



NETWORK STATEMENT 2019-2020



Valid from 14 December 2019 until 12 December 2020



CONTROL OF THE VERSIONS

Version	Date of the version	Description of the change
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1	15 February 2019	Network statement: item 3.3.1.1., item 3.3.2.2., item 3.3.2.3., item 3.5.1.4., item 3.5.2.5., item 3.5.2.14., item 4.5., item 6.4.1., item 6.4.2., item 6.6. Annex: 4.1, 16, 18, 19A, 26, 27, 28.
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CHAPTER 1. GENERAL INFORMATION

1.1. Introduction

The State Enterprise “National Railway Infrastructure Company” (SE NRIC) is a trader having the status of a state enterprise established under Article 62, Paragraph 3 of the Commerce Act, in accordance with Article 9, Paragraph 1 of the (RTA). Article 10 of RTA defines SE NRIC’s subject of activity, namely: providing use of the railway infrastructure by RUs on equal terms; executing activities for development, repair, maintenance and operation of the railway infrastructure; determining and collecting infrastructure charges from RUs in compliance with a methodology, adopted by the Council of Ministers according to a proposal by the Minister of Transport, Information Technology and Communications, etc.

The State Enterprise “National Railway Infrastructure Company” is the railway infrastructure manager.

[SE “National Railway Infrastructure Company” is holder of Safety Certificate BG 21 2018 0001](#)

1.2. Objective

The objective of this Network Statement is to make applicants aware of the general rules, deadlines, procedures and criteria regarding schemes for charging and allocating capacity, including additional information, necessary for submitting infrastructure capacity requests. The Network Statement also contains information on the conditions for access to railway lines, service facilities and services provided in these facilities.

1.3. Legal framework

The general legal framework applicable to access and use of the national railway network consists of:

- Railway Transport Act (RTA);
- Ordinance No 41 dated 27 June 2001 on the access and use of railway infrastructure (Ordinance No 41);
- Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity;
- Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014;
- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
- Commission Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service;
- Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (Text with EEA relevance.)
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area.



1.4. Legal status

1.4.1. General remarks

SE NRIC draws up a Network Statement pursuant to Article 23, Paragraph 1 of Railway Transport Act and Article 8, Paragraph 1 and 2 of Ordinance 41 on the access and use of the railway infrastructure.

1.4.2. Legal liability

Each year, SE NRIC draws up a Network Statement containing parameters for operation of the railway infrastructure, parameters of the facilities located along it, including any protective facilities, information on the conditions for accessing infrastructure and service facilities, applicable infrastructure charges and prices for services as per a price list, principles and criteria for capacity allocation, limitations for use of the infrastructure, deadlines and procedures to submit capacity requests, etc. The procedures, deadlines, conditions and prices specified in the Network Statement shall be binding for SE NRIC and for the users of the provided services as well.

1.4.3. Appeals procedure

Pursuant to Article 116 of RTA, the Railway Administration Executive Agency (RAEA) shall exercise control, ex-officio or upon complaint by applicants considering themselves as being treated unfairly, discriminated or injured in whatever way, as well as upon any complaints against decisions of any infrastructure manager, RU or service facility operator with regard to:

1. the draft and final version of the Network Statement;
2. the criteria specified in the Network Statement;
3. the process of allocating capacity and its result;
4. the charging scheme;
5. the level or structure of charges for use of the infrastructure which have to be paid or could be imposed on them;
6. the rules to access rail infrastructure, including to perform international passenger services, service facilities and any ancillary services;
7. the access and charging for the services in the service facilities, for any additional and ancillary services.

1.5. Structure of the Network Statement

This Network Statement applies the general structure of the RNE Network Statement in such a way that all applicants have access to similar documents in the different countries, finding the same information at the same place in each Network Statement with the purpose of facilitating exchange of information.

The Network Statement has been structured in accordance with the legal requirements of the Republic of Bulgaria and in compliance with a uniform structure adopted by RNE:

- 1. General Information;**
- 2. Access Conditions**
- 3. Infrastructure**
- 4. Capacity Allocation**
- 5. Services**
- 6. Charges**
- 7. Annexes.**



1.6. Validity and updating process

1.6.1. Validity period

This Network Statement shall be valid as of the date of change of the Train Timetable until the next Train Timetable becomes effective (12 months) and shall correspond to the validity of the Train Timetable effective for the same period of time. This Network Statement shall be valid from Saturday, December 14, 2019 until December 12, 2020.

1.6.2. Updating process

The Network Statement shall be subject to update, if necessary (Article 9, Paragraph 2 of Ordinance N 41) In case of any significant changes of the railway infrastructure, changes of the rules for capacity allocation, changes of the principle of determination and method of charging, as well as of the charges imposed by the railway infrastructure manager, the Network Statement shall be updated and amended following consultation with the stakeholders.

1.7. Publishing

Following consultation with the stakeholders, the railway infrastructure manager shall draw up and publish an annual Network Statement. (Art.8, Para.1 of Ordinance N 41).

The Network Statement shall be issued 6 months before the deadline for submitting infrastructure capacity requests (Article 9, Paragraph 1 of Ordinance N 41)), and shall be published in an electronic form on the website of the railway infrastructure manager in Bulgarian and English. In case of any discrepancy, the Bulgarian version shall prevail. The Network Statement may also be provided against payment of the costs incurred for its provision (Article 9, Paragraph 3 of Ordinance N 41), upon request submitted at the following address: **SE NRIC Sofia 1233 110, Kniaginya Maria Louisa blvd.**

1.8. Contacts

RNE elaborates harmonized business processes, methodologies, manuals, recommendations and models for facilitation of the international business of its members and their clients.

This Association of infrastructure managers (RNE) keeps a One-Stop Shop (OSS) working as a network of individual customer contact points within RNE. To request international paths, the RU has to contact any of these OSS, which will coordinate the entire process of international route allocation.

Customer contact representatives are published on the RNE website – <http://www.rne.eu/>. Each infrastructure manager has a representative person to contact customers.

To contact OSS of SE NRIC, please use the following email address – oss@rail-infra.bg.

1.9. Rail Freight Corridors (RFC)

Implementing Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight, 10 rail corridors have been created, giving priority to freights, which pass through the territory of the EU Member States. SE NRIC is responsible for managing the train traffic on the Bulgarian section of the corridors for their maintenance and modernisation.

- Freight corridor No 7 (Orient-East Mediterranean) passes through the territory of the Republic of Bulgaria, and SE NRIC is responsible for managing the train traffic on the Bulgarian section of the corridor, for its maintenance and modernisation. The main route of



the corridor is: Prague – Vienna/Bratislava – Budapest – Bucharest – Constanta, Arad – Craiova – Vidin – Sofia – Kulata – Thessaloniki – Athens and Sofia-Plovdiv-Svilengrad and the alternative routes Videle – Ruse Razpredelitelna – Sindel Razpredelitelna – Karnobat-Nova Zagora – Simeonovgrad – Svilengrad, Nova Zagora-Stara Zagora-Dimitrovgrad-Simeonovgrad, Plovdiv-Stara Zagora-Karnobat-Burgas [Annex 11](#). You can find detailed information about RFC 7 on the website of the corridor at <http://www.rfc7.eu/>

National infrastructure managers and Capacity Allocation Bodies of the countries, members of RFC 7, provide pre-arranged paths and reserve capacity at the C-OSS (Corridor One Stop Shop).

- Rail Freight Corridor N10 Alpine - West Balkans
The main route of the corridor is: Salzburg - Fillah - Lyubliana - /Wels/Linz - Graz - Maribor - Zagreb - Vinkovci/Vukovar - Tovarnik - Belgrad - Sofia - Svilengrad.

1.10. International cooperation

SE NRIC is a member of UIC, CER, RNE, Rail Freight Corridor 7, Orient/East Mediterranean, Rail freight Corridor 10 Alpine - West Balkans, SERG, (South-East Europe Regional Group), X Plus Association Corridor, the Platform of the rail infrastructure managers in Europe (PRIME) and maintains a wide range bilateral cooperation with the rail infrastructure managers of the neighbouring countries of Bulgaria.

Also, SE NRIC works actively in the OSJD organization, where Bulgaria is a full member as represented by the MTITC. SE NRIC has signed the Charter for Development of Social Initiatives in Railway Stations and Memorandum of cooperation with the railway infrastructure manager of Austria (OBB – Infra), as well as the Agreement on combating climate changes, elaborated by UIC.

SE NRIC is a regular participant in the International Level Crossing Awareness Day (ILCAD), held annually under the UIC patronage.

1.10.1. One-Stop Shop (OSS)

SE NRIC has a one-stop shop. Capacity applicants can obtain complete information at oss@rail-infra.bg.

1.10.2. RNE IT tools

1.10.2.1. Path Coordination System (PCS)

PCS is a web based international system for coordinating train path requests between the applicants and the respective infrastructure managers or capacity allocation bodies. You can find information about the system at the following address: <http://pcs.rne.eu>

1.10.2.2. Train Information System (TIS)

TIS is a web based international real-time train tracking system. The system can be accessed by registered users. You can find information about the system at the following address: <http://tis.rne.eu/>.

1.10.2.3. Charging Information System (CIS)

CIS is a web based information system providing information about the infrastructure charges, payable when trains pass through the territory of RNE Member States. The system can be accessed by registered users. <http://cis.rne.eu/>.





CHAPTER 2. ACCESS CONDITIONS

2.1. Introduction

Rail infrastructure is accessed in accordance with the provisions of the Railway Transport Act, Ordinance 41 dated 27 June 2001 on the access and use of railway infrastructure, Ordinance 42 on licensing RUs for carriage of passengers and/or freight and on safety Ordinance 59 management in railway transportation.

2.2. General access requirements

General conditions for access to the railway infrastructure are stipulated in the Railway Transport Act and Ordinance N 41. On the grounds of Article 31 of the RTA, railway infrastructure shall be used by RUs having a safety certificate. RUs are entitled to equal access to railway infrastructure, service facilities, as well as to perform cross-border services under the conditions, stipulated in the RTA and any international treaties under which Bulgaria is a party. This right includes access to the infrastructure, which connects sea and river ports with the other service facilities, as well as to the infrastructure, which services or could service more than one end user.

RU, not having a freight transport license, shall be entitled to access the first railway infrastructure station necessary for carrying out the activities of companies and RUs of the internal railway transport of the Ministry of Interior, Ministry of Defence and other departments, companies or RUs. Infrastructure shall be accessed provided that a safety certificate and a civil liability insurance contract are available. Then, a contract shall be concluded with the railway infrastructure manager.

2.2.1. Conditions for applying for capacity

Requests for capacity allocation within the corridor shall be submitted by the applicants to Corridor One Stop Shop C-OSS (Corridor One Stop Shop) coss@rfc7.com. The conditions to obtain capacity are described in the Corridor Information Document published on <http://www.rfc7.eu/>. The principles to allocate pre-arranged paths and reserve capacity by C-OSS are described in Annex 2 “Framework for infrastructure capacity allocation along the competitive Rail Freight Corridor 7”. Pursuant to Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for allocation of rail infrastructure capacity, the Executive Board shall determine the framework for allocation of infrastructure capacity in the corridor.

Requests for capacity allocation within the corridor shall be submitted by the applicants to Corridor One Stop Shop C-OSS (Corridor One Stop Shop) to e-mail coss@rfc7.com. The conditions to obtain capacity are described in the Corridor Information Document published on <http://www.rfc7.eu/>. The principles to allocate pre-arranged paths and reserve capacity by C-OSS are described in “Framework for infrastructure capacity allocation along the competitive Rail Freight Corridor 7” [Annex 2](#).

