

## INFORMATION

### ON CONSTANT SPEED REDUCTIONS IN THE TRAIN TIMETABLE 2025/2026

| No.   | FROM STATION       | TO STATION           | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION   |
|---|--------------------|----------------------|------------------|----------|---------|--------------|-------|-----------|---|
|   |                    |                      |                  | from km  | to km   |              | KR    | reduction |   |
| <b>I railway line Kalotina Zapad - Svilengrad</b> |                    |                      |                  |          |         |              |       |           |   |
| 1   | Sofia              | Voluyak              | 1                | 0+000    | 0+800   | 800          | 70    | 25        | Switches at Sofia station   |
| 2   | Sofia              | Voluyak              | 2                | 0+000    | 0+800   | 800          | 70    | 25        | Switches at Sofia station   |
| 3   | Voluyak station    |                      |                  | 8+348    | 8+448   | 100          | 40    | 5         | Degraded technical condition of the rail-sleeper grid and poor technical condition by axle and level            |
| 4   | Dragoman station   |                      |                  | 42+050   | 42+540  | 490          | 70    | 25        | Degraded technical condition of the permanent way of tracks No 1, 2, <b>3 (main)</b> , 4, 5 and of the switches |
| 5   | Dragoman station   |                      |                  | 42+100   | 42+620  | 520          | 40    | 15        | Degraded technical condition of the permanent way of line No 6 and switches                                     |
| 6   | Sofia              | Poduyane Patnicheska | 1                | 0+000    | 1+100   | 1 100        | 40    | 25        | Switches at Sofia station   |
| 7   | Iskar station      |                      |                  | 8+275    | 9+560   | 1 285        | 40    | 25        | Degraded technical condition of the permanent way of tracks No 5, 7, 9, 11 and 13                               |
| 8   | Elin Pelin         | stop Pobit Kamak     | 2                | 26+100   | 29+400  | 3 300        | 80    | 60        | Weak subgrade   |
| 9   | Elin Pelin         | Stop Pobit Kamak     | 1                | 29+300   | 30+200  | 900          | 80    | 60        | Unchanged switch sleepers at stop Pobit Kamak   |
| 10  | Vakarel            | Ihtiman              | 1                | 47+728   | 48+153  | 425          | 80    | 60        | Degraded technical condition of the permanent way at Verinsko station   |
| 11  | Vakarel            | Ihtiman              | 2                | 47+728   | 48+153  | 425          | 80    | 60        | Degraded technical condition of the permanent way at Verinsko station   |
| 12  | Vakarel            | Ihtiman              | 1                | 48+153   | 48+900  | 747          | 80    | 60        | Degraded technical condition of the permanent way at Verinsko station   |
| 13  | Vakarel            | Ihtiman              | 2                | 48+153   | 48+900  | 747          | 80    | 60        | Degraded technical condition of the permanent way at Verinsko station   |
| 14  | Vakarel            | Ihtiman              | 1                | 55+623   | 56+514  | 891          | 80    | 50        | Degraded technical condition of the permanent way at Ihtiman station  |
| 15  | Vakarel            | Ihtiman              | 2                | 55+740   | 56+514  | 774          | 80    | 50        | Degraded technical condition of the permanent way at Ihtiman station  |
| 16  | Ihtiman            | stop Nemirovo        | 1                | 56+514   | 57+845  | 1 331        | 80    | 50        | Degraded technical condition of the permanent way at Ihtiman station  |
| 17  | Ihtiman            | stop Nemirovo        | 2                | 56+514   | 57+845  | 1 331        | 80    | 50        | Degraded technical condition of the permanent way at Ihtiman station  |
| 18  | stop Nemirovo      | Kostenets            | 1                | 74+000   | 74+349  | 349          | 60    | 40        | Degraded technical condition of the permanent way of track 1 at Kostenets station                               |
| 19  | Nova Nadezhda      | Simeonovgrad         |                  | 253+781  | 254+986 | 1 205        | 160   | 130       | Curve with R=800 m and R=950 m for V=130 km/h   |
| 20  | Harmanli station   |                      |                  | 0+092    | 1+532   | 1 440        | 160   | 65        | Permanent way parameters for speed V=65 km/h ( <b>new km 0+092=old km 266+624</b> ), track 22                   |
| 21  | Harmanli station   |                      |                  | 1+532    | 5+010   | 3 478        | 160   | 80        | Permanent way parameters for speed V=80 km/h ( <b>new km 5+010=old km 271+189</b> ) tracks 2 and 21             |
| 22  | Svilengrad station |                      |                  | 295+350  | 295+400 | 50           | 160   | 15        | Detector installation at Svilengrad station   |
| 23  | Svilengrad         | Kapikule             |                  | 297+590  | 297+880 | 290          | 160   | 15        | Detector installation at Svilengrad station   |
| 24  | Svilengrad         | Kapikule             |                  | 297+980  | 298+543 | 563          | 160   | 130       | Curve with R=800 m for V=130 km/h design speed ( <b>new kilometric position</b> )                               |
| 25  | Svilengrad         | Kapikule             |                  | 315+554  | 315+650 | 96           | 130   | 25        | Detector installation (in the direction of Svilengrad - Kapikule)   |
| 26  | Svilengrad         | Dikaia               |                  | 297+600  | 297+880 | 280          | 100   | 15        | Detector installation at Svilengrad station   |
| <b>II railway line Kalotina - Stanyantsi</b>      |                    |                      |                  |          |         |              |       |           |   |
| 1   | Kalotina           | Stanyantsi           |                  | 0+000    | 0+300   | 300          | 25    | 15        | Dangerous falling rocks and a landslide   |
| 2   | Kalotina           | Stanyantsi           |                  | 6+090    | 6+110   | 20           | 25    | 15        | Discontinued operation of ALCS  |
| <b>12 railway line Aldomirovtsi - Beli Breg</b>   |                    |                      |                  |          |         |              |       |           |   |
| 1   | Aldomirovtsi       | Beli Breg            |                  | 39+120   | 39+145  | 25           | 40    | 15        | Stolen TT line, broken ALCS   |
| 2   | Aldomirovtsi       | Beli Breg            |                  | 39+900   | 40+250  | 350          | 40    | 15        | Degraded technical condition of the permanent way   |
| 3   | Aldomirovtsi       | Beli Breg            |                  | 42+320   | 42+345  | 25           | 40    | 15        | Stolen TT line, broken ALCS   |
| 4   | Aldomirovtsi       | Beli Breg            |                  | 43+430   | 43+445  | 15           | 40    | 15        | Stolen TT line, broken ALCS   |
| 5   | Aldomirovtsi       | Beli Breg            |                  | 45+605   | 46+700  | 1 095        | 40    | 15        | Destination station Beli Breg without signalling equipment  |
| <b>13 railway line Sofia - Bankya</b>             |                    |                      |                  |          |         |              |       |           |   |
| 1   | Voluyak            | Bankya               |                  | 16+500   | 16+520  | 20           | 60    | 15        | Problem with ALCD at the level crossing   |
| 2   | Voluyak            | Bankya               |                  | 18+390   | 18+490  | 100          | 60    | 25        | Switches without signalling equipment - destination station   |
| <b>16 railway line Septemvri - Dobrinishte</b>    |                    |                      |                  |          |         |              |       |           |   |

| No.  | FROM STATION        | TO STATION          | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION   |
|--|---------------------|---------------------|------------------|----------|---------|--------------|-------|-----------|---|
|  |                     |                     |                  | from km  | to km   |              | KR    | reduction |   |
| 1  | Septemvri           | Varvara             |                  | 0+100    | 0+600   | 500          | 50    | 25        | Curve with R=80 m with short transition curves and switches, non-included in the signalling equipment |
