for j-section

C_{g/t/km} – infrastructure charge for gross-ton-kilometer

7.3.1.3. Calculation of the charge for realized train/kilometers

$$T_{\text{t/km}} = L * C_{\text{t/km}}, \text{ BGN.}$$

Where:

L – length of the route actually passed

C_{t/km} – infrastructure charge for train/kilometer

7.3.2. Calculation of owed variable charge for requested but unused capacity.

$$T_{\text{cap}} = L * C_{\text{cap}}, \text{ BGN.}$$

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Where:

L – length of unused but requested and confirmed with Yearly Timetable capacity in form of train path.

Ccap – charge for requested but unused capacity for train/kilometer

7.3.3. Application of the infrastructure charges

7.3.3.1. The charge for passing along the railway infrastructure does not depend from the type of the trains and is equal for all lines from the railway infrastructure. The charge is paid for actually realized train-kilometers and gross-ton-kilometers from train with respective number.

7.3.3.2. The charge for requested but unused capacity is defined in train/kilometers and is payable to NRIC by RU. In accordance with Annex 5 of the Report, every year NRIC and RU prepared and sign a list of confirmed with the Timetable train paths with corresponding train numbers. The charge is payable for the dates, days or periods for which the requested capacity, defined in train/kilometers, is not used.

7.3.3.3. In a case when the train path and corresponding train number are used only for a part of the route RU pays to NRIC the charge under p.7.3.3.2 for the unused capacity, defined in train-kilometers.

7.3.3.4. The charge under p. 7.3.3.2 and 7.3.3.3 is not paid by RU in a case when the capacity is unused under reasons of NRIC.

7.3.3.5. The track access charges are payable after the accomplishment of the train's movement, up to 15-ten day of the month after the month for which the charge is owed.

7.3.3.6. Track access charges are not collected for restoration trains, firefighting trains or locomotives assigned for recovering of interrupted train's movement, grass cleaning trains, weighing trains and in case of natural disasters, for trains operating in the affected regions of the country

7.3.4. Mark-ups.

In the determined levels of the track access charges based over the "Methodology for calculation of the track access charges collected by the Infrastructure Manager" are not included mark-ups and profit.

7.4. Tariff for track access charges and price of the services provided by NRIC

7.4.1. Tariff for the infrastructure charges – in force from 01.01.2013 r.

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7.4.1. The charge for realized gross-ton-kilometers is equal to **0, 0038 BGN** per gross-ton-kilometer for every type and category train as well as for every type and category railway line.

7.4.2. The charge for realized train-kilometers is equal to **0, 8203 BGN** per train-kilometer for every type and category train as well as for every type and category railway line.

7.4.3. The charge for requested but unused capacity – **0,2425 BGN** per train-kilometer from unused but requested and confirmed with the Yearly Timetable capacity in a form of train path, for every type and category train as well as for every type and category railway line.

7.4.1.a. Tariff for the infrastructure charges – in force from 01.01.2014 r.

7.4.1.1.a. The charge for realized gross-ton-kilometers is equal to **0, 0025 BGN** per gross-ton-kilometer for every type and category train as well as for every type and category railway line.

7.4.1.2.a. The charge for realized train-kilometers is equal to **0, 7902 BGN** per train-kilometer for every type and category train as well as for every type and category railway line.

7.4.1.3.a. The charge for requested but unused capacity – **0,2425 BGN** per train-kilometer from unused but requested and confirmed with the Yearly Timetable capacity in a form of train path, for every type and category train as well as for every type and category railway line.

7.4.1.b. Tariff for the infrastructure charges – in force from 05.04.2014 g.

7.4.1.1.b. The charge for realized gross-ton-kilometers is equal to **0,0025 BGN** per gross-ton-kilometer for any type and category of train and for any type and category of the railway lines.

7.4.1.2. b. The charge for realized gross-ton-kilometers for combined transportation with block-trains is equal to **0,0023 BGN** per gross-ton-kilometer for any type and category of the railway lines.

7.4.1.3.b. The charge for realized gross-ton-kilometers for transportation of freight vehicles with block-trains is equal to **0,0018 BGN** per gross-ton-kilometer for any type and category of the railway lines.

7.4.1.4.b. The charge for realized train-kilometers is equal to 0,7902 BGN per train-kilometer for any type and category of trains and for any type and category of the railway lines.

7.4.1.5.b. The charge for realized train-kilometers for combined transportation with block-trains is equal to 0,7112 BGN per train-kilometer for any type and category of the railway lines.

7.4.1.6.b. The charge for realized train-kilometers for transportation of freight vehicles with block-trains is equal to 0,5531 BGN per train-kilometer for any type and category of the railway lines.

7.4.1.7.b. The charge for requested but unused capacity is equal to 0,2425 BGN per train-kilometer for capacity, which is unused but requested and confirmed with the yearly timetable in a form of train's path. The charge is payable for any type and category of trains and for any type and category of the railway lines.

7.4.1.8.6. The charge for requested but unused capacity is equal to 0,2183 BGN per train-kilometer for capacity for combined transportation, which is unused but requested and confirmed with the yearly timetable in a form of train's path. The charge is payable for any type and category of the railway lines.

7.4.1.9.6. The charge for requested but unused capacity is equal to 0,1698 BGN per train-kilometer for capacity for transportation of freight vehicles, which is unused but requested and confirmed with the yearly timetable in a form of train's path. The charge is payable for any type and category of the railway lines.

7.4.2. Prices for servicing and maintenance

The services for servicing and maintenance together with their prices are included in Part I of Annex 7 of the Report.

7.4.3. Prices for concomitant services

The concomitant services and their prices are included in Part II of Annex 7 of the Report.

7.4.4. Prices for other services provided by NRIC

The list with other services and respective prices are given in Part III of Annex 7 of the Report.

7.4.5. Prices for distribution of traction energy through the distribution network of the railway transport (in force from 01.01.2016).

The railway undertakings pay to the Infrastructure Manager the price for energy distribution equal to 146.73 (one hundred forty six and seventy three) BGN/MWh/. “BDZ – FT” pays to the Infrastructure Manager the price for distribution of the utilized electric energy on base gross-ton/kilometers and in accordance with agreement for distribution of the expenditures for traction energy, signed between railway undertakings and NRIC.

7.5. Alteration of the charges

7.5.1. Procedure for alteration of the track access charges

Every year, up to June 30, NRIC provides to EARA information about the factual expenditures made for current maintenance of the railway infrastructure during previous year and determines the level of the track access charges for the next year.

Mark-ups, compensations and/or concessions resulting by the realization of infrastructure projects, traffic of the trains and the needs of the transport market, might be applied in a differentiated way and for a parts of the network and should be announced to the public. At least 3 months before inuring of the alteration of the track access charges they should be announced to the public.

7.6. Procedure for invoicing and payment

Through this procedure are determined the owed track access charges.

Detailed description of the procedure is given in Annex 5, “PROCESS OF INVOICING AND PAYMENT” of the Report.

7.7. Schemes reading the functioning

Through schemes for reading of the functioning railway undertakings and infrastructure manager are encouraged to minimize traffic interruptions and improve the work of the railway network. The schemes include sanctions for actions, which upset the work of the network, compensations for the railway undertakings affected by the interruption of the traffic and payment of bonuses for functioning, which is better than planned.

Detailed description is given in “SCHEMES READING THE FUNCTIONING” of the Report.