2.2.2. Conditions for access to the railway infrastructure

Pursuant to Article 31, Paragraph 1 of the RTA, railway infrastructure shall be used by RUs having a safety certificate. RUs shall be entitled to equal access to the railway infrastructure and service facilities, which include access to infrastructure connecting sea and river ports with the other service facilities, as well as to the infrastructure, which services or could service more than one end user. Access to the railway infrastructure is in compliance with the award of license, including the Annex thereto regarding financial coverage of the civil liability insurance pursuant to Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure for licensing of RUs (OB, L 29/3 dated 5 February 2015), as well as a safety certificate.

Any RU having a railway transport license and safety certificate – Part “A” issued in another EU Member States, may perform railway transport services on the territory of the Republic of Bulgaria after obtaining



a safety certificate – Part “B” issued following the procedure set forth in Ordinance N 59 dated 5 December 2006 on safety management in railway transportation.

A safety certificate of a RU, issued in a non-EU Member States, shall be considered valid, if this has been agreed upon in any bilateral or multilateral treaties to which the Republic of Bulgaria is a party.

Any RU, not having a freight transport license, shall be entitled to access the first railway infrastructure station, necessary to carry out its activities after providing a safety certificate and civil liability insurance contract.

2.2.3. Licenses

Pursuant to Article 37, Paragraph 1 of the RTA, the license for rail passenger and/or freight transport shall be issued by the Minister of Transport, Information Technology and Communications or by an official, authorised by him/her and shall be valid for the territory of the European Union.

Address: city of 1000 Sofia 9 Dyakon Ignatii Str., website: <https://www.mtitec.government.bg/en>.

The Railway Administration Executive Agency shall be in charge of reviewing the application and attached documents that are required pursuant to the legislation on the issuance of licenses in the Republic of Bulgaria, with address: city of 1000 Sofia 5, General Y. Gurko Str. and website: <http://www.iaja.government.bg/IAJI/engwwwFWRAEA.nsf/index.htm?ReadForm>.

2.2.4. Safety certificate

Pursuant to Article 26, Paragraph 1 of Ordinance N 59 dated 5 December 2006 on safety management in railway transportation, the Executive Director of the Railway Administration Executive Agency shall issue safety certificates. Address: city of 1000 Sofia 5, General Y. Gurko Str. and website: www.iaja.government.bg.

2.2.5. Cover of liability

Pursuant to Article 9 a of Ordinance No 42 dated 6 July 2001 on licensing RUs for carriage of passengers and/or freight, after obtaining a license, the RU shall present to RAEA a document for concluded civil liability insurance contract with regard to the passengers, luggage, freight, mail and third persons in compliance with the effective legislation or in evidence that they have undertaken equivalent measures to secure financially the amount of their insurance liability.

Within 7 business days as of the submission of this document, RA EA’s Executive Director shall issue a document for financial coverage of civil liability insurance according to a template – Annex (1b) to Ordinance No 42, constituting an integral part of the license.

2.3. General business/commercial conditions

2.3.1. Framework agreement

SE NRIC does not offer framework agreements.

2.3.2. Contracts with RUs

Pursuant to Article 33 of RFC the relations between the railway infrastructure manager and the RU with regard to infrastructure access shall be arranged by a written contract for access to and use of the railway infrastructure after presenting a license, including the Annex thereto regarding financial coverage of civil liability insurance contract in accordance with Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing RUs (OB, L 29/3 dated 5 February 2015), as well as a safety certificate.

The terms of the contract shall be non-discriminatory and transparent and shall be coordinated with the Railway Administration Executive Agency.



Any RU not having a freight transport license shall be entitled to access the first railway infrastructure station necessary for companies and RUs to carry out their activities pursuant to Article 2, Paragraph 3 of the RTA. The access contract shall be concluded provided that a safety certificate and civil liability insurance contract are available.

[Annex 31 Model contract with RUs for access to and use of the railway infrastructure](#)

2.3.3. Contracts with non-RU Applicants

Pursuant to Article 31, Paragraph 3 and 4 of the RTA, any RU not having a freight transport license shall be entitled to access the first railway infrastructure station necessary for companies and RUs to carry out their activities according to Article 2, Paragraph 3 of the RTA. The access contract shall be concluded provided that a safety certificate and civil liability insurance contract are available.

[Annex 32 Model contract with non-RUs applicants for access to and use of the railway infrastructure](#)

2.4. Operational rules

The operational rules related to the provision of train traffic and shunting operations on the railway infrastructure, managed by SE NRIC are: Ordinance N 58 dated 2 August 2006 on the rules for technical operation, train traffic and rail transport signalling Technical operational rules for the railway infrastructure (TOR) and Rules for Train Traffic and Shunting Operations (RTT and SO).

Ordinance No 58 is issued on the grounds of Article 115 of the Railway Transport Act by the Minister of Transport, Information Technology and Communications. Address: city of 1000 Sofia 9 Dyakon Ignatii Str., website: <https://www.mtitc.government.bg/en>

The Railway Administration Executive Agency address: city of 1000 Sofia 5, General Y. Gurko Str. and website: www.iaja.government.bg.

The General Director of SE NRIC is the person, responsible for publishing TOR, RTT and SO, address: SE NRIC Sofia 1233 110, Kniaginya Maria Louisa blvd, <https://www.rail-infra.bg/en/1>

2.5. Exceptional transports

SE NRIC manages exceptional transport (test trains, vehicles with high axle load, transport of dangerous goods, etc.) in accordance with the internal rules for traffic management of exceptional transport and the international rules regarding such transportation. The main documents referring to traffic management of the exceptional transport are Ordinance 46 dated 30 November 2001 on the railway transport of dangerous goods, Ordinance 58 dated 2 August 2006 on the technical operational rules, train traffic and railway transport signalling, as well as UIC leaflet No 502-1.

Ordinance N 58 and Section VI. including wagons loaded with long objects and off-gauge or heavy loads of the RTT and SO.P.

The SE NRIC units and persons responsible for traffic management, provisions of paths and maintenance of the railway track for such transport are the following:

- Train Traffic and Capacity Management Division, e-mail: d.georgiev@rail-infra.bg;
- Safety Inspectorate, e-mail: b.minchev@rail-infra.bg;
- Railway Track and Equipment Division, e-mail: h.beshirov@rail-infra.bg.
- Signalling and Telecommunications Division, e-mail: k.kostadinov@rail-infra.bg.



2.6. Dangerous goods

“Dangerous goods” are substances and articles whose railway transport is prohibited or permitted only under certain conditions (§ 1, Item 2 of the Additional Provisions of Ordinance N 46 dated 30 November 2001 on the railway transport of dangerous goods).

The carriage conditions are regulated in detail in Ordinance No 46. There are limitations with regard to stations, with dangerous goods being accepted only as a separate wagon consignment from and to stations, open for commercial activity and work with the specific type of load (Article 29, Paragraph 1 of Ordinance 46). As an exception, consignments may be accepted and received in stations not open for commercial activity or work with the specific type of load, according to a proposal by SE NRIC or RUs, only after written permission by the Railway Administration Executive Agency. (Article 29, Paragraph 2 of Ordinance 46).

Regarding railway infrastructure managed by SE NRIC, the following provisions are observed: Ordinance No 46 dated 30 November 2001 on the railway transport of dangerous goods and Rules for International Carriage of Dangerous Goods (RID).

On the website of SE NRIC are published [Ordinance N 442/16.03.2015](#) and [Ordinance N 769/27.04.2015, ordinance 2260/09.11.2017](#) by SE NRIC’s General Director are published determining the stations in the NRIC network where dangerous goods of class 2 to 9 under RID may be loaded, unloaded and stored.

The Rules for Train Traffic and Shunting Operations in Railway Transportation approved by SE NRIC’s General Director, Chapter II, Section V Coupling of wagons to trains loaded with dangerous goods stipulate the conditions for transport of dangerous goods on the railway infrastructure.

2.7. Rolling stock acceptance process guidelines

Initial authorisation for placing into service a vehicle shall be issued when the vehicle complies with the requirements of Technical Specification for Interoperability (TSI), effective as of this moment. Additional placing into service authorisation shall be issued for vehicles for which an initial placing into service authorisation has been issued in another Member State, complying with the applicable TSI, effective as of this moment, but they have to be assessed according to the national safety rules until completion of the infrastructure construction according to TSIs.

Initial authorisation for placing into service a vehicle not complying with TSIs shall be issued for a vehicle, which does not meet all applicable TSIs, effective as of the moment of placing into service, as well as for a vehicle for which derogation is requested or when an important part of the essential requirements has not been specified in TSIs. Additional placing into service authorisation shall be issued for vehicles for which an initial placing into service authorisation has been issued in another Member State, complying with the applicable TSI, effective as of this moment, but they have to be assessed according to the national safety rules until completion of the infrastructure construction according to TSIs.

Railway Administration Executive Agency shall issue authorisations for placing into service railway vehicles in accordance with Ordinance N 57 of 9 June 2004 for achieving interoperability of the national rail system with the railway system within the European Union, address: city of 1000 Sofia 5, General Y. Gurko Str. and website: www.iaja.government.bg.

2.8. Staff Acceptance Process

In Ordinance N 56 regulates the requirements, conditions and procedure for training applicants to acquire legal capacity, required for the persons, performing activities, related to safety in railway transportation.

To acknowledge such legal capacity and the procedure for examining the persons in charge of transportation safety within the system of: the railway infrastructure manager, RUs, commercial companies or RUs, carrying out construction activities and maintaining railway infrastructure, as well as departments, companies or enterprises, carrying out internal railway transport within the meaning of Article 2, Paragraph



3 of the Railway Transport Act.

Applicants for acquiring legal capacity shall be persons 18 years of age or above who have been theoretically and practically trained, have passed an examination for acquiring the respective legal capacity and have the necessary professional qualification. Legal grounds for granting legal capacity documents for the staff in railway transportation are:

- Railway Transport Act;
- Ordinance N 56 dated 14 February 2003 on the requirements, conditions and procedure for training applicants for legal capacity required for staff, responsible for safety in railway transportation or acknowledging such legal capacity and the procedure for examining the persons, responsible for transport safety.

A certificate of legal capacity is a termless document giving the holder the right to apply for positions in railway transportation related to transport safety.

A certificate of legal capacity for safety-related positions in railway transport shall be issued by the Executive Director of the Railway Administration Executive Agency.

Persons occupying safety-related positions in railway transport shall pass examinations for verifying their knowledge of transport safety regulations. Examinations for verifying knowledge of persons, responsible for transport safety shall be conducted by a commission appointed by an order of the Executive Director of RAEA. An order for a probationary exam shall be issued by RAEA. For each conducted exam, a record shall be drawn up, which will be stored for 5 years. Within 7 days, the record shall be sent to the employer. If the examination is passed, a certificate according to a template shall be issued. A copy of a lost certificate shall be issued after submission of a written application to RAEA.

On the grounds of Ordinance 56 on the requirements, conditions and procedure for training applicants for legal capacity required for staff responsible for safety in railway transportation or acknowledging such legal capacity and the procedure for examining the persons responsible for transport safety, the requirements of Commission Directive (EU) 2016/882 of 1 June 2016 amending Directive 2007/59/EC of the European Parliament and of the Council as regards language requirements (OB, L 146 dated 2016) are established as follows:

1. Train drivers, who communicate with the railway infrastructure manager on important matters regarding safety, shall have language skills in at least one of the languages, indicated by the respective infrastructure manager. Their language skills shall allow them to communicate actively and effectively in routine, deteriorated and emergency conditions. They must be able to use the messages and communication method specified in TSI “Traffic Operation and Management”.