| 2  | Septemvri           | Varvara             |                  | 5+500    | 5+655   | 155          | 50    | 25        | Curve R=60 m and switches, not included in the signalling equipment                                   |
| 3  | Varvara             | Dolene              |                  | 5+940    | 5+980   | 40           | 30    | 25        | Switches, not included in the signalling equipment of Varvara station                                 |
| 4  | Varvara             | Dolene              |                  | 14+600   | 14+700  | 100          | 30    | 15        | Danger of landslide of earth and rock   |
| 5  | Varvara             | Dolene              |                  | 20+375   | 20+410  | 35           | 30    | 25        | Switches, not included in the signalling equipment of Dolene station                                  |
| 6  | Dolene              | Kostandovo          |                  | 20+735   | 20+755  | 20           | 30    | 25        | Switches, not included in the signalling equipment of Dolene station                                  |
| 7  | Dolene              | Kostandovo          |                  | 31+290   | 31+310  | 20           | 30    | 25        | Switches, not included in the signalling equipment of Kostandovo station                              |
| 8  | Kostandovo          | Velingrad           |                  | 31+630   | 31+670  | 40           | 40    | 25        | Switches, not included in the signalling equipment of Kostandovo station                              |
| 9  | Kostandovo          | Velingrad           |                  | 38+085   | 38+170  | 85           | 40    | 25        | Switches, not included in the signalling equipment of Velingrad station                               |
| 10   | Velingrad           | Velingrad Yug       |                  | 38+570   | 38+635  | 65           | 40    | 25        | Switches, not included in the signalling equipment of Velingrad station                               |
| 11   | Velingrad Yug       | Tsvetino            |                  | 54+110   | 54+130  | 20           | 35    | 25        | Switches, not included in the signalling equipment  |
| 12   | Tsvetino            | Avramovo            |                  | 54+370   | 54+405  | 35           | 35    | 25        | Switches, not included in the signalling equipment of Tsvetino station                                |
| 13   | Tsvetino            | Avramovo            |                  | 68+245   | 68+270  | 25           | 30    | 25        | Switches, not included in the signalling equipment of Avramovo station                                |
| 14   | Avramovo            | stop Cherna Mesta   |                  | 68+510   | 68+535  | 25           | 35    | 25        | Switches, not included in the signalling equipment of Avramovo station                                |
| 15   | Avramovo            | stop Cherna Mesta   |                  | 75+260   | 76+170  | 910          | 35    | 30        | Curves with small radius  |
| 16   | Avramovo            | stop Cherna Mesta   |                  | 77+500   | 78+100  | 600          | 35    | 30        | Curves with small radius  |
| 17   | Avramovo            | stop Cherna Mesta   |                  | 78+990   | 79+020  | 30           | 35    | 15        | Unequipped level-crossing at km 79+005  |
| 18   | stop Cherna Mesta   | Yakoruda            |                  | 81+250   | 81+280  | 30           | 40    | 15        | Unequipped level-crossing at km 81+285  |
| 19   | stop Cherna Mesta   | Yakoruda            |                  | 84+735   | 84+775  | 40           | 40    | 25        | Switches, not included in the signalling equipment of Yakoruda station                                |
| 20   | Yakoruda            | Belitsa             |                  | 85+075   | 85+115  | 40           | 35    | 25        | Switches, not included in the signalling equipment of Yakoruda station                                |
| 21   | Yakoruda            | Belitsa             |                  | 97+950   | 98+330  | 380          | 35    | 30        | Weak subgrade   |
| 22   | Yakoruda            | Belitsa             |                  | 100+060  | 100+115 | 55           | 35    | 25        | Switches, not included in the SI of Belitsa station   |
| 23   | Belitsa             | Razlog              |                  | 100+450  | 100+490 | 40           | 40    | 25        | Switches, not included in the SI of Belitsa station   |
| 24   | Belitsa             | Razlog              |                  | 103+430  | 105+710 | 2 280        | 40    | 30        | Curve R=60 m with short transition curves and rockfalls   |
| 25   | Belitsa             | Razlog              |                  | 107+000  | 107+350 | 350          | 40    | 25        | Rockfalls   |
| 26   | Belitsa             | Razlog              |                  | 113+650  | 113+695 | 45           | 40    | 25        | Switches, not included in the signalling equipment of Razlog station                                  |
| 27   | Razlog              | Bansko              |                  | 114+165  | 114+205 | 40           | 45    | 25        | Switches, not included in the signalling equipment of Razlog station                                  |
| 28   | Razlog              | Bansko              |                  | 118+230  | 118+250 | 20           | 45    | 25        | Switches, not included in the signalling equipment of Bansko station                                  |
| 29   | Bansko              | Dobrinishte         |                  | 118+570  | 118+590 | 20           | 45    | 25        | Switches, not included in the signalling equipment of Bansko station                                  |
| 30   | Bansko              | Dobrinishte         |                  | 124+830  | 124+850 | 20           | 45    | 25        | Switches, not included in the signalling equipment of Dobrinishte station                             |
| <b>18 railway line Stamboliyski - Peshtera</b> |                     |                     |                  |          |         |              |       |           |   |
| 1  | Stamboliyski        | stop Kurtovo Konare |                  | 0+440    | 1+300   | 860          | 70    | 50        | Curve with R=215 m and failed sleepers  |
| 2  | stop Kurtovo Konare | Krichim             |                  | 6+940    | 6+970   | 30           | 70    | 40        | Speed supervision V=40 km/h   |
| 3  | stop Kurtovo Konare | Krichim             |                  | 8+050    | 8+100   | 50           | 70    | 60        | SOR   |
| 4  | stop Kurtovo Konare | Krichim             |                  | 10+270   | 10+698  | 428          | 70    | 40        | Switches in curve with a cant in a branch Krichim station and failed wooden sleepers in the track     |
| 5  | Krichim             | Bratsigovo          |                  | 10+698   | 10+860  | 162          | 60    | 40        | Switches in curve with a cant in a branch Krichim station and failed wooden sleepers in the track     |
| 6  | Krichim             | Bratsigovo          |                  | 12+250   | 12+280  | 30           | 80    | 60        | Unequipped level crossing at km 12+267 ( <b>only for Desiro</b> )                                     |
| 7  | Krichim             | Bratsigovo          |                  | 14+500   | 15+500  | 1 000        | 80    | 60        | Parameters of permanent way for 60 km/h ( <b>for Desiro</b> )   |
| <b>19 railway line Krumovo - Asenovgrad</b>    |                     |                     |                  |          |         |              |       |           |   |
| 1  | Krumovo             | Asenovgrad          |                  | 0+280    | 0+730   | 450          | 80    | 40        | Curve R=300 m   |
| 2  | Krumovo             | Asenovgrad          |                  | 2+960    | 3+000   | 40           | 80    | 60        | SOR   |
| 3  | Krumovo             | Asenovgrad          |                  | 4+600    | 7+600   | 3 000        | 80    | 60        | Contaminated ballast prism and deterioration of the railway track on a level                          |
| 4  | Krumovo             | Asenovgrad          |                  | 8+200    | 8+300   | 100          | 80    | 60        | SOR   |
| 5  | Krumovo             | Asenovgrad          |                  | 9+778    | 10+038  | 260          | 80    | 25        | Switches (Key Railway Interlocking System) Asenovgrad station   |

| No.  | FROM STATION          | TO STATION    | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION   |
|--|-----------------------|---------------|------------------|----------|---------|--------------|-------|-----------|---|