2. In order to meet the requirement under Item 1, the train operators should be able to understand (while listening and reading) and to communicate (verbally and in writing) in accordance with level B1 of the Common European Framework of Reference for Languages (CEFR) established by the Council of Europe.

3. In case of sections between the borders and stations, located near borders and determined for cross-border operations, train operators used by a certain RU can be released by the infrastructure manager from the conditions under Item 2 provided that the following procedure is applied:

a) the RU requires a derogation from the infrastructure manager for the respective train operators;
In order to ensure fair and equal treatment of applicants and for each submitted derogation request, the infrastructure manager shall apply the same assessment procedure, which is part of the network statement;

b) the infrastructure manager shall provide derogation provided that the RU is able to prove that sufficient measures have been taken to ensure communication between the respective train operators and the staff of the infrastructure manager in routine, deteriorated and emergency conditions, as stipulated in Item 1;

c) RUs and infrastructure managers are responsible for making the respective staff aware of these rules and measures and for ensuring suitable training within their safety management systems.

Additional provision



**SE NATIONAL RAILWAY
INFRASTRUCTURE COMPANY**

§ 2. This Ordinance establishes the requirements of Commission Directive (EU) 2016/882 of 1 June 2016 amending Directive 2007/59/EC of the European Parliament and of the Council as regards language requirements (OB, L 146 dated 2016).

The Railway Administration Executive Agency shall issue legal capacity documents for railway transport staff and shall conduct probationary exams issuing certificates upon successful completion. Address: city of 1000 Sofia 5, General Y. Gurko Str. and website: www.iaja.government.bg.





CHAPTER 3. INFRASTRUCTURE

3.1. Introduction

The information, provided in this document describes the railway network of SE NRIC and shall be valid for the duration of the Network Statement, effective from December 9, 2018 to December 14, 2019.

The European Register of Infrastructure I is under preparation. – ERA website <https://rinf.era.europa.eu/Rinf/Home>

3.2. Extent of Network

3.2.1. Limits

Limits by feeder zones

In accordance with “Technical Specification of Interoperability” regarding the Energy subsystem, adopted by a European Commission decision on the transport system (notified under number C (2011) 2740), Item 4.2.4.1. Maximum train current – the infrastructure manager shall declare the maximum train current – 500 A for connecting lines – which most of the electric railway lines are, and for modernised ones – 600 A, specified in [Annex 12](#) Map of Restriction by Feeder Zones.

3.2.2. Connected railway networks

Varna Ferry Complex establishes a connection with the Black Sea Region countries with track gauge 1,520 mm. At Varna Ferry Railway Station customs clearance, border control and handover and acceptance of the wagons and freights, transported by ferryboats is executed.

Septemvri railway station connects the normal railway line with the narrow-gauge railway lines with track gauge 760 mm in the Septemvri – Dobrinishte section.

3.2.3. Additional Information

The railway infrastructure, managed by SE NRIC, is connected with the railway infrastructures of Serbia, Romania, the Republic of Turkey, and the Hellenic Republic.

Border crossings:

3.2.3.1 The border crossing between the Republic of Bulgaria and Serbia is located between the railway stations Dimitrovgrad/Infrastruktura Jeleznica Serbia/ - Kalotina Zapad – Dragoman along Ist railway Kalotina Zapad – Sofia – Plovdiv – Svilengrad; The border-crossing is electrified.

The information on the railway stations of the border crossing is specified in [Annex 29](#).

The train border processing is made as follows:

- Customs clearance and border control of the passenger trains is made by the competent authorities of the Republic of Bulgaria, at Kalotina Zapad railway station.
- Customs clearance of the freight trains is made by the competent authorities of the Republic of Bulgaria at Dragoman railway station.
- Border control of the freight trains is made by the competent authorities of the Republic of Bulgaria at Kalotina Zapad railway station.
- Hand-over and acceptance of the trains between the Bulgarian and Serbian RUs is made at Dimitrovgrad railway station/ Infrastruktura Jeleznica Srbija/.

3.2.3.2. The border crossing between the Republic of Bulgaria and Republic of Turkey is between the railway stations Svilengrad and Kapikule along Ist railway line Kalotina Zapad – Sofia – Plovdiv – Svilengrad. The border-crossing is electrified. The information on the railway stations of the border crossing is specified in [Annex 29](#).

The train border processing is made as follows:



- Customs clearance and the border control of all train categories is made by the competent authorities of the Republic of Bulgaria at Svilengrad railway station.
- Acceptance and handover of trains between the Bulgarian and Turkish RUs is made at Kapikule railway station /The Republic of Turkey/.

3.2.3.3. The border crossings between the Republic of Bulgaria and the Republic of Greece are:

3.2.3.1.1. Between the railway stations Svilengrad and Dikea along Ist railway line Kalotina Zapad – Sofia – Plovdiv - Svilengrad. The border crossing is not electrified. The information on the railway stations of the border crossing is specified in **Annex 29**.

- Customs clearance and the border control of all train categories is made by the competent authorities of the Republic of Bulgaria at Svilengrad railway station.
- Acceptance and handover of the trains between the Bulgarian and Greek RUs is made at Svilengrad railway station.

3.2.3.1.2. Between the railway stations Kulata and Strimon along Vth railway line Sofia-Vladaya- Pernik-Kulata. The border crossing is not electrified. The information on the railway stations of the border crossing is specified in **Annex 29**.

- Customs clearance and border control of all categories of trains is made by the competent authorities of the Republic of Bulgaria at Kulata railway station.
- Acceptance and handover of the trains between the Bulgarian and Greek RUs is made at Kulata railway station.

3.2.3.2. The border railway crossings between the Republic of Bulgaria and Romania are:

3.2.3.2.1. Between the railway stations Ruse – Ruse Razpredelitelna – Gyurgevo Nord along IV railway line Ruse – Gorna Oryahovitsa – Stara Zagora – Dimitrovgrad – Podkova. The border crossing is not electrified. The information on the railway stations of the border crossing is specified in **Annex 29**.

- Customs clearance and border control of the passenger trains is made by the competent authorities of the Republic of Bulgaria and Romania at the common border railway station Ruse.
- Acceptance and handover of the passenger trains between the Bulgarian and Romanian RUs is made at the common border railway station Ruse.
- Customs clearance and border control of the freight trains are made by the competent authorities of the Republic of Bulgaria and Romania in common border railway station Ruse Razpredelitelna.
- Acceptance and handover of the freight trains between the Bulgarian and Romanian RUs are made at the common border railway station Ruse Razpredelitelna.

3.2.3.2.2. Between the railway stations Vidin Putnisheska – Vidin Tovarna – Golentsi along VIIth railway Mezdra – Vidin. The border crossing is not electrified. The information on the railway stations of the border crossing is specified in **Annex 29**.

- Customs clearance and border control of the passenger trains are made by the competent authorities of the Republic of Bulgaria and Romania in the common border railway station Vidin Putnisheska.
- The acceptance and handover of the passenger trains between the Bulgarian and Romanian RUs is made at the common border railway station Vidin Putnisheska.
- Customs clearance and border control of the freight trains are made by the competent authorities of the Republic of Bulgaria at the common railway station Vidin Tovarna.
- Acceptance and handover of the freight trains between the Bulgarian and Romanian RUs is made at the common border railway station Vidin Tovarna.

3.2.3.2.3. Between the railway stations Kardam – Negry Vodu along 28 railway Razdelna – Poveyanovo – Kardam, the border crossing is not electrified. The border crossing is not electrified. The information on the railway stations of the border crossing is specified in **Annex 29**.



- Customs clearance and the border control of all train categories is made by the competent authorities of the Republic of Bulgaria at Kardam railway station.
- Take-over and hand-over of all train categories between the Bulgarian and Romanian RUs is made at Kardam railway stations.

3.3. Network description

3.3.1. Geographical identification

[Annex 6](#) shows the railway infrastructure managed by SE NRIC.

3.3.1.1. Track Topology

- The total extended length (TEL) of the railway infrastructure of SE NRIC is 6,460 km;
- Railway lines with normal track gauge 1,435 mm – 6,307 km, including single railway lines with normal track gauge (1,435 mm) – 3,905 km, double railway lines – 990 km; station tracks with normal track gauge (1,435 mm); – 1,413 km;
- narrow-gauge railway lines (track gauge 760 mm) – 125 km;
- narrow-gauge station tracks (track gauge 760 mm) – 13 km;
- station tracks with wide track gauge (track gauge 1,520 mm) – 15 km;
- Railway tunnels – 186 with a total length of 47,9 km;
- Railway bridges – 995 with a total length of 43,1 km;
- Level-Crossings – 757.

The list of railway bridges and tunnels is shown in tables:

[Annex 23](#) List of railway bridges.

[Annex 24](#) List of railway tunnels.

3.3.1.2. Track Gauges

The railway infrastructure of SE NRIC includes:

- railway lines with standard track gauges 1,435 mm;
- narrow-gauge railway lines with track gauge 760 mm;
- for tracks in the pre-ferryboat park in front of the Varna Ferryboat Complex – 1,520 mm.

3.3.1.3. Stations and Nodes

The main characteristics of the railway stations and block posts of the railway network operated by SE NRIC, as well as the maximum useful lengths of the receiving and departure tracks (RDT) in meters are shown in [Annex 28](#).

3.3.2 Capabilities

3.3.2.1. Loading Gauge

The structure gauge for railway sections and lines of the railway infrastructure is determined in [Ordinance N 661/30.03.2018 г.](#) of the General Director of SE NRIC.

The admissible axle load and loading gauge for railway sections and lines of railway infrastructure are defined in [Ordinance N 661/30.03.2018 г.](#) of the General Director of SE NRIC.



3.3.2.2. Weight limits

Axle load of the railway lines of SE NRIC is defined in [Order N 661/30.03.2018](#) and [Order N 662/30.03.2018](#) of the General Director of SE NRIC.

3.3.2.3. Line gradients

Maximum gradients along the SE NRIC railway lines are specified in [Annex 25](#).

3.3.2.4. Line speeds

[Annex 26](#) - Table of permissible maximum speeds by railway tracks in the Train Timetable 2019/2020.

[Annex 27](#) - Table of constant speed reductions in the Train Timetable 2019/2020.

3.3.2.5. Maximum train lengths

Train length is the length of the wagons (coaches) and does not include the lengths of required locomotives in working order. The maximum train length for every operational point is the sum of the train length and the lengths of required locomotives in working order depends on the length of the longest receiving and departure tracks for the respective operational point. The maximum train length for a certain section is determined by the length of the longest receiving and departure track of the station with the shortest tracks.

Information about the maximum train length, including of the locomotives in working order, for each operational point, is provided in column 10 of **Annex 28**.

For a certain section, the maximum permitted train length, including of the locomotives in working conditions, is the minimum one of the maximum lengths specified in for the respective section. **Annex 28**

Traffic of trains with a length longer than the specified one may move as a train under special conditions, in accordance with special conditions, according to Chapter IV, Section I Train Movement with Increased Number of Axles (long rolling stock) from the RTT and SO.

3.3.2.6. Power supply

Over 70% of the total length of the railway network in the Republic of Bulgaria is electrified. [Annex 14](#) specifies electrified/non-electrified SE NRIC railway lines.

The traction power supply system in the Republic of Bulgaria is an overhead catenary with voltage and frequency – AC 25kV-50Hz, scheme of the electrified railway lines of SE NRIC is shown in [Annex 13](#).

The list of the neutral section locations of SE NRIC railway network is shown in [Annex 22](#).

The following types for pantograph slider profiles are permitted for use –

(1,950 mm) and (1,600 mm (EP)), with average contact pressure – Fm from 60 to 108.80 N.

3.3.3. Traffic control and communication systems

Management, control and safety of train movement on the SE NRIC railway infrastructure is provided through signaling equipment, telecommunications, power supply and energy control systems and devices. Signalling performs objective control of the location of the rolling stock on the railway line through track circuits or axle counters; control and management of the elements of the railway infrastructure (light signals and switches) through station interlocking and inter-station systems; control and management of train movement through the ETCS (Automatic Locomotive Signalling) system and centralized dispatcher management of train movements. The safe train passage through railway level crossings is performed by means of Automatic Level-Crossing Devices (ALCD).

All types of communication links in the railway infrastructure are performed by telecommunication facilities – official internal communications within stations, communications between stations,



communications between dispatchers, train dispatcher radio communications, communications during shunting operations, phone communications, telex communications, selector communications, etc.

3.3.3.1. Signalling systems

Safe train traffic on the railway network is signalled (permitted) by submission of light signals sent by light signals. Colour light signals transmit signals for fast-speed signalisation or for conventional signalisation. Signal indications are in compliance with the effective legislation (Ordinance No 58 of the Ministry of Transport, Information Technology and Communications dated 2006).

[Annex 8](#) Map of train traffic control systems at train operational point

[Annex 9](#) Map of train traffic control system at interstation sections

Due to construction works, the operation of signaling equipment at stations that are being refurbished may be discontinued, as the light signals at station entrance are controlled by Temporary Control Panels (TCP).

3.3.3.2. Traffic Control Systems

SE NRIC uses the following traffic control systems:

- **TMCS – Train Management and Control System.** The system serves to track real-time train traffic, generates operating schedules, prints executed train timetables and generates inquiries and analysis.
- **ARAMIS –Traffic Control System in the Krumovo – Dimitrovgrad section.** Using this system, the section is controlled from one place (control center), with information boards at railway stations being served at the same time.

3.3.3.3. Communication Systems

Telecommunication systems are given in [Annex 7](#) Map of telecommunication systems at SE NRIC.

- **Commutation Systems – telephone exchanges**

Telephone exchanges cover the entire railway network of the country and provide standard telephone connections to organise technological railway processes and transportation. Automatic dialing has been introduced and is used in the whole network, as well as to neighbouring railway infrastructure administrations. Digital telephone exchanges also provide a number of additional services typical for digital systems and upon request by subscribers, including connections to public telecommunication networks for subscribers at some big railway junctions.

- **Cable Systems**

SE NRIC has laid main copper cables in the railway expropriation area (the servitude strip) along the railway line. Intra-station telecommunication cables with a different capacity have been laid for telecommunication needs, according to the necessities.

Along some railway lines and main sections, optical cables, with a different capacity from 24 to 36 optical fibres have been laid. In Sofia railway junction, an optical urban ring encompassing all SE NRIC buildings and its units on the territory of Sofia has been built.

- **Transmission systems**

Mainly 12-channel analogue high-frequency installations for voice and data transmission have been realized and are still used in the telecommunication network, operating along copper main cable systems. High-frequency installations are 100% full, with small capacities and a limited number of channels and



they do not comply with the high requirements of the data transmission network (maximum speeds are up to 19.6 kb/s).

Along each optical cable route, high-speed digital transmission systems have been built, as well as the necessary multiplexing equipment for low-frequency analogue and low-speed digital conversion.

Analogue transmission systems satisfy mainly the company needs and do not allow provision of any additional services. However, new digital transmission systems that have been built and are built each year may transfer rapidly large volumes of graphical information.

- **Dispatching Systems**

Special dispatching systems are designed primarily and only for the needs of SE NRIC – to provide Voice communication between dispatchers and station managers on duty in charge of train movement. Special dispatching systems are built independently of the telecommunication network for general business network, in accordance with the requirements of the national regulatory documents.

- **Selector Communications**

In the railway system, selector conference communications are used for coordination of train traffic between Central Dispatch Management, the regional dispatcher centres and main railway junctions.

- **Radio communications (radio communications for train traffic control operations and communications for shunting operations)**

For the needs of safe train traffic and in accordance with regulatory documents, SE NRIC has specialised radio communications for train traffic control and shunting operations. Radio communications for train traffic control operations are designed and intended only for connecting locomotive drivers with the respective train dispatchers and station managers on duty at the railway stations of the railway sections, and are binding for all traffic participants on the respective railway line. Radio communications for train traffic control operations operate in the frequency range of 450 MHz (0.7 m). All main railway lines have radio signal coverage – 1,769 km.

Radio communications for shunting operations are intended to ensure and assist any shunting operations, wagon description and any other activities in all train forming stations with shunting operations. Frequency in the range of 150 MHz (2 m) is used.

- **GSM-R**

A GSM-R (MSC) central telephone exchange is installed in Plovdiv as well as GSM-R equipment for Voice/Data; Base Station System (BSS) is built in the Sofia - Plovdiv – Svilengrad. BSS system of base stations is constructed with range level for ETCS level 1.

- **Passenger Information Systems**

Modern passenger information systems are mounted in all modern sections and independently refurbished stations (with major refurbishment) under EU programmes and national funding – announcement speaker systems and electronic boards (in waiting rooms and on platforms). At the other stations, mainly passenger information systems are in operation.

- **Chronometric System**



In all official premises related to the organisation of carriage processes and train traffic at stations, as well as in many of SE NRIC's administrative premises and buildings, there are functioning clock systems showing the exact time.

3.3.3.4. Train Control Systems

The Poduyane - Belovo and Orizovo – Stara Zagora (Plovdiv side) sections are equipped with an automatic locomotive signalling system EBICAB-700 (TSI CCS Annex B) – JZG 703 level 0, Ericsson production. The Plovdiv railway junction, including the stations Plovdiv Razpreditelna Station (Iztok), Trakia - Filipovo, is equipped with ETCS level 1 – version 1.2.0/1999 ALTRACS BDZ. The sections Septemvri - Plovdiv and Krumovo - Svilengrad are equipped with ERTMS system (ETCS level 1 – version 2.3.0d and GSM-R Voice).

The operation of JZG 703 is discontinued in the interstation section Poduyane - Iskur (for one year).

The section Danube bridge 2 (Vidin) - Vidin Putnicheska – 16,314 km is in the process of placing into service according to the requirements of ORDINANCE N57. ETCS level 1 – version 2.3.0d. Field equipment is constructed.

The following devices for rolling stock control are under construction:

- In the region of Kalotina Zapad railway station.
- In the interstation section Septemvri – Pazardzhik - Rolling Stock Control System at km 110+200(double track);
- In the interstation section Todor Kableshkov - Stambolyiski for rolling stock control at km 141+800 (double track);
- In the interstation section Plovdiv Razpreditelna -Krumovo Hot Axle Box and Hot Wheel Detection System at km. 161+840 (double track).
- In the interstation section Yabulkovo -Dimitrovgrad Hot Axle Box and Hot Wheel Detection System Dimitrovgrad-Zapad at km 227+228.
- In the interstation section Dimitrovgrad -Nova Nadezhda Heated Axle Box control system at km 238+239.
- In the interstation section Dimitrovgrad -Haskovo Hot Axle Box and Hot Wheel Detection System Dimitrovgrad Yug at km 3+874.
- In the interstation section Yabulkovo -Dimitrovgrad Hot Axle Box and Hot Wheel Detection System Dimitrovgrad-Zapad at km 291+183.
- In the interstation section Dimitrovgrad -Nova Nadezhda Hot Axle Box and Hot Wheel Detection System at km 302+000.

[Annex 10](#) Map of train traffic control systems (Automatic Locomotive Signalling/ETCS)

3.4. Traffic Restrictions

3.4.1. Specialised Infrastructure

SE NRIC has specialised railway infrastructure constructed:

- with track gauge 760 mm - Septemvri – Dobrinishte section with length of 125 km, receiving and departure tracks with length of 13 km;
- with track gauge 1520 mm - In Varna Ferryboat Port Complex with length of 15 km.



3.4.2. Environmental Restrictions

On the grounds of Ordinance No 3 dated 25 April 2006 on the requirements for establishment, maintenance and content of registers for agglomerations, major roads, railways and airports in the country, the equivalent noise level in dB(A) in the territories exposed to the impact of railway transport are as follows: day – 65 dB, evening – 60 dB and night – 55 dB.

Noise standards are regulated in the following regulatory documents:

National Legislation:

- Law for environmental noise protection
- Ordinance No 3 dated 25 April 2006 on the requirements for establishment, maintenance and content of registers for agglomerations, major roads, railways and airports in the country;
- Ordinance No 6 dated 26 June 2006 on environmental noise indicators reporting discomfort level during different parts of the day, limit values of environmental noise indicators, methods for assessing noise indicators and harmful effects of noise on population's health;
- Ordinance on the essential requirements and compliance assessment of machines and equipment operating outdoors with regard to the noise emitted by them in the air;
- Ordinance on the requirements for development and content of strategical noise maps and action plans.

European Legislation:

- Commission Directive (EU) 2015/996 of 19 May 2015 establishing common noise assessment methods according to Directive 2002/49/EC of the European Parliament and of the Council;
- Directive 2002/49/EC relating to the assessment and management of environmental noise;
- Directive 2000/14/EC relating to the noise emission in the environment by equipment for use outdoors.
- NOISE TSI- Commission decision 2011/229/EU

There are no restrictions for certain sections or hours on the railway infrastructure.

3.4.3. Dangerous Goods

Dangerous goods are transported on the railway infrastructure in accordance with the requirements of:

- Ordinance No 46 dated 30 November 2001 on the railway transport of dangerous goods;
- Rules for International Carriage of Dangerous Goods (RID).
- Chapter II, Section V Including wagons loaded with dangerous goods in trains of the Rules for Train Traffic and Shunting Operations in Railway Transportation from the year 2006

3.4.4. Tunnel Restrictions

For the railway infrastructure managed by SE NRIC, there are no restrictions for the traffic of trains and rolling railway stock through tunnels.

3.4.5. Bridge Restrictions

For the railway infrastructure managed by SE NRIC, there are no restrictions for the traffic of trains and rolling railway stock on bridges.

3.5. Availability of the infrastructure

In 2020, planned construction and repair works for modernisation, rehabilitation and ongoing maintenance will be carried out in the following sections:

3.5.1. Sections for modernisation funded by Operational Program “Transport and Transport Infrastructure”



3.5.1.2. In the Sofia – Voluyak section, trains will move on one of the current tracks while construction and repair works are being carried out on the neighbouring track. Voluyak Station will work with reduced capacity.

3.5.1.3 Sofia Central Railway Station. Tracks from the 1st to 10th have been planned to be repaired. Trains will move from the 11th to the 14th track, and signalling equipment at the station will be partly isolated. Sofia Railway Station has been planned to become an intermediate station, and trains in the Sofia – Plovdiv – Sofia direction have been planned to departure/arrive at Sofia Sever Station. Constant access will be ensured to Nadezhda Technical Station and Sofia Depot. The trains to Sofia - Vladaya - Pernik - Kyustendil/Petrich/Kulata and back will depart and arrive from/to Zaharna Fabrika railway station.

3.5.1.4. Train traffic in Sofia - Iskur section will be made along 4th parallel track through Poduyane station. Along current 1 and 2 tracks Sofia - Poduyane Putnisheska - Iskur some construction and repair works will be carried out.