|  |                       |               |                  | from km  | to km   |              | KR    | reduction |   |
| <b>II railway line Sofia - Gorna Oryahovitsa - Varna</b> |                       |               |                  |          |         |              |       |           |   |
| 1  | Sofia                 | Sofia Sever   | 1                | 0+000    | 0+850   | 850          | 60    | 25        | Switches at Sofia station   |
| 2  | Sofia                 | Sofia Sever   | 2                | 0+000    | 0+850   | 850          | 60    | 25        | Switches at Sofia station   |
| 3  | Sofia                 | Sofia Sever   |                  | 1+650    | 2+020   | 370          | 40    | 25        | Degraded technical condition of the permanent way of track 1 at Sofia Sever station                                   |
| 4  | Sofia                 | Sofia Sever   |                  | 1+625    | 2+020   | 395          | 40    | 25        | Degraded technical condition of the permanent way of track 2 at Sofia Sever station                                   |
| 5  | Sofia                 | Sofia Sever   |                  | 2+020    | 2+350   | 330          | 40    | 25        | Degraded technical condition of the permanent way of track 1 at Sofia Sever station                                   |
| 6  | Sofia                 | Sofia Sever   |                  | 2+020    | 2+310   | 290          | 40    | 25        | Degraded technical condition of the permanent way of track 2 at Sofia Sever station                                   |
| 7  | Iliyantsi station     |               |                  | 4+250    | 5+155   | 905          | 40    | 15        | Dead-end platforms in Iliyantsi station   |
| 8  | Iliyantsi             | Kurilo        | 2                | 4+847    | 5+584   | 737          | 120   | 60        | Degraded technical condition of the permanent way and switches at Iliyantsi station                                   |
| 9  | Iliyantsi             | Kurilo        | 1                | 10+415   | 10+445  | 30           | 90    | 15        | Kumaritsa level crossing  |
| 10   | Iliyantsi             | Kurilo        | 2                | 10+415   | 10+445  | 30           | 100   | 15        | Kumaritsa level crossing  |
| 11   | Iliyantsi             | Kurilo        | 2                | 12+230   | 12+831  | 601          | 100   | 70        | Railway track failures  |
| 12   | Svoqe railway station |               | 1, 2             | 32+500   | 33+485  | 985          | 70    | 40        | Trial operation of Svoqe railway station  |
| 13   | Svoqe                 | Bov           | 1                | 41+600   | 41+700  | 100          | 70    | 40        | Switches in a curve at Bov station  |
| 14   | Svoqe                 | Bov           | 2                | 41+600   | 41+700  | 100          | 70    | 40        | Switches in a curve at Bov station  |
| 15   | Bov                   | Lakatnik      | 2                | 44+200   | 44+500  | 300          | 70    | 50        | Curve with R=200 m  |
| 15   | Bov                   | Lakatnik      | 1                | 48+950   | 49+721  | 771          | 70    | 50        | Degraded condition of the permanent way of III main track at Lakatnik station   |
| 15   | Bov                   | Lakatnik      | 2                | 48+950   | 49+721  | 771          | 70    | 50        | Degraded condition of the permanent way of II main track at Lakatnik station  |
| 16   | Lakatnik              | Eliseyna      | 1                | 49+721   | 49+950  | 229          | 70    | 50        | Degraded condition of the permanent way of III main track at Lakatnik station   |
| 17   | Lakatnik              | Eliseyna      | 2                | 49+721   | 50+000  | 279          | 70    | 50        | Degraded condition of the permanent way of II main track at Lakatnik station  |
| 18   | Lakatnik              | Eliseyna      | 1                | 51+900   | 52+360  | 460          | 70    | 50        | Curve with R=200 m  |
| 19   | Lakatnik              | Eliseyna      | 2                | 51+900   | 52+360  | 460          | 70    | 50        | Curve with R=200 m  |
| 20   | Mezdra Yug            | Mezdra        | 1                | 87+220   | 87+905  | 685          | 70    | 40        | Switches at Mezdra station  |
| 21   | Mezdra Yug            | Mezdra        | 2                | 87+220   | 87+905  | 685          | 70    | 40        | Switches at Mezdra station  |
| 22   | Mezdra                | Roman         | 1                | 87+905   | 89+010  | 1 105        | 130   | 40        | Switches at Mezdra station  |
| 23   | Mezdra                | Roman         | 2                | 87+905   | 89+010  | 1 105        | 130   | 40        | Switches at Mezdra station  |
| 24   | Mezdra                | Roman         | 1                | 106+466  | 106+770 | 304          | 130   | 100       | Curve with R=680 m Roman station ( <b>km 106+770 coincides with new km 108+159</b> )                                  |
| 25   | Mezdra                | Roman         | 2                | 106+484  | 106+770 | 286          | 130   | 100       | Curve with R=700 m Roman station ( <b>km 106+770 coincides with new km 108+159</b> )                                  |
| 26   | Roman                 | Kunino        | 1                | 108+159  | 109+323 | 1 164        | 130   | 100       | Curves with radius R=680 m and R=500 m at roman station   |
| 27   | Roman                 | Kunino        | 2                | 108+159  | 109+312 | 1 153        | 130   | 100       | Curve R=700 m, R=2500 m and R=496 m at Roman station  |
| 28   | Roman                 | Kunino        | 1                | 117+710  | 118+190 | 480          | 130   | 80        | Technical condition of switches for speed V=100 km/h Kunino station   |
| 29   | Roman                 | Kunino        | 2                | 117+710  | 118+190 | 480          | 130   | 80        | Technical condition of switches for speed V=100 km/h Kunino station   |
| 30   | Roman                 | Kunino        | 1                | 118+190  | 118+752 | 562          | 130   | 80        | Technical condition of switches for speed V=100 km/h Kunino station   |
| 31   | Roman                 | Kunino        | 2                | 118+190  | 118+752 | 562          | 130   | 80        | Technical condition of switches for speed V=100 km/h Kunino station   |
| 32   | Karlukovo             | Cherven Bryag | 1                | 138+800  | 139+850 | 1 050        | 100   | 40        | Curves with a radius of 275 m and short transition curves and activated diamond crossing 190 at Cherven Bryag station |
| 33   | Karlukovo             | Cherven Bryag | 2                | 138+800  | 139+850 | 1 050        | 100   | 40        | Curves with a radius of 275 m and short transition curves and activated diamond crossing 190 at Cherven Bryag station |
| 34   | Cherven Bryag         | stop Humata   | 1                | 139+850  | 140+600 | 750          | 100   | 40        | Counter curves without a straight line R=300 m station Cherven Bryag  |
| 35   | Cherven Bryag         | stop Humata   | 2                | 139+850  | 140+600 | 750          | 100   | 40        | Counter curves without a straight line R=300 m station Cherven Bryag  |
| 36   | stop Humata           | Telish        | 1                | 153+400  | 154+600 | 1 200        | 110   | 70        | Weak subgrade   |
| 37   | stop Humata           | Telish        | 2                | 153+400  | 154+600 | 1 200        | 110   | 70        | Weak subgrade   |
| 38   | Pleven Zapad          | Pleven        | 2                | 193+850  | 194+360 | 510          | 75    | 50        | Curve with R=288 m with short transient curves  |
| 39   | Pleven                | Pordim        | 1                | 195+390  | 195+790 | 400          | 120   | 70        | Curve with R=290 m with short transient curves  |
| 40   | Pleven                | Pordim        | 2                | 195+390  | 195+790 | 400          | 120   | 70        | Curve with R=295 m with short transition curves   |
| 41   | Pordim                | Levski        | 2                | 222+300  | 222+360 | 60           | 120   | 100       | SOR R=190 in Odurne station   |
| 42   | Levski                | stop Butovo   | 1                | 239+865  | 240+100 | 235          | 120   | 90        | Slip switch Levski station  |
| 43   | Levski                | stop Butovo   | 2                | 239+865  | 240+100 | 235          | 110   | 90        | Slip switch Levski station  |

| No.                                       | FROM STATION      | TO STATION        | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION   |