3.5.1.5. Iskur - Elin Pelin In the Sofia – Elin Pelin section trains will move on one of the current railways while construction and repair works are being carried out on the other one. The speed on the track in operation will be limited to 60 km/h. Signalling equipment at stations will be partly or entirely isolated.

3.5.1.6. The train traffic through Plovdiv railway junction will be made through Plovdiv Razpredelitelna station Some construction and repair works will be carried out along railway 1 Plovdiv - Krumovo and railway 2 Plovdiv - Plovdiv Razpredelitelna - Skutare

3.5.1.7. In the Orizovo - Mihailovo section, complete interruption of traffic is planned for the period specified in [Annex 18](#).

3.5.1.8. For reconstruction of Zimnitsa Station, partial and gradual interruption of traffic is being planned on part of the tracks at the station and at the Zhelyu Voyvoda — Zimnitsa and Zimnitsa-Straldzha interstation sections along current N1 track and N2 track for the periods specified in **Annex 18**

3.5.2. Mechanized renewal of sites under investment projects with national funding:

3.5.2.1. At Svoge station mechanized renewal of the permanent way will be made with full interruption of track N2 Rebrovo - Svoge for the periods stated in **Annex 18**.

3.5.2.2. In Zverino - Mezdra Yug interstation section full repair of a bridge along track N1 will be made with full interruption of track N1 Zverino - Mezdra for the periods stated in **Annex 18**.

3.5.2.3. In Strazhitsa - Provadia section mechanized repair will be made in the interstation sections within the periods stated in **Annex 18**.

3.5.2.4. St Pirdop station replacement of the switches will take place in the conditions of a daily 8-hour interruption of traffic for the periods specified in **Annex 18**;

3.5.2.5. In the Koprivshtitsa - Karlovo section mechanized renewal of a permanent way will be carried out with full interruption and daily 7-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**.

3.5.2.6. In the section Dubovo - Shivachevo mechanized renewal of a permanent way will be carried out with full interruption and daily 8-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**.

3.5.2.7. Repair of a tunnel in Shivachevo - Gavrailovo interstation section will be made with full train traffic interruption within the periods set out in **Annex 18**.

3.5.2.8. Reconstruction of Asparuhovo station and of Asparuhovo interstation section will be made of the track layout and a throat of Asparuhovo railway station on Komunary side for the period set out in **Annex 18**.

3.5.2.9. In the section Velichkovo - Sindel Razpredelitelna mechanized renewal of a permanent way will be carried out with full interruption and daily 8-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**.

3.5.2.10. In the section State Border - Ruse Razpredelitelna repair of bridges will be carried out with full interruption and daily 4-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**.



3.5.2.11. In the section Ivanovo - Morunitsa mechanized renewal of a permanent way will be carried out with daily 6-hour traffic interruption in the interstation within the periods stated in **Annex 18**.

3.5.2.12. In Samovodene - Dubovo section mechanized renewal of a permanent way will be carried out with full interruption and daily 7-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**.

3.5.2.13. In the section Haskovo- Momchilgrad mechanized renewal of a permanent way will be carried out with full traffic interruption in the interstation sections and within the periods stated in **Annex 18**.

3.5.2.14. In Voluyak - Hrabursko interstation section mechanized renewal of the permanent way will be made with full traffic interruption within the periods stated in **Annex 18**.

3.5.2.15. In Vratsa - Beli Izvor interstation section mechanized renewal of the permanent way will be made with full traffic interruption within the periods stated in **Annex 18**.

3.5.2.16 in Ruse Razpreditelna - Obratsov Chiflik interstation section mechanized renewal of the permanent way will be carried out with daily 7-hour traffic interruption within the periods stated in **Annex 18**.

3.5.2.17. In the section Samuil - Pliska mechanized renewal of a permanent way will be carried out with daily 7-hour traffic interruption in the interstation sections and at the stations within the periods stated in **Annex 18**.

3.5.2.18. Repair of a bridge in the interstation section Voluyak - Iliyantsi will be made with full train traffic interruption within the periods stated in **Annex 18**.

3.5.2.19. In Stanyantsi shunting area mechanized renewal of the permanent way will be made with full traffic interruption within the periods stated in **Annex 18**.

3.5.2.20. In Dobrich - Dobrich sever interstation section mechanized renewal of the permanent way will be made with full traffic interruption within the periods stated in [Annex 18](#).

3.6. Service facilities

Description and detailed information of SE NRIC's service facilities is provided in the Service Facilities Table in [Annex 19](#).

3.6.1. Passenger Stations

The SE NRIC network has 284 stations and 9 block posts, in which passenger service facilities are available. A list and information about these railway stations and block posts is provided in [Annex 15](#).

A list and information about the location of railway stops is published in [Annex 17](#).

The train staff issues tickets to passengers who get on the train from railway stops.

3.6.2. Freight Terminals

In the railway network managed by SE NRIC, the following intermodal terminals exist:

- Dragoman railway station – it is accessed via Dragoman railway station. The terminal has two tracks with a length of 300 m and capacity of 20 wagons where cargo vehicles can be loaded and unloaded to/from wagons.

3.6.3. Marshalling yards and train formation facilities, including shunting facilities

The railway infrastructure managed by SE NRIC has one marshalling yard. This is the Plovdiv Razpreditelna railway station.

The railway station is equipped with Hump Automatic Interlocking (HAI) for operation in automatic and manual mode for providing train decomposition services for RUs. HAI of Saxbe type – provides automatic



control of switches, speed of cut-off sections and management of retarders with a certain speed. Currently, 2 and 3 marshalling bunches are under operation with 6 marshalling tracks each.

The maximum length of trains that can be made up and sent from the railway station is:

- in a receiving and departure park 60 (sixty) track with a useful length of 875 m;
- in a receiving and departure park 33 (thirty three) track with a useful length of 705 m.

Contact point for additional information at SE NRIC: 110 Kniaginya Maria Louisa Blvd., Management of Train Traffic and Capacity Division.

3.6.4. Storage sidings

Availability, number and useful length of storage sidings at each railway station are published in [Annex 19](#) Service Facilities Table.

3.6.5. Maintenance facilities

SE NRIC does not have any maintenance facilities.

3.6.6. Other technical facilities, including cleaning and washing facilities

The railway network managed by SE NRIC has the following Disinfection facilities:

- Disinfection frames – used for external disinfection of incoming trains through border crossings. It is serviced by SE NRIC’s employees;
- Disinfection station – serves for internal cleaning, washing, disinfecting and disinsecting wagons before loading and after unloading freight specified in Ordinance No 48 on the railway transport of specific goods, goods without packaging and goods requiring specific packaging.

Disinfection stations are subject to renting for operation and management.

- The wagon scales - used for measurement of the wagon weight. The wagon scales are operated by competent employees of the RUs.

Information about disinfection stations, disinfection frames and wagon scales is published in [Annex 19](#).

Description and detailed information on the service facilities to which SE NRIC provides access is set out in [Annex 19A](#) „Information on service facilities to which SE NRIC provides access“.

Model of submission of information by the operators of service facilities is set out in [Annex 19B](#).

3.6.7. Marine and inland port facilities

SE NRIC does not manage any marine and inland port facilities.

3.6.8. Ancillary facilities

SE NRIC does not manage any ancillary facilities.

3.6.9. Refueling facilities

SE NRIC does not manage any refueling facilities.



3.6.10. Other facilities

Description and detailed information about the service facility to which SE NRIC provides access is specified in Annex 19 A „Information about service facilities “to which SE NRIC provides access.

3.7. Infrastructure Development

Major projects for railway infrastructure development:

- “Rehabilitation of the Plovdiv – Burgas Railway Line, Phase 2”
- Modernization of the Sofia -- Plovdiv railway line, Sofia - Elin Pelin” section;
- „Reconstruction of key station to the directions for implementation of railway infrastructure projects”, including the railway stations Poduyane, Iskur, Kazichane, Stara Zagora, Nova Zagora and Karnobat;
- Implementation of Traffic Control System, including reference points for inspection of the rolling stock on the run.
- Modernization of Sofia - Plovdiv railway line, Elin Pelin - Kostenets section ”;
- Development of railway junction Sofia, Sofia - Voluyak railway station, including Voluyak and Sofia railway stations”;
- Modernization of Sofia - Plovdiv railway, Kostenets - Septemvri section;





CHAPTER 4. CAPACITY ALLOCATION

4.1. Introduction

Infrastructure capacity is the possibility to plan train routes requested for one element of the infrastructure for a given period.

Rail infrastructure capacity is allocated by the respective infrastructure manager (IM), while for rail freight corridors included in the network pursuant to EU Regulation 913/2010 – by the respective One-Stop Shop. Requests to obtain capacity from the Railway infrastructure manager shall be submitted following the procedure set forth in Section III of Ordinance N 41 dated 27 June 2001.

The allocation of train routes shall comply with qualitative and quantitative needs specified by the RUs and the railway rolling stock used by them, on one hand, and infrastructure capabilities, on the other hand.

Rules for railway infrastructure capacity allocation, governing relations between Infrastructure manager (IM), in this case SE NRIC, and RUs and Infrastructure Capacity Applicants are in compliance with Railway Transport Act, Ordinance N 41 27 June 2001 Ordinance N 58 from 1 October 2006.

Capacity is allocated each year by confirming the Train Timetable (TT), which regulates the provision of paths and services to RUs and other applicants. TT shall be drawn up once a year for one calendar year. The annual TT shall be changed at midnight on the second Saturday of December. When allocating infrastructure capacity, IM shall keep reserve capacity for construction or repair works on the infrastructure while taking adequate account of the impact on applicants (Article 14, Paragraph 2 of Ordinance N 41). Such reserve capacity shall be available even in cases of saturated infrastructure.

Infrastructure capacity intended for use by RUs, limitations with regard to its use, including planned construction and repair works on the railway infrastructure for the forthcoming year is published in [Annex 18](#).

Capacity shall be allocated on a fair and non-discriminatory basis in compliance with the current legislation in force.

Train numbers set in the annual Train Timetable shall be valid only for dates, days or periods specified in the capacity request of the respective RU.

In one path, different train numbers may be assigned to one or several carriers, in accordance with the calendar plan of their capacity request.

Paths developed on the basis of a RU's request with specified train numbers, for which no dates, days or periods of movement are consequently specified, shall not be set in the annual TT.

Capacity not used after allocation of annual requests is called “residual capacity”.

For the part of the path not used for the respective day, the charge for requested and unused capacity shall be paid. For the part of the route not used for the respective day, the charge for declared and unused capacity shall be paid. The unused part of the path shall be added and allocated under the conditions for a residual capacity.

For periods of increased transportation of irregular nature, the railway undertakings shall request additional train paths, in accordance with Article 15, Paragraph 7 of Ordinance N 41.

For each request for capacity allocation related to any additional transportation by a RU (ad-hoc request), a new train path of the residual capacity shall be developed with a respective train number, which shall be set in TT only for the dates, days or periods of movement specified in the request.

RUs and the Applicants may not provide train paths to third parties. The use of capacity by a RU shall not be considered provision to a civil when the RU performs the activity of an applicant, which is not a RU.

4.2. Process description

The process of capacity allocation starts 12 months before the effective date of the Train Timetable, when the Network Statement is published.

The period before the respective TT effective date is 12 to 11 months.



Predefined international routes shall be identified among infrastructure managers.

Predefined train paths along RFC 7 shall be published and allocated by C-OSS and RFC 7, in accordance with approved “Framework for infrastructure capacity allocation along the rail network for competitive freight 7 (RFC 7)” - [Annex 2](#).

The main information about train paths may be found at www.rfc7.eu. More detailed information may be found in the international Path Coordination System (PCS) at www.rne.eu

The period before the respective TT effective date is 11 to 6 months.

Requests to obtain infrastructure capacity shall be submitted at least 6 months before the Train Timetable is changed, which is done at midnight of the second Saturday of December.

The period before the respective TT effective date is 6 to 5 months.

Infrastructure managers gather to make sure orders have been executed as specified in the requests. Inspection shall be carried out as to whether all train paths correspond at borders. For requests with no positive answer and having no prospect of finding a solution, the applicants on a national level shall be notified with detailed explanation of the reasons for the refusal.

At the meeting, any additional train paths recently requested by applicants shall be discussed. If there are no available train paths in the catalogue of train paths, these requests will be allocated in the residual capacity if possible.

The period before the respective TT effective date is 5 to 2 months.

Not later than 4 months after the deadline for submitting requests by RUs, infrastructure managers shall draw up a draft schedule. The draft schedule shall be coordinated with RUs, and for passenger transportation also with municipalities.

Path allocation in the residual capacity.

Residual capacity means capacity that has remained within already allocated train paths and planned works. The final timetable for the new train timetable should be specified not later than the second Friday of October.

After this period, until the new train timetable becomes effective, no requests for capacity allocation shall be accepted and no capacity that has been already allocated shall be corrected.

By 15 November, the list of annual trains set in TT shall be signed.

Path allocation in the residual capacity during the effective Train Timetable.

Residual capacity means capacity that has remained within already allocated train paths and planned works. In all cases, during the effective Train Timetable, train paths will be allocated in the residual capacity.

All international train paths shall be arranged and determined after coordinating train schedules together with RUs of Forum Train Europe (FTE), while taking into account already developed and existing train paths as per catalogue.

The annual TT will be updated on the dates determined by RNE and published at www.rne.eu.

“Ad-hoc requests” shall be operationally satisfied on a daily basis.

4.3. Schedule for Path Requests and Allocation Process

RUs shall submit written request to SE NRIC to obtain capacity and train paths.

4.1.3. Schedule for Working Timetable

Requests to provide capacity for the annual TT shall be provided to SE NRIC within:

- **For trains in international rail traffic:**
 - Early requests for capacity allocation – by the second Monday of April;
 - Late requests for capacity allocation – by the second Monday of August. These requests are of lower priority and shall be satisfied in the available capacity after early requests have been satisfied.
- **For trains in internal rail traffic** – by the second Monday of June pursuant to Article 13, Paragraph 1 of Ordinance No 41.



The final timetable for the new train timetable should be specified not later than the second Friday of October.

After this period, until the new train timetable becomes effective, no requests for capacity allocation shall be accepted and no capacity that has been already allocated shall be corrected.

By 15 November, the list of annual trains set in TT shall be signed.

You can find detailed description of terms and content of the request in [Annex 4.1](#).

4.3.2. Schedule for Train Path Requests outside the Timetabling Process (Ad-Hoc Requests)

Ad-hoc requests for changing TT may be submitted during its validity period.

Development of a train path in the residual capacity shall be paid by the RU following the procedure and conditions set forth in SE NRIC's price list. The price shall be paid regardless of the use of any train path developed and confirmed by an IM's document.

Days, dates and periods for use of the train path shall be regulated in the document issued by SE NRIC.

- **Annual TT update.**

The annual TT will be updated on the dates determined by RNE and published at <http://www.rne.eu/>. The applicants needing to update already allocated capacity may submit requests not later than 30 days before these dates. More detailed information about the update process is available in [Annex 4](#).

- **Operational satisfaction of ad-hoc requests**

Outside dates specified in Item 4.3.2.1., ad-hoc requests shall be submitted and satisfied on a daily basis in an operational order. Requests shall be submitted as per template – [Annex 4.2](#). The time-limits to submit requests are described in detail in Section VI, Item 5 of [Annex 4.1](#).

- Each request for an international train path outside the annual request for capacity has to be sent to SE NRIC using the form attached – Path Request [Annex 4.2](#).
- **Each request for an internal train path** outside the annual request for capacity has to be sent to SE NRIC.
- **Routes intended for combined (containers and Ro-La) transportation and freight of class I under RID** have to be specified at the time of request, with their specific conditions being included in the train diagram.

4.4. Allocation Process

Pursuant to Article 32, Paragraph 1 of RTA, when sorting capacity allocation requests, in case of conflicting requests, access shall be granted with priority to:

1. transport provided to perform obligations for public transport services;
2. services provided in given elements of the railway infrastructure, constructed or designed to perform specific activities (on specialised high-speed sections, freight lines, etc.);
3. transit railway transport and transport in combined communication transit through the Republic of Bulgaria and transport in international rail traffic.

In case of disasters, priority in capacity allocation of the railway infrastructure shall be determined by the Railway Administration Executive Agency (Article 32, Paragraph 2 of the RTA).

When drawing up TT and in the cases when infrastructure is declared saturated, the manager shall apply priority criteria provided in Article 32 of the Railway Transport Act. When identifying the priority, the importance of the services shall also be taken into account, mainly those in international rail traffic (Article 20, Paragraph 4 of Ordinance N 41).

Pursuant to Article 15, Paragraph 6 of Ordinance N 41, when satisfying requests, IM shall observe the following sequence: express passenger trains, fast passenger trains, passenger trains, direct freight trains, section group trains, freight trains, shunting trains. Work freight trains shall have precedence over the others only in the cases under Article 14, Paragraph 4 of Ordinance N 41.



When requests are of the same priority within the meaning of Article 32, Paragraph 1 of the RTA and sequence under Article 15, Paragraph 6 of Ordinance N 41), requests shall be satisfied in the following priority:

1. for train paths that realise more train kilometres;
2. for train paths with more days of movement;
3. according to the order they are submitted.

In case of disasters, priority in capacity allocation of the railway infrastructure shall be determined by the Railway Administration Executive Agency (Article 32, Paragraph 2 of the RTA).

When drawing up TT and in the cases when infrastructure is declared saturated, the manager shall apply priority criteria stipulated in Article 32 of the Railway Transport Act. When identifying the priority, the importance of the services shall also be taken into account, mainly those in international rail traffic (Article 20, Paragraph 4 of Ordinance N 41).

4.4.1. Coordination Process

The infrastructure manager shall, as far as possible, satisfy all requests for infrastructure capacity, especially those concerning train paths crossing more than one network (Article 15, Paragraph 1 of Ordinance N 41). In the cases where capacity requests require coordination, the railway infrastructure manager may offer the applicants infrastructure capacity different from the requested one. The coordination process when satisfying capacity allocation requests is described in:

- item Section IV of [Annex 4.1](#) of the document “TT Development” when developing the annual TT;
- item - Section V of Ordinance N 41 of the document “Changing TT during its Validity Period” when satisfying ad-hoc requests

4.4.2. Dispute Resolution Process

Any cases of incompatibility of capacity allocation requests shall be settled by negotiations, mutual consultations and exchange of views between SE NRIC and the affected applicants. For this purpose, the applicants are provided with the following information:

- Train routes requested by all other applicants along the same routes.
- Train routes allocated temporarily to all other applicants along the same routes.
- Train routes offered in exchange of requested capacity.
- Criteria used in the process of capacity allocation

This information shall be provided without disclosing the other applicants, unless the respective applicants have given their consent.

If agreement still cannot be reached, review of the case by RAEA may be requested.

4.4.3. Congested infrastructure: Definition, Priority Criteria and Process

In the cases where after coordinating requests all infrastructure capacity requests turn out to be impossible to accept in their entirety, SE NRIC shall immediately declare this section of the infrastructure saturated. These actions shall also be undertaken when there are sufficient grounds to accept that this section of the infrastructure will become saturated in the near future (Article 20, Paragraph 1 and Paragraph 2 of Ordinance N 41). SE NRIC shall declare the given line “saturated” and this declaration shall be sent to RAEA and also in the Network Statement, published on the website of the company.

Within 6 months after declaring the infrastructure saturated, the Manager shall analyse the capacity (Article 20, Paragraph 3 Ordinance N 41). The purpose of the capacity analysis shall determine the limitations of the infrastructure capacities which impede the complete satisfaction of the capacity requests, as well as it shall offer methods to execute any additional requests (Article 21, Paragraph 1 of Ordinance N 41).



In case an infrastructure is declared saturated, the Manager shall apply the priority criteria stipulated in Article 32 of the RTA and when determining priority, the Manager shall take into account the importance of services, mainly those in international rail traffic (Article 20, Paragraph 4 of Ordinance N 41).

The foreseen measures may refer to a change of path, new programming of services, change in speeds, improvement of infrastructure, etc. (Art.21, Para.3 of Ordinance N 41).

After completing the analysis of capacity, but not later than 6 months, the Manager shall draw up a capacity enhancement plan (Art.22 of Ordinance N 41).

The capacity enhancement plan shall be drawn up after consulting the users of the infrastructure and shall contain: reasons for saturated infrastructure; reasons for saturated infrastructure; possible development of traffic; obstacles for development of the infrastructure; decisions to enhance capacity and their value, including also with regard to the necessity of changing charges; actions that should be taken and train timetable for their execution (Article 23 of Ordinance N 41).

4.4.4. Impact of Framework Agreements

SE NRIC does not offer framework agreements.

4.5. Allocation of capacity for Maintenance, Renewal and Enhancement

One of the main tasks of SE NRIC is: “carrying out activities of development, repair, maintenance and operation of the railway infrastructure” (Article 10, Paragraph 1, Item 2 of the RTA).

Maintenance and construction works are necessary to preserve and increase the network capacity to satisfy the requests made by the RUs.

Following a proposal of the Minister of Transport, Information Technology and Communications, the Council of Ministers adopts a 10-year programme for railway transport development and its safe and reliable operation, including in case of disasters, terrorist acts and military conflicts (Article 27 of the RTA). The Ministry of Transport, Information Technology and Rail traffics shall approve an annual programme for the construction, maintenance, repair, development and operation of the railway infrastructure. This programme also provides for organisation of repair activities for restoration of individual elements of the railway infrastructure after natural disasters and industrial accidents (Article 28, Paragraph 2 of the RTA). The annual programme shall be approved following adoption of the State Budget Act of the Republic of Bulgaria for the respective year (Article 28, Paragraph 3 of the RTA).

The Infrastructure Manager shall provide a reserve capacity to carry out construction or repair works on the infrastructure taking adequate account of the impact on the applicants for capacity. Reserve capacity shall be provided even in cases of saturated infrastructure (Article 14, Paragraph 2 of Ordinance No 41).

This shall be done on the basis of a long-term programme for railway infrastructure development and on the basis of an annual programme approved by the Minister of Transport, Information Technology and Communications. In this regard, planned possession times shall be determined to be set in TT.

Section VII of Annex 4.1 of the document “Capacity allocation for construction and repair works for maintenance, renewal and extension of railway infrastructure as well as for works on sites external for railway infrastructure” describes procedures for planning and declaring capacity to carry out maintenance works.

Capacity for the works of extending/modernising the network in the sections:

- Voluyak – Sofia – interruption of traffic along railway track 1 or railway track 2, by stages;
- Sofia railway station – interruption of traffic from the 1st to 10th tracks for the period specified in [Annex 18](#)
- Sofia - Poduene Putnicheska - Iskur - interruption of one of the train traffic along both current railways for the period as specified in **Annex 18**; Train Traffic will be made in Sofia-Poduene-Iskur section
- Iskur-Elin Pelin– interruption of the traffic along one current railway.
- Plovdiv - Krumovo - traffic interruption along rail road 1.