|---|-------------------|-------------------|------------------|----------|---------|--------------|-------|-----------|---|
|   |                   |                   |                  | from km  | to km   |              | KR    | reduction |   |
| 44  | stop Butovo       | Pavlikeni         | 1                | 242+429  | 243+761 | 1 332        | 130   | 120       | Curve with R=700 m for 120 km/h (from km 242+930 to km 243+761 along new Kilometric position) and switches for V=120 km/h |
| 45  | stop Butovo       | Pavlikeni         | 2                | 242+429  | 243+761 | 1 332        | 130   | 120       | Curve with R=700 m for 120 km/h (from km 242+930 to km 243+760 along new Kilometric position) and switches for V=120 km/h |
| 46  | Pavlikeni         | Resen             | 1                | 281+387  | 282+054 | 667          | 130   | 75        | Non-renewed tracks and switches along line No 3 Resen station running line No 1 Lesicheri station side                    |
| 47  | Pavlikeni         | Resen             | 2                | 281+387  | 282+054 | 667          | 130   | 75        | Non-renewed tracks and switches along track No. 2 Resen station running line No. 2 Lesicheri station side                 |
| 48  | Resen             | Polikraishte      |                  | 282+054  | 284+610 | 2 556        | 85    | 75        | Non-renewed tracks and switches at Rosen station and curves with radius R=290 m   |
| 49  | Polikraishte      | Gorna Oryahovitsa |                  | 287+485  | 287+753 | 268          | 105   | 85        | Curve with radius R=650 m at Polikraishte station   |
| 50  | Polikraishte      | Gorna Oryahovitsa |                  | 293+000  | 293+988 | 988          | 105   | 40        | Curve R=234 m without transition curves and entry of Gorna Oryahovitsa station through a branch                           |
| 51  | Gorna Oryahovitsa | Dzhulyunitsa      | 1                | 293+988  | 294+580 | 592          | 110   | 40        | Exit Gorna Oryahovitsa station and entry Gorna Oryahovitsa station through a branch                                       |
| 52  | Gorna Oryahovitsa | Dzhulyunitsa      | 2                | 293+988  | 294+780 | 792          | 110   | 40        | Entry Gorna Oryahovitsa station through a branch  |
| 53  | Strazhitsa        | Slavyanovo        | 1                | 331+900  | 331+950 | 50           | 80    | 60        | SOR Stop Asenovo <b>only for traffic along unusual line No 1</b>  |
| 54  | Han Krum          | Shumen            | 1                | 432+830  | 434+070 | 1 240        | 100   | 80        | Curve with R = 500 m  |
| 55  | Han Krum          | Shumen            | 2                | 432+830  | 434+070 | 1 240        | 90    | 80        | Curve with R = 500 m  |
| 56  | Shumen            | Matnitsa          | 1                | 436A+030 | 437+400 | 1 370        | 100   | 60        | Curve with R=305 m with short transition curves   |
| 57  | Shumen            | Matnitsa          | 2                | 436A+030 | 437+400 | 1 370        | 100   | 60        | Curve with R=305 m with short transition curves   |
| 58  | stop Kalugeritsa  | Kaspichan         | 1                | 458+920  | 459+400 | 480          | 80    | 50        | Degraded technical condition of I track Kaspichan station (discrepancy of kilometric position)                            |
| 59  | stop Kalugeritsa  | Kaspichan         | 2                | 458+920  | 459+400 | 480          | 80    | 50        | Degraded technical condition of I track Kaspichan station (discrepancy of kilometric position)                            |
| 60  | Topolite          | Varna             | 1                | 542+750  | 543+563 | 813          | 90    | 25        | Destination station Varna, front tracks   |
| 61  | Topolite          | Varna             | 2                | 542+750  | 543+563 | 813          | 90    | 25        | Destination station Varna, front tracks   |
| <b>Railway junction Gorna Oryahovitsa</b> |                   |                   |                  |          |         |              |       |           |   |
| 1   | Resen             | GOR               |                  | 8+640    | 8+660   | 20           | 60    | 15        | Unequipped railway level crossing at km 8+650   |
| <b>Shunting area Cherven Bryag</b>        |                   |                   |                  |          |         |              |       |           |   |
| 1   | Lukovit           | Zlatna Panega     |                  | 19+700   | 20+200  | 500          | 40    | 25        | Landslide and weak rocks  |
| 2   | Lukovit           | Zlatna Panega     |                  | 21+900   | 25+000  | 3 100        | 40    | 25        | Weak rocks  |
| 3   | Lukovit           | Zlatna Panega     |                  | 30+500   | 32+600  | 2 100        | 40    | 25        | Weak rocks  |
| <b>23 railway line Yasen - Cherkvitsa</b> |                   |                   |                  |          |         |              |       |           |   |
| 1   | Yasen             | Dolna Mitropolia  |                  | 0+208    | 0+330   | 122          | 75    | 40        | Curve with R=260 m  |
| 2   | Yasen             | Dolna Mitropolia  |                  | 4+280    | 4+624   | 344          | 75    | 60        | KIRS of Dolna Mitropolia station  |
| 3   | Dolna Mitropolia  | Somovit           |                  | 4+624    | 5+050   | 426          | 75    | 60        | KIRS of Dolna Mitropolia station  |
| 4   | Dolna Mitropolia  | Somovit           |                  | 11+800   | 12+100  | 300          | 75    | 60        | Curve with short transition curves  |
| 5   | Dolna Mitropolia  | Somovit           |                  | 15+080   | 15+300  | 220          | 75    | 55        | Curve with R=250 m with short transition curves   |
| 6   | Dolna Mitropolia  | Somovit           |                  | 16+933   | 16+973  | 40           | 75    | 70        | Dismantled level crossing   |
| 7   | Dolna Mitropolia  | Somovit           |                  | 19+350   | 20+900  | 1 550        | 75    | 55        | SOR and curves with R=250 m and R=275 m with short transition curves  |
| 8   | Dolna Mitropolia  | Somovit           |                  | 24+300   | 25+100  | 800          | 75    | 60        | Curve with R=275 m with short transition curves   |
| 9   | Dolna Mitropolia  | Somovit           |                  | 30+400   | 31+100  | 700          | 75    | 55        | Curve with R=275 m and unequipped level crossing  |
| 10  | Dolna Mitropolia  | Somovit           |                  | 33+250   | 33+300  | 50           | 75    | 70        | Dismantled level crossing   |
| 11  | Dolna Mitropolia  | Somovit           |                  | 34+500   | 35+000  | 500          | 75    | 70        | Curve with R=350 m with short transition curves   |
| 12  | Dolna Mitropolia  | Somovit           |                  | 36+385   | 36+735  | 350          | 75    | 25        | Somovit Station TCP without signalling equipment  |
| 13  | Somovit           | Cherkvitsa        |                  | 36+735   | 37+400  | 665          | 50    | 25        | Somovit Station TCP without signalling equipment  |
| 14  | Somovit           | Cherkvitsa        |                  | 42+638   | 43+017  | 379          | 50    | 25        | Cherkvitsa station EIW  |
| <b>24 railway line Svishtov - Troyan</b>  |                   |                   |                  |          |         |              |       |           |   |
| 1   | Svishtov          | Oresh             |                  | 0+300    | 0+500   | 200          | 75    | 25        | Svishtov station - TCP - without signalling equipment   |

| No.   | FROM STATION      | TO STATION    | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION  |
|---|-------------------|---------------|------------------|----------|---------|--------------|-------|-----------|--|
|   |                   |               |                  | from km  | to km   |              | KR    | reduction |  |
| 2   | Svishtov          | Oresh         |                  | 10+400   | 12+000  | 1 600        | 75    | 55        | KIRS at Oresh station Curve R=265 m with short transition curves                             |
| 3   | BP Morava         | Levski        |                  | 31+000   | 34+500  | 3 500        | 60    | 40        | Degraded technical condition of the permanent way  |
| 4   | BP Morava         | Levski        |                  | 35+582   | 35+612  | 30           | 75    | 70        | Unequipped level crossing <b>(only for Desiro)</b>   |
| 5   | BP Morava         | Levski        |                  | 38+300   | 38+550  | 250          | 60    | 25        | Landslide  |
| 6   | BP Morava         | Levski        |                  | 46+990   | 47+370  | 380          | 60    | 50        | Curve with R=260 m with short transition curves  |
| 7   | Levski            | Doyrentsi     |                  | 48+600   | 49+250  | 650          | 105   | 70        | Curve with R=350 m with shorten transition curves  |
| 8   | Levski            | Doyrentsi     |                  | 55+950   | 56+580  | 630          | 105   | 60        | KIRS at Letnitsa station   |
| 9   | Letnitsa          | Doyrentsi     |                  | 63+100   | 63+140  | 40           | 105   | 15        | Theft of power supply of ALCD  |
| 10  | Letnitsa          | Doyrentsi     |                  | 64+040   | 64+080  | 40           | 105   | 15        | Theft of power supply of ALCD  |
| 11  | Doyrentsi station |               |                  | 78+080   | 78+680  | 600          | 75    | 60        | KIRS at Doyrentsi station  |
| 12  | BP Lovech Sever   |               |                  | 89+774   | 89+854  | 80           | 75    | 60        | KIRS at Lovech Sever   |
| 13  | Lovech station    |               |                  | 93+850   | 95+224  | 1 374        | 75    | 50        | Curve with R=250 m and KIRS at Lovech station  |
| 14  | Lovech            | Troyan        |                  | 96+100   | 96+600  | 500          | 70    | 25        | Weak rocks   |
| 15  | Lovech            | Troyan        |                  | 96+600   | 100+180 | 3 580        | 70    | 40        | Degraded technical condition of the permanent way  |
| 16  | Lovech            | Troyan        |                  | 106+500  | 107+800 | 1 300        | 70    | 40        | Weak rocks   |
| 17  | Lovech            | Troyan        |                  | 129+940  | 130+000 | 60           | 50    | 25        | KIRS at Troyan destination station   |
| <b>Shunting region of Oresh railway station</b>   |                   |               |                  |          |         |              |       |           |  |
| 1   | Oresh             | Belene        |                  | 10+150   | 10+250  | 100          | 40    | 30        | SOR and passing through a deviation  |
| 2   | Oresh             | Belene        |                  | 12+450   | 12+500  | 50           | 40    | 25        | OP Belene without signalling equipment   |
| <b>26 railway line Shumen - Komunari</b>  |                   |               |                  |          |         |              |       |           |  |
| 1   | Shumen            | Smyadovo      |                  | 19+900   | 19+950  | 50           | 60    | 40        | Dismantled level crossing  |
| <b>Kaspichan - Novi Pazar station</b>   |                   |               |                  |          |         |              |       |           |  |
| 1   | Kaspichan         | Novi Pazar    |                  | 4+580    | 5+080   | 500          | 50    | 25        | Novi Pazar station without signalling equipment  |
| <b>28 railway line Razdelna -Kardam</b>   |                   |               |                  |          |         |              |       |           |  |
| 1   | BP Razdelna       |               |                  | 2+470    | 2+510   | 40           | 40    | 15        | Dismantling of ALCS after closure of BP Razdelna   |
| 2   | BP Razdelna       |               |                  | 2+802    | 2+852   | 50           | 70    | 60        | In case of traffic along switch No 1A against the switch blades <b>(only for Desiro)</b>     |
| 3   | Devnya            | Suvorovo      |                  | 7+835    | 9+200   | 1 365        | 80    | 60        | KIRS at Devnya station and curve of R=295 m with short transition curves                     |
| 4   | Devnya            | Suvorovo      |                  | 15+600   | 17+250  | 1 650        | 80    | 60        | Curve R=300 with short transient curves  |
| 5   | Devnya            | Suvorovo      |                  | 22+000   | 22+400  | 400          | 80    | 70        | Curve R=355 m with short transition curves   |
| 6   | Suvorovo          | Valchi Dol    |                  | 32+110   | 32+210  | 100          | 80    | 60        | KIRS of switches at Valchi Dol Suvorovo side (only for Desiro)                               |
| 7   | Valchi Dol        | Donchevo      |                  | 32+840   | 32+940  | 100          | 80    | 60        | KIRS of switches at Valchi Dol Donchevo side (only for Desiro)                               |
| 8   | Donchevo          | Dobrich       |                  | 60+256   | 60+507  | 251          | 80    | 60        | KIRS at Donchevo station   |
| 9   | Donchevo          | Dobrich       |                  | 66+470   | 67+304  | 834          | 80    | 25        | KIRS at Dobrich station and curve R=275m with short curves                                   |
| 10  | Dobrich           | Dobrich Sever |                  | 67+304   | 68+200  | 896          | 80    | 25        | KIRS at Dobrich station and curve R=275m with short curves                                   |
| 11  | Dobrich           | Dobrich Sever |                  | 68+200   | 68+400  | 200          | 80    | 15        | Collapsing embankment  |
| 12  | Dobrich           | Dobrich Sever |                  | 70+107   | 70+117  | 10           | 80    | 55        | Dismantled level crossing  |
| 13  | Dobrich           | Dobrich Sever |                  | 71+700   | 71+800  | 100          | 80    | 50        | Activated land sliding   |
| 14  | Dobrich           | Dobrich Sever |                  | 75+000   | 75+674  | 674          | 80    | 25        | Activated diamond crossing with a curve with short transient curves at Dobrich Sever station |
| 15  | Dobrich Sever     | Kardam        |                  | 88+668   | 88+698  | 30           | 40    | 25        | Switch on an open route  |
| 16  | Kardam            | Border        |                  | 105+600  | 106+700 | 1 100        | 40    | 15        | Failed sleeper greed II main track Kardam station  |
| 17  | Kardam            | Border        |                  | 106+700  | 107+250 | 550          | 40    | 25        | Disinfection frame (only from the direction of Romania)                                      |
| <b>III railway line Iliyantsi - Karlovo - Karnobat - Sindel Razpreditelna - Varna Feribotna</b> |                   |               |                  |          |         |              |       |           |  |
| 1   | Iliyantsi         | Svetovrachene |                  | 0+500    | 3+000   | 2 500        | 60    | 40        | Short transient curves and weak subgrade   |
| 2   | Iliyantsi         | Svetovrachene |                  | 5+477    | 5+923   | 446          | 60    | 40        | Weak subgrade Svetovrachene station  |
| 3   | Yana              | Stolnik       |                  | 21+570   | 22+025  | 455          | 80    | 40        | Degraded condition of the permanent way on main track Yana station                           |
| 4   | Yana              | Stolnik       |                  | 22+700   | 22+750  | 50           | 80    | 40        | Weak subgrade  |
| 5   | Stolnik           | Sarantsi      |                  | 37+400   | 41+500  | 4 100        | 80    | 60        | Degraded technical condition of the permanent way  |

| No.   | FROM STATION     | TO STATION           | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION  |
|---|------------------|----------------------|------------------|----------|---------|--------------|-------|-----------|--|
|   |                  |                      |                  | from km  | to km   |              | KR    | reduction |  |
| 6   | Stolnik          | Sarantsi             |                  | 42+300   | 42+670  | 370          | 80    | 60        | Curve R=385 m with short transition curves                                       |
| 7   | Sarantsi         | Makotsevo            |                  | 46+800   | 47+444  | 644          | 75    | 60        | Curve R=250 m with short transition curves of CT4T Makotsevo station             |
| 8   | Makotsevo        | Dolno Kamartsi       |                  | 48+240   | 49+200  | 960          | 85    | 75        | Curves for V=75 km/h.  |
| 9   | Makotsevo        | Dolno Kamartsi       |                  | 54+408   | 54+909  | 501          | 40    | 25        | Degraded condition of rail-sleeper grid at 3 track at Dolno Kamartsi station     |
| 10  | Dolno Kamartsi   | stop Bunovo          |                  | 54+909   | 55+216  | 307          | 40    | 25        | Degraded condition of rail-sleeper grid at 3 track at Dolno Kamartsi station     |