- Rebrovo - Svoge section, interruption of the traffic along running line 2 for the period stated in **Annex 18**;
- Zverino - Mezdra - interruption of the traffic along running line 1 for the period stated in **Annex 18**;
- Strazhitsa - Provadia - gradual interruption of the traffic along track 1 and track 2 for the interstation sections and for the periods, stated **Annex 18**;
- Pirdop station - 8 - hour interruption of the traffic for the period stated **Annex 18**;
- Koprivshitsa — Stryama – full interruption and daily 7-hour interruption of the traffic and full interruption of traffic is planned for the periods stated in **Annex 18**;
- Hristo Danovo - Karlovo - 7-hour interruption of the traffic is planned for the period stated in **Annex 18**;
- Dubovo – Shivachevo– 8-hour interruption of the traffic is planned for the period stated in **Annex 18**;
- Shivachevo - Gavrailovo - full interruption of the traffic is planned for the period specified in **Annex 18**;
- In Zhelyu vojvoda - Zimnitsa section, full interruption of the traffic is planned for the period as specified in **Annex 18**;
- Asparuhovo railway station and Asparuhovo - Komunary section, 8-hour interruption of the traffic is planned for the period specified in **Annex 18**;
- In the section Velichkovo - Sindel Razpreditelna full interruption and daily 8-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**;
- State Border - Ruse Razpreditelna - full interruption and daily 4-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**;
- Ivanovo – Morunitsa – 6-hour interruption of the traffic in the interstation sections is planned for the period stated in **Annex 18**;
- Samovodene - Dubovo - full interruption and daily 7-hour traffic interruption in the interstation sections and within the periods stated in **Annex 18**;
- Haskovo - Momchilgrad-full interruption of the traffic is planned for the period stated in **Annex 18**;
- Voluyak - Hrabursko - full interruption of the traffic for the period in **Annex 18**;
- Vratsa - Beli izvor - full interruption of the traffic for the period in **Annex 18**;
- At the Orizovo–Mihaylovo section - full interruption of the traffic is planned for the period specified in **Annex 18**;
- Plovdiv - Skutare - full traffic interruption along rail road 2.
- Orizovo–Mihaylovo section - full interruption of the traffic is planned for the period specified in **Annex 18**;
- Zimnitsa–Straldzha section, daily interruption of the traffic along running railway 2 and running way 2 is planned for the period specified in **Annex 18**;
- Ruse Razpreditelna - Obratsov Chiflik - daily 7-hour traffic interruption in within the periods stated in **Annex 18**;
- Samuil - Pliska, 7-hour interruption of the traffic in the interstation sections and at the stations within the period stated in **Annex 18**;
- Voluyak -Ilyantsi - full interruption of the traffic for the period in **Annex 18**;
- Stanyantsi shunting area - full interruption of the traffic for the period stated in **Annex 18**;
- Dobrich - Dobrich North - full interruption of the traffic for the period in **Annex 18**;

4.6. Non-Usage/Cancellation Rules

Once a month, until the 17th day of the previous month, requests to cancel allocated capacity shall be submitted for the next calendar month. The cancellation may be for the whole or part of the arranged route.



In case of a monthly cancellation of allocated capacity, the applicant shall owe no charge for requested but not used capacity.

Operational request to cancel allocated capacity.

Upon occurrence of any operational necessity to cancel an arranged train path or any part thereof, the RU shall submit a written request to SE NRIC by using the attached form for train cancellation request (**Annex 4.2.**).

4.7. Exceptional Transports and Dangerous Goods

When transporting dangerous goods, the RU shall observe the provisions of Ordinance N 46

- During transportation, if necessary, the RU shall provide the railway infrastructure manager with quick and unlimited access to data about the dangerous goods.
- Upon occurrence or real danger of failure, accident or incident during transportation, the train operator shall notify the train dispatcher and station manager on duty at the closest station along the route of the carried dangerous goods.
- In the notification the locomotive driver shall include exact names, freight class, risks for which labels are required, compatibility group for class 1, as well as quantity and location of dangerous goods.

4.8. Special measures to be taken in the event of disturbance

4.1.8. Principles

In case of traffic disturbance, caused by technical failure or incident, the infrastructure manager shall undertake all measures, necessary to recover the normal situation. For this purpose, it shall draw up an action plan for unforeseen situations, specifying the authorities which should be notified in case of severe accidents or serious interruption of train movement.

In case of an emergency situation and where it is absolutely necessary, due to failure making the infrastructure temporarily unusable, the allocated train paths may be cancelled without warning about the time necessary to repair the system.

The infrastructure manager may, if it deems it necessary, request from RUs to provide it with the resources, which are considered most appropriate to restore the normal status of the infrastructure as quickly as possible.

4.8.2. Operational Regulation

In case of any events that occurred during railway transport of passengers and/or freights causing harmful consequences to the railway system and/or society or the environments or that created preconditions for such consequences, which make railway infrastructure temporarily unusable, the following shall be permitted:

- upon request of the RU or SE NRIC, certain (requested) train routes through this part of the infrastructure may be cancelled (respectively trains of all categories may be canceled) without complying with the provisions of Article 201 of Ordinance N 58 and Article 49 and 50 of RTT and SO, until its operation is recovered;
- upon request of the RU or SE NRIC, certain train routes through an alternative part of the infrastructure may be ordered (respectively trains of all categories may be assigned) without complying with the provisions of Article 201 of Ordinance N 58 and Articles 49 and 50 of RTM and SO, until its operation is recovered;.
- On a regional and central level, SE NRIC's and RUs' dispatchers on duty shall jointly draw up a draft operational action plan including:
- detailed (numerical) traffic organisation of passenger trains affected by the zone of disruption with:



- a) cancelling passenger trains that have not departed from an origin station along the whole route;
 - b) cancelling passenger trains that have not departed from an origin station only in the section falling within the zone of disruption;
 - c) stopping, after coordinating in advance of passenger trains currently moving at stations outside the zone of disruption, and redirecting them along a bypass route and informing passengers through train staff about the reasons, procedure and way of transportation;
 - d) developing a transboarding organisation for passengers;
 - e) stopping the moving passenger trains at the stations determined for transboarding of passengers outside the zone of disruption and informing passengers through train staff about the reasons, the approximate time of transboarding, the procedure and way of conducting it;
 - f) redirecting, if any bypass routes are available, any passenger trains that have not departed from an originating station and informing passengers through train staff and radio equipment at stations about the reasons, procedure and way of transportation along the new route.
- detailed (numerical) traffic organisation of freight trains affected by the zone of disruption with:
 - a) cancelling freight trains that have not departed from an originating station when the zone of disruption is located after their train forming station along the route;
 - b) cancelling freight trains only in the section falling within the zone of disruption;
 - c) stopping moving freight trains at stations outside the zone of disruption and redirecting them along a bypass route;
 - d) redirecting freight trains that have not departed from an originating station along a bypass route;
 - e) stopping the moving freight trains at stations outside the zone of disruption and reducing them in these stations.
 - detailed (numerical) coinciding of trains, motor-coach trains, locomotives and train staff servicing passenger trains affected by the zone of disruption ;
 - detailed (numerical) coinciding of locomotives and train staff servicing passenger trains affected by the zone of disruption .
 - After drawing up and coordinating a draft operational action plan, the latter shall become mandatory for execution by SE NRIC's employees and RUs after being approved by SE NRIC's senior train dispatcher on duty by means of a dispatch order.
 - By means of written requests, following the procedure above, RUs shall notify SE NRIC about drawing up schedules for trains redirected along bypass routes in accordance with the operational plan approved.
 - Any emergency trains, work trains and other vehicles necessary for recovery and use of the railway infrastructure shall move on the basis of requests of SE NRIC's safety units.
 - On the basis of the operational plan drawn up, as well as on the basis of any contracts concluded between SE NRIC and RUs regarding access and use of the railway infrastructure – public state property, RUs shall provide rolling stock and service staff (locomotive staff, staff for shunting and train crews).

4.9. Allocation of Capacity for Service Facilities

SE NRIC provides all RUs, in a non-discriminatory way, with equal access when using service facilities managed by it.





CHAPTER 5. SERVICES

5.1. Introduction

SE NRIC provides access to facilities and services, in accordance with Annex No 1 to Ordinance N 41:

1. Minimum access package – Item 5.2;
2. Providing access, including access to rail tracks, service facilities and services provided in these facilities – Item 5.3;
3. Additional services – Item 5.4;
4. Ancillary services – Item 5.5.

SE NRIC provides the services from Item 5.2 to Item 5.5 to all RUs that have entered into an access and use agreement.

SE NRIC provides the services from Item 5.3 to Item 5.5 to any RUs having no freight license but having right of access to the first station of the railway infrastructure necessary for companies and RUs to carry out their activities according to Article 2, Paragraph 3 of the RTA.

5.2. Minimum access package

The minimum access package shall include:

- a) processing requests for use of railway infrastructure capacity;
- b) right to use allocated capacity;
- c) use of the railway infrastructure, including any switches and railway junctions;
- d) managing trains, including signalling, regulation, dispatch control, as well as transmitting and providing information about train movement;
- e) use of power supply equipment for driving power where such is available;
- f) any other information necessary to apply or perform the service for which capacity is allocated.

5.3. Access to service facilities and supply of services

SE NRIC provides access, including access to rail tracks, service facilities, where such are available, as well as to services provided in these facilities:

- passenger stations, their buildings and other facilities, including indication of traffic information and a suitable ticket service;
- freight terminals;
- marshalling yards and train formation facilities, including any shunting facilities;
- side tracks for parking;
- maintenance facilities, excluding any heavy maintenance facilities intended for high-speed trains or other types of rolling stock requiring special facilities;
- other technical facilities, including any cleaning and washing facilities;
- marine and inland port facilities related to railway activities;
- facilities for provision of technical assistance;
- refuelling facilities and supply of fuel to these facilities, the charges for which are presented separately in the invoice.



5.3.1. Passenger Stations

SE NRIC provides access to passenger stations to all RUs that have entered into an access and use agreement.

You can find information about service facilities at freight stations in [Annex 15](#).

5.3.2. Freight Terminals

SE NRIC provides access to freight stations to all RUs that have entered into an access and use agreement.

You can find information about service facilities at freight stations in [Annex 19](#).

5.3.3. Marshalling yards and train formation facilities, including shunting facilities

SE NRIC provides access to marshalling yards to all RUs that have entered into an access and use agreement.

You can find information about service facilities at marshalling yards in Item 3.6.3.

5.3.4. Storage sidings

SE NRIC provides access to storage sidings to all RUs that have entered into an access and use agreement. SE NRIC provides access to storage sidings to owners/users of rolling railway stock after a contract has been entered into effect.

Storage sidings are published in [Annex 19](#).

5.3.5. Maintenance facilities

SE NRIC provides access through the railway infrastructure managed by it to connected railway infrastructure providing access to maintenance facilities.

5.3.6. Other technical facilities, including cleaning and washing facilities

SE NRIC shall provide access to the technical facilities, including wagon scales, disinfection, cleaning and washing facilities, specified in Item 3.6.6.

5.3.7. Maritime and inland port facilities

SE NRIC shall also provide access through the railway infrastructure managed by it to connected railway infrastructure of marine and river ports providing connection with port facilities.