| 11  | stop Bunovo      | Mirkovo              |                  | 64+026   | 64+959  | 933          | 85    | 80        | Curve R=400 m with short transition curves                                       |
| 12  | Mirkovo          | Zlatitsa             |                  | 70+200   | 70+500  | 300          | 90    | 60        | Crack in an embankment   |
| 13  | Zlatitsa         | Mirkovo              |                  | 75+170   | 75+200  | 30           | 90    | 60        | SOR km 75+196, movement against the blades                                       |
| 14  | Stryama          | Klisura              |                  | 111+070  | 113+005 | 1 935        | 85    | 60        | Failed sleepers from the derailment in Tunnel N9                                 |
| 15  | Hristo Danovo    | stop Iganovo         |                  | 130+843  | 131+128 | 285          | 120   | 90        | Curve R=525 m with short transition curves                                       |
| 16  | Botev            | stop Svezhen         |                  | 154+486  | 155+420 | 934          | 100   | 70        | Non-renewed switches at Botev station  |
| 17  | Kalofer          | Tazha                |                  | 171+810  | 171+860 | 50           | 70    | 25        | Switch on an open route without signalling equipment Osetenovo                   |
| 18  | Cherganovo       | Tulovo               |                  | 219+878  | 220+504 | 626          | 100   | 40        | Degraded technical condition of the permanent way and switches at Tulovo station |
| 19  | Tulovo           | Dabovo               | 1                | 220+504  | 221+202 | 698          | 100   | 40        | Degraded technical condition of the permanent way and switches at Tulovo station |
| 20  | Tulovo           | Dabovo               | 1                | 228+071  | 228+829 | 758          | 100   | 40        | Degraded technical condition of the switches at Dabovo station                   |
| 21  | Dabovo           | stop Nikolaevo       |                  | 228+829  | 229+160 | 331          | 100   | 40        | Degraded technical condition of the switches at Dabovo station                   |
| 22  | Gurkovo station  |                      |                  | 244+970  | 245+030 | 60           | 70    | 60        | Switch at Gurkovo station  |
| 23  | Shivachevo       | stop Chumerna        |                  | 266+980  | 267+440 | 460          | 100   | 85        | Curve with R=400 m   |
| 24  | stop Chumerna    | stop Oreshak         |                  | 275+310  | 275+495 | 185          | 60    | 25        | Landsliding of rocks in Tunnel No 14   |
| 25  | stop Chintulovo  | Sliven               |                  | 296+334  | 296+891 | 557          | 100   | 70        | Degraded technical condition of switches at Sliven station                       |
| 26  | Sliven           | Zhelyu Voyvoda       |                  | 296+891  | 297+750 | 859          | 130   | 70        | Curve with R=320 m and short transient curve                                     |
| 27  | Zhelyu Voyvoda   | Zimnitsa             |                  | 320+329  | 320+903 | 574          | 130   | 40        | Switches for speed V=40 km/h at Zimnitsa station                                 |
| 28  | Karnobat         | Lozarevo             | 1                | 0+750    | 1+630   | 880          | 80    | 60        | Curves without transition curves   |
| 29  | Karnobat         | Lozarevo             | 2                | 0+750    | 1+630   | 880          | 80    | 60        | Curves without transition curves   |
| 30  | Lozarevo         | Podvis               |                  | 23+000   | 24+820  | 1 820        | 80    | 60        | Degraded technical condition of rail sleeper grid                                |
| 31  | Podvis station   |                      |                  | 24+820   | 25+185  | 365          | 85    | 60        | Non-renewed switches at Podvis station   |
| 32  | BP Prilep        | Zavet                | 2                | 29+677   | 34+770  | 5 093        | 60    | 40        | Degraded technical condition of the permanent way                                |
| 33  | Komunari         | Dalgopol             | 2                | 83+830   | 86+500  | 2 670        | 100   | 90        | Curves with radius R=400 m   |
| 34  | Yunak            | Sindel               |                  | 121+300  | 121+700 | 400          | 80    | 40        | Curve with R=300 m with short transition curves                                  |
| <b>32 railway line Kremikovtsi--Yana- Obedinena</b>         |                  |                      |                  |          |         |              |       |           |  |
| 1   | Kremikovtsi      | Obedinena            |                  | 6+590    | 6+610   | 20           | 60    | 15        | Dismantling of a level crossing  |
| <b>33 railway line Stolnik - Kazichene</b>                  |                  |                      |                  |          |         |              |       |           |  |
| 1   | BP Musachevo     | Stolnik              |                  | 24+630   | 24+640  | 10           | 100   | 50        | Stolen light and sound signalling of a level crossing                            |
| <b>IV railway line Ruse border - Stara Zagora - Podkova</b> |                  |                      |                  |          |         |              |       |           |  |
| 1   | Danube Bridge    | Ruse Razpredelitelna |                  | 3+790    | 3+840   | 50           | 60    | 25        | Disinfection frame   |
| 2   | Byala            | Polski Trambesh      |                  | 82+200   | 82+940  | 740          | 70    | 60        | Curve with short transition curves   |
| 3   | Samovodene       | Veliko Tarnovo       |                  | 128+400  | 128+500 | 100          | 65    | 40        | Bottle neck  |
| 4   | Samovodene       | Veliko Tarnovo       |                  | 133+290  | 134+210 | 920          | 65    | 50        | Curves R=280 m with short transition curves Veliko Tarnovo                       |
| 5   | Veliko Tarnovo   | Debelets             |                  | 134+210  | 134+780 | 570          | 65    | 50        | Curve R=213 m with short transition curves Veliko Tarnovo station                |
| 6   | Debelets         | Dryanovo             |                  | 148+417  | 148+467 | 50           | 65    | 60        | SOR of stop Sokolovo   |
| 7   | Debelets         | Dryanovo             |                  | 157+440  | 157+550 | 110          | 65    | 30        | Curve R=200 m with short transition curves                                       |
| 8   | Dryanovo         | Tsareva Livada       |                  | 165+500  | 165+600 | 100          | 65    | 25        | Curve R=200 m with short transition curves                                       |
| 9   | Tsareva Livada   | Tryavna              |                  | 166+350  | 166+400 | 50           | 65    | 40        | Switches in a curve Tsareva Livada station                                       |
| 10  | Tsareva Livada   | Tryavna              |                  | 174+950  | 175+040 | 90           | 65    | 40        | Switches in a curve Tryavna station  |
| 11  | Tryavna          | Plachkovtsi          |                  | 182+250  | 182+400 | 150          | 65    | 40        | Curve R=250 m with short transition curves                                       |
| 12  | Plachkovtsi      | Krastets             |                  | 186+600  | 187+300 | 700          | 65    | 40        | Bottle neck  |
| 13  | Plachkovtsi      | Krastets             |                  | 193+850  | 194+550 | 700          | 65    | 55        | Curve R=246/255 m and impossibility to reach a cant in Tunnel No 13              |
| 14  | Krustets station |                      |                  | 199+100  | 199+740 | 640          | 65    | 40        | Design speed V=40 km/h in curves in Krustets station along the running line      |

| No.   | FROM STATION           | TO STATION             | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION  |
|---|------------------------|------------------------|------------------|----------|---------|--------------|-------|-----------|--|
|   |                        |                        |                  | from km  | to km   |              | KR    | reduction |  |
| 15  | Krastets               | Raduntsi               |                  | 211+485  | 212+038 | 553          | 65    | 25        | Switches in a curve Raduntsi station   |
| 16  | Raduntsi               | Dabovo                 |                  | 212+038  | 212+340 | 302          | 65    | 25        | Switches in a curve Raduntsi station   |
| 17  | Raduntsi               | Dabovo                 |                  | 214+350  | 214+750 | 400          | 65    | 40        | Bottle neck  |
| 18  | Raduntsi               | Dabovo                 |                  | 226+476  | 226+768 | 292          | 65    | 40        | Switches at Dabovo station Raduntsi side ( <b>new kilometer</b> )  |
| 19  | Tulovo                 | Dabovo                 | 2                | 217+450  | 218+213 | 763          | 130   | 40        | Switches at Dabovo station Tulovo side   |
| 20  | Tulovo                 | Dabovo                 | 2                | 218+330  | 218+740 | 410          | 130   | 100       | Curve with short transition curves   |
| 21  | Tulovo                 | Dabovo                 | 2                | 225+027  | 225+780 | 753          | 130   | 40        | Switches at Tulovo station   |
| 22  | Tulovo                 | Zmeevo                 |                  | 225+780  | 226+462 | 682          | 60    | 40        | Switches at Tulovo station   |
| 23  | Mihaylovo              | Merichleri             |                  | 4+680    | 4+900   | 220          | 40    | 25        | Weak subgrade  |
| 24  | Dimitrovgrad Sever     | Dimitrovgrad           |                  | 31+000   | 31+300  | 300          | 70    | 25        | Inclination of bridge supports at km 31+200 (Dimitrovgrad side)  |
| 25  | Dimitrovgrad           | Haskovo                |                  | 20+350   | 23+350  | 3 000        | 65    | 40        | Failed sleepers  |
| 26  | Haskovo                | Most                   |                  | 30+700   | 31+300  | 600          | 40    | 25        | Failed sleepers  |
| 27  | Momchilgrad            | Podkova                |                  | 102+300  | 102+550 | 250          | 60    | 30        | Switches on an open route and in a curve Momchilgrad station   |
| 28  | Momchilgrad            | Podkova                |                  | 110+250  | 110+270 | 20           | 60    | 15        | Non-signalized level crossing  |
| <b>Ruse Junction</b>                            |                        |                        |                  |          |         |              |       |           |  |
| 1   | Ruse Razpredelitelna   | Ruse Zapad             |                  | 2+410    | 2+450   | 40           | 40    | 15        | SOR at km 2+415  |
| 2   | Ruse Razpredelitelna   | Ruse Zapad             |                  | 4+340    | 4+360   | 20           | 40    | 15        | Unguarded level-crossing at km 4+350   |
| 3   | Ruse Sever             | BP Dunav               |                  | 0+000    | 0+800   | 800          | 40    | 25        | Destination station Ruse without signalling equipment  |
| <b>Railway line Gorna Oryahovitsa - Elena</b>   |                        |                        |                  |          |         |              |       |           |  |
| 1   | Gorna Oryahovitsa      | Lyaskovets             |                  | 1+150    | 1+170   | 20           | 25    | 15        | Non-signalized level crossing  |
| 2   | Gorna Oryahovitsa      | Lyaskovets             |                  | 2+685    | 2+715   | 30           | 25    | 15        | Non-signalized level crossing  |
| 3   | Gorna Oryahovitsa      | Lyaskovets             |                  | 4+200    | 4+300   | 100          | 25    | 15        | Landslide  |
| 4   | Gorna Oryahovitsa      | Lyaskovets             |                  | 6+070    | 6+090   | 20           | 25    | 15        | Non-signalized level crossing  |
| <b>42 railway line Tsareva Livada - Gabrovo</b> |                        |                        |                  |          |         |              |       |           |  |
| 1   | Tsareva Livada         | Gabrovo                |                  | 11+000   | 11+250  | 250          | 40    | 25        | Bottle neck  |
| 2   | Tsareva Livada         | Gabrovo                |                  | 16+800   | 17+250  | 450          | 40    | 25        | KIRS Gabrovo station   |
| <b>V railway line Sofia - Vladaya - Kulata</b>  |                        |                        |                  |          |         |              |       |           |  |
| 1   | Sofia                  | Zaharna Fabrika        | 1                | 0+000    | 1+000   | 1 000        | 60    | 25        | Activated switches at Sofia station ( <b>not valid for Desiro MU</b> )   |
| 2   | Sofia                  | Zaharna Fabrika        | 2                | 0+000    | 1+000   | 1 000        | 60    | 25        | Activated switches at Sofia station ( <b>not valid for Desiro MU</b> )   |
| 3   | Sofia                  | Zaharna Fabrika        | 1                | 1+960    | 2+370   | 410          | 60    | 25        | Failed sleepers on switches and tracks   |
| 4   | Sofia                  | Zaharna Fabrika        | 2                | 1+960    | 2+370   | 410          | 60    | 25        | Failed sleepers on switches and tracks   |
| 5   | Sofia                  | Zaharna Fabrika        | 2                | 2+370    | 2+514   | 144          | 60    | 40        | Activated switches and failed wooden sleeper grid Zaharna Fabrika station V track  |
| 6   | Zaharna Fabrika        | Gorna Banyia           |                  | 2+514    | 2+960   | 446          | 95    | 40        | Activated switches and failed wooden sleeper grid Zaharna Fabrika station V track  |
| 7   | Zaharna Fabrika        | Gorna Banyia           |                  | 5+500    | 6+550   | 1 050        | 95    | 50        | Danger of gauge failure  |
| 8   | Vladaya                | Dragichevo             |                  | 19+500   | 20+400  | 900          | 80    | 50        | Curves with R =200 m and R =210 m  |
| 9   | Dragichevo             | Pernik Razpredelitelna |                  | 23+500   | 24+165  | 665          | 90    | 60        | Failed wooden sleeper grid in Dragichevo station   |
| 10  | Dragichevo             | Pernik Razpredelitelna |                  | 24+645   | 24+946  | 301          | 90    | 75        | Curve with R=300 m   |
| 11  | Dragichevo             | Pernik Razpredelitelna |                  | 26+703   | 30+100  | 3 397        | 90    | 50        | Degraded technical condition of the rail sleeper grid and cross-connection at  |
| 12  | Pernik Razpredelitelna | Pernik                 |                  | 31+600   | 31+750  | 150          | 75    | 60        | Curve R=250 m  |
| 13  | Pernik                 | Batanovtsi             |                  | 34+508   | 34+558  | 50           | 80    | 60        | SOR  |
| 14  | Pernik                 | Batanovtsi             | 1, 2             | 39+840   | 41+200  | 1 360        | 80    | 40        | Degraded technical condition of the switches and poor technical condition of a curve along 3 track at Batanovtsi station |
| 15  | Radomir                | Dolni Rakovets         |                  | 48+083   | 48+345  | 262          | 95    | 70        | Curve R=400 m for V=70 km/h design   |
| 16  | Radomir                | Dolni Rakovets         |                  | 52+200   | 55+600  | 3 400        | 95    | 70        | Weak subgrade  |
| 17  | Radomir                | Dolni Rakovets         |                  | 56+830   | 57+638  | 808          | 95    | 60        | KIRS Dolni Rakovets station and poor technical condition of the permanent way  |
| 18  | Dolni Rakovets         | BP Galabnik            |                  | 57+638   | 58+070  | 432          | 95    | 60        | KIRS Dolni Rakovets station and poor technical condition of the permanent way  |
| 19  | Dolni Rakovets         | BP Galabnik            |                  | 60+700   | 63+400  | 2 700        | 95    | 70        | Weak subgrade  |
| 20  | Delyan                 | BP Galabnik            |                  | 67+385   | 67+420  | 35           | 70    | 60        | BP KIRS Galabnik   |

| No.   | FROM STATION                              | TO STATION               | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION   |
|---|---|--------------------------|------------------|----------|---------|--------------|-------|-----------|---|
|   |   |                          |                  | from km  | to km   |              | KR    | reduction |   |
| 21  | BP Galabnik                               | Delyan                   |                  | 71+950   | 72+020  | 70           | 100   | 60        | KIRS Delyan station (Gulubnik side)   |
| 22  | Delyan                                    | Dyakovo                  |                  | 72+970   | 73+040  | 70           | 70    | 60        | KIRS Delyan station   |