5.3.8. Technical support facilities

SE NRIC does not provide any technical support facilities.

5.3.9. Refuelling facilities

SE NRIC provides access through the railway infrastructure managed by it to connected railway infrastructure providing access to refuelling facilities.

5.4. Additional services

5.4.1. Traction current

Traction power shall be supplied by dealers pursuant to the Energy Act while observing Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC transposed in the Energy Act (State



Gazette, Issue 54 from the year 2012, effective since 17 July 2012). 54 from 2012, in force from 5 June 2010)

5.4.2. Services for trains

SE NRIC shall not provide any additional services related to preheating, water supply, toilet cleaning, etc.

5.4.3. Services for exceptional transport and dangerous and dangerous goods

SE NRIC provides the railway infrastructure managed by it for dangerous goods transport to RUs while strictly observing the provisions of:

- Ordinance No 46 dated 30 November 2001 on the railway transport of dangerous goods;
- Rules for International Carriage of Dangerous Goods (RID).
- Chapter II, Section V Including wagons loaded with dangerous goods in trains of the Rules for Train Traffic and Shunting Operations in Railway Transportation from the year 2006, as well as any subordinate documents issued by the railway infrastructure manager.

Conditions and procedure for specialised transport and dangerous goods transport are described in Annex 4, Section IV, Item 7.3. “Exceptional Transport and Dangerous Goods” to the Network Statement.

5.4.4. Other additional services

- Drawing up a schedule according to an additional request outside the annual Train Timetable;
- Issuing a dispatch order;
- Developing planned interruption of traffic (time possession).

5.5. Ancillary services

SE NRIC offers the following ancillary services:

- a) access to telecommunication networks;
- b) providing additional information;
- c) ticket service at passenger stations.

5.5.1. Access to telecommunication network

SE NRIC provides access to the telecommunication network after concluding a contract.

5.5.2. Provision of supplementary information

Upon request, SE NRIC may provide any additional information available to it in accordance with the effective legislation of the Republic of Bulgaria.

5.5.3. Technical inspection of the rolling stock

SE NRIC does not provide such service.

5.5.4. Ticket services in passenger stations

SE NRIC provides a ticket sale service upon concluding an additional contract.

5.5.5. Specialised heavy maintenance services

SE NRIC does not provide such service.



5.5.6. Other ancillary services

SE NRIC offers the following ancillary services:

- Repair and inspection, use and maintenance of radio equipment, shunting connections and passenger information systems

5.6. Other Services

SE NRIC provides other services according to [Annex 5](#) SE NRIC's Price list.





CHAPTER 6. CHARGES

6.1. Charging principles

Determination of charges collected by SE NRIC is based on the principles set out in Directive 2012/34/EU, Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service, the Railway Transport Act and Ordinance N41 on the access and use of the railway infrastructure and Decree No 92 dated 4 May 2012 on adopting [Methodology of calculation of the infrastructure charges](#), collected by the railway infrastructure manager. On their basis, analytical accounting has been realized with regard to accounting operation costs reflecting processes in SE NRIC and providing possibility to determine the cost price of each of them. This allows detailed cost accounting for each process to be made, including determining and distinguishing between full and direct costs with regard to the train service.

These charges shall be determined on the basis of the analytical accounting specified above. To determine levels of infrastructure charges for the minimum service package, only direct costs are used resulting from the train service. Determined charged rates shall not include:

- surcharges;
- charges for capacity shortage;
- charges related to impact on the environment.

When determining charges, the exceptions to the charging principles stipulated in Article 32 of the Directive have not been applied.

Determined charges provide for discounts for unit trains for combined transport pursuant to Article 33, Paragraph 3 of the Directive, while observing the requirements of Article 56, Item 1 of the Railway Transport Act.

Sanctions concerning the Performance Scheme, which have been agreed upon with RUs and applicants, shall also be applied.

In accordance with the agreement reached, there is no limit to payments.

In Item 6.5, you may find detailed description of the application method. Performance Scheme.

Methodologies for calculation of charges and prices, collected by the Manager of the railway infrastructure are published in [Annex 34](#).

6.1.1. Minimum access package

Charges determined on the basis of the principles described above shall concern and apply to the minimum access package which includes:

- processing requests for use of railway infrastructure capacity;
- right to use allocated capacity;
- use of the railway infrastructure, including any switches and railway junctions;
- managing trains, including signalling, regulation, dispatch control, as well as transmitting and providing information about train movement;
- use of power supply equipment for driving power where such is available;
- any other information necessary to apply or perform the service for which capacity is allocated.

Traction power through SE NRIC's distribution networks for the electrical traction rolling stock of RUs shall be distributed in accordance with ["Rules for working with users of SE NRIC in its capacity of a power distribution company"](#).



RUs shall pay the railway infrastructure manager price for traction power distribution in the amount of BGN 146.73 (one hundred and forty six leva and seventy three) per MWh, approved by Decision No II-49 dated 30 December 2015 of the Energy and Water Regulatory Commission.

6.1.2. Access to facilities

Access to facilities specified in Item 5.3. in accordance with [Annex 5](#) SE NRIC's Price List.

6.1.3. Additional services

Access to additional services as specified in item 5.4., according to **Annex 5** Price list of SE NRIC

6.1.4. Ancillary services

Access to ancillary services as specified in item 5.5., according to **Annex 5** Price list of SE NRIC.

6.1.5. Access to other services

The access to other ancillary services, specified in item 5.6., according to **Annex 5** SE NRIC's Price List.

6.2. Charging system

SE NRIC shall impose charges for use of the railway infrastructure on the basis of train kilometers and gross ton kilometres.

6.3. Tariffs

Infrastructure charge tariff – effective since 5 April 2014.

1. Charge for realized gross ton kilometres – BGN 0.0025 per gross ton kilometre, regardless of the type of trains, their categories, as well as the category and type of the railway line.
2. Charges for realised gross ton kilometres from combined transport with unit trains – BGN 0.0023 per gross ton kilometre, regardless of the category and type of the railway line.
3. Charges for realized gross ton kilometres from transport of cargo vehicles with unit trains – BGN 0.0018 per gross ton kilometre, regardless of the category and type of the railway line.
4. Charges for realized train kilometres – BGN 0.7902 per train kilometre, regardless of the type of trains, their categories, as well as the category and type of the railway line.
5. Charges for realized train kilometres from combined transport with unit trains – BGN 0.7112 per train kilometre, regardless of the category and type of the railway line.
6. Charges for realized train kilometres from transport of cargo vehicles with unit trains – BGN 0.5531 per train kilometre, regardless of the category and type of the railway line.
7. Charges for requested and unused capacity – BGN 0.2425 per train kilometre of the unused capacity requested and approved by the annual Train Timetable, in the form of a train path, regardless of the type of trains, their categories, as well as the category and type of the railway line.
8. Charges for requested and unused capacity for combined transport with unit trains – BGN 0.2183 per train kilometre of the unused capacity requested and approved by the annual Train Timetable, in the form of a train path, regardless of the category and type of the railway line.
9. Charges for requested and unused capacity for transport of cargo vehicles with unit trains – BGN 0.1698 per train kilometre of the unused capacity requested and approved by the annual Train Timetable, in the form of a train path, regardless of the category and type of the railway line.



6.3.1. Minimum access package

Charges for the actual use of the railway infrastructure

The infrastructure charges contain two components, measured in gross ton kilometres and train kilometres, respectively taking into account the participation of the operational points in the performance of the train service and the incurred direct costs for this purpose.

Formation of the charges and deinterruption of the rates of the infrastructure charge are based on reported direct costs and the work performed on the railway infrastructure for the previous year.

The infrastructure charge for access and use of the railway infrastructure is in the form of a variable charge reflecting the actual use of the railway infrastructure and the incurred direct costs related thereto for use of:

- “Railroad and railway facilities”.
- “Signalling and Telecommunications”.
- “Traffic Management”.
- Charges for maintenance of heavy road machinery and switches in the railway station tracks.

The infrastructure charge is a variable charge (pass-through charge – charge for actual use of the railway infrastructure) which depends on the actual kilometric position on the railway infrastructure. This is a charge that SE NRIC has to receive for any incurred costs resulting directly from the performance of the train service.

The railway infrastructure charges does not depend on the type of the trains and it is the same for all railway lines of the railway infrastructure. The rates of the components train kilometre and gross ton kilometre are determined as follows:

- for train kilometre – direct costs directly incurred from the performance of the train service for “Signalling and Telecommunications” and “Traffic Management” for a previous year, related to the realised total train operation by the RUs along the railway infrastructure, expressed in train kilometres for the same period;
- for gross ton kilometre – direct costs in “Railroad and railway facilities” and “Costs for maintenance of heavy road machinery and switches in the railway station tracks” for a previous year related to the realised total train operation by the RUs along the railway infrastructure, expressed in gross ton kilometres for the same period.

6.3.2. Supply of services in service facilities

SE NRIC provides services in the service facilities specified in Item 5.3 in accordance with [Annex 5](#) SE NRIC's Price List.

6.3.3. Additional services

- Drawing up a schedule and/or correcting a schedule upon receiving an additional request outside the annual train timetable – in accordance with **Annex 5** SE NRIC's Price List;
- Issuing a train dispatch order – in accordance with **Annex 5** SE NRIC's Price List;
- Developing planned interruption of traffic (possession) – in accordance with **Annex 5** SE NRIC's Price List.

6.3.4. Ancillary services

- using telecommunication networks – after concluding a contract;
- ticket service at passenger stations – after concluding a contract;
- repair and inspection, use and maintenance of radio equipment, shunting connections and passenger information systems – in accordance with **Annex 5** SE NRIC's Price List;
- data transmission via a data transmission network – in accordance with **Annex 5** SE NRIC's Price List.



6.3.5. Other Services

- Servicing and maintenance services together with the prices for their use are provided in Section 1 of **Annex 5** SE NRIC's Price List.
- Ancillary services together with the prices for their use are provided in Section II of **Annex 5** SE NRIC's Price List.
- A list of other services and the respective prices for their use are provided in Section III of **Annex 5** SE NRIC's Price List.

6.4. Financial penalties and incentives

6.4.1. Non-usage/cancellation fees and charges

In case of operational replacement of an allocated capacity a non-usage charge shall be due pursuant to item 2.2.2. of item IV of Annex 4.

6.4.2. Train cancellation charges

In case of train cancellation pursuant to item.2.2.1. of item IV of Annex 4 no non-usage charge shall be due.

6.4.3. Reduction fee for Framework Agreements

No charges for framework agreements shall apply.

6.4.4. ERTMS Discounts

No discount for ERTMS shall be applied.

6.5. Performance Scheme

The Performance Scheme is described in [Annex 33](#).

6.6. Changes to charges

Procedure for changing the levels of infrastructure charges.

Annually, until 30 June, SE NRIC provides to RAEA information about the actual costs incurred for the ongoing maintenance of the railway infrastructure for the previous year and shall determine the required level of infrastructure charges for the next year. The required charge level may also include surcharges, compensations and/or discounts resulting from the implementation of infrastructure projects, from traffic and transport market requirements, differentiated for parts of the railway infrastructure that are publicly announced.

Any change of the infrastructure charges shall be publicly announced 3 months before becoming effective. For implementation of the requirements of Directive 2012/34/EU a procedure for acceptance of new Methodology for calculation of the infrastructure charges collected by the infrastructure manager is in progress.



6.7. Billing Arrangements

Services provided by SE NRIC shall be paid in accordance with the conditions and terms specified in the concluded contracts and the price list published in [Annex 5](#) SE NRIC's Price List.