| 23  | Delyan                                    | Dyakovo                  |                  | 79+655   | 79+690  | 35           | 70    | 60        | KIRS Dyakovo station  |
| 24  | Dyakovo                                   | Dupnitsa                 |                  | 89+977   | 90+512  | 535          | 70    | 40        | Degraded condition of the switches and KIRS Dupnitsa station  |
| 25  | Dupnitsa                                  | Boboshevo                |                  | 90+512   | 90+990  | 478          | 85    | 40        | Degraded condition of the switches and KIRS Dupnitsa station  |
| 26  | Dupnitsa                                  | Boboshevo                |                  | 102+655  | 103+433 | 778          | 85    | 60        | Curve with R=370 m and KIRS Boboshevo station   |
| 27  | Boboshevo                                 | Kocherinovo              |                  | 103+433  | 103+814 | 381          | 85    | 60        | KIRS Boboshevo station  |
| 28  | Boboshevo                                 | Kocherinovo              |                  | 111+995  | 112+070 | 75           | 85    | 60        | KIRS Kocherinovo station Boboshevo side   |
| 29  | Kocherinovo                               | Blagoevgrad              |                  | 112+725  | 112+800 | 75           | 70    | 60        | KIRS Kocherinovo station Blagoevgrad side   |
| 30  | Blagoevgrad                               | Simitli                  |                  | 139+470  | 139+550 | 80           | 75    | 60        | KIRS Simitli station  |
| 31  | Cherniche                                 | Simitli                  |                  | 140+240  | 140+165 | 75           | 75    | 60        | KIRS Simitli station  |
| 32  | Cherniche                                 | Simitli                  |                  | 142+680  | 143+500 | 820          | 75    | 60        | KIRS Cherniche  |
| 33  | Simitli                                   | Peyo Yavorov             |                  | 143+500  | 145+000 | 1 500        | 75    | 60        | KIRS Cherniche and curves with a small radius   |
| 34  | Peyo Yavorov station                      |                          |                  | 157+700  | 158+550 | 850          | 70    | 60        | KIRS Peyo Yavorov station Kresna side   |
| 35  | Peyo Yavorov                              | Kresna                   |                  | 164+190  | 164+265 | 75           | 70    | 60        | KIRS Kresna station   |
| 36  | Strumyani                                 | Kresna                   |                  | 164+995  | 164+920 | 75           | 90    | 60        | KIRS Kresna station   |
| 37  | Kresna                                    | Strumyani                |                  | 172+990  | 173+025 | 35           | 90    | 60        | KIRS Strumyani station  |
| 38  | Sandanski                                 | Strumyani                |                  | 173+760  | 173+725 | 35           | 90    | 60        | KIRS Strumyani station  |
| 39  | Strumyani                                 | Sandanski                |                  | 185+280  | 186+250 | 970          | 90    | 60        | KIRS Sandanski station  |
| 40  | Kulata railway station                    |                          |                  | 207+301  | 207+966 | 665          | 40    | 25        | Degraded technical condition of the permanent way of track 2  |
| 41  | Kulata railway station                    |                          |                  | 207+175  | 207+927 | 752          | 40    | 25        | Degraded technical condition of the permanent way of track 3  |
| 42  | Kulata railway station                    |                          |                  | 207+218  | 207+883 | 665          | 40    | 25        | Degraded technical condition of the permanent way of track 4  |
| <b>51 railway line Dupnitsa - Bobov Dol</b>         |   |                          |                  |          |         |              |       |           |   |
| 1   | Golemo Selo station from 2nd to 6th track |                          |                  | 7+798    | 8+750   | 952          | 40    | 5         | Degraded technical condition of the tracks and switches   |
| 2   | Golemo Selo                               | Bobov Dol                |                  | 8+375    | 8+505   | 130          | 40    | 25        | Activated switches KIRS Golemo selo   |
| 3   | Golemo Selo                               | Bobov Dol                |                  | 9+000    | 9+020   | 20           | 40    | 15        | Dismantled level crossing   |
| 4   | Golemo Selo                               | Bobov Dol                |                  | 18+400   | 19+000  | 600          | 40    | 15        | Degraded technical condition of the permanent way at Bobov Dol  |
| <b>52 railway line General Todorov - Petrich</b>    |   |                          |                  |          |         |              |       |           |   |
| 1   | General Todorov                           | Petrich                  |                  | 3+770    | 3+840   | 70           | 75    | 40        | Rotvagner bridge structures   |
| 2   | General Todorov                           | Petrich                  |                  | 5+200    | 7+600   | 2 400        | 75    | 50        | Degraded technical condition of the permanent way   |
| <b>VI railway line Voluyak - Pernik - Gyueshevo</b> |   |                          |                  |          |         |              |       |           |   |
| 1   | Voluyak                                   | Hrabarsko                |                  | 16+100   | 16+400  | 300          | 60    | 25        | Weak subgrade   |
| 2   | Voluyak                                   | Hrabarsko                |                  | 20+700   | 20+850  | 150          | 60    | 40        | Weak subgrade   |
| 3   | Hrabarsko                                 | Razmenna                 |                  | 34+600   | 34+700  | 100          | 60    | 40        | Steep road access to a level crossing   |
| 4   | Hrabarsko                                 | Razmenna                 |                  | 38+300   | 40+600  | 2 300        | 60    | 40        | Degraded technical condition of the permanent way   |
| 5   | Razmenna                                  | Pernik Razpredelitelna   |                  | 45+000   | 46+000  | 1 000        | 60    | 25        | Degraded technical condition of the permanent way and weak subgrade                                     |
| 6   | Razmenna                                  | Pernik Razpredelitelna   |                  | 46+000   | 47+400  | 1 400        | 60    | 50        | Degraded technical condition of the permanent way and weak subgrade                                     |
| 7   | Razmenna                                  | Pernik Razpredelitelna   |                  | 48+600   | 51+700  | 3 100        | 60    | 40        | Degraded technical condition of the permanent way and weak subgrade                                     |
| 8   | Razmenna                                  | Pernik Razpredelitelna   |                  | 53+000   | 53+500  | 500          | 60    | 30        | Degraded technical condition of the permanent way and danger of thefts in the direction of PRR          |
| 9   | Radomir                                   | stop Aleksandar Dimitrov |                  | 7+000    | 8+500   | 1 500        | 70    | 40        | Weak subgrade   |
| 10  | Stop Aleksandar Dimitrov                  | stop Kalishta            |                  | 10+100   | 14+790  | 4 690        | 70    | 40        | Curves R=300 m with transition curves, failures along axle, unequipped level crossing and weak subgrade |
| 11  | BP Kopilovtsi                             | Kyustendil               |                  | 50+000   | 50+030  | 30           | 40    | 15        | Interruption of an operation at railway level crossing at km 50+012                                     |
| 12  | BP Kopilovtsi                             | Kyustendil               |                  | 51+780   | 51+820  | 40           | 40    | 25        | SOR and danger of thefts  |
| 13  | Kyustendil                                | Gyueshevo                |                  | 62+690   | 62+720  | 30           | 40    | 15        | Dismantled level crossing   |
| 14  | Kyustendil                                | Gyueshevo                |                  | 64+204   | 64+304  | 100          | 40    | 15        | Dismantled level crossing and falling rocks   |
| 15  | Kyustendil                                | Gyueshevo                |                  | 70+200   | 70+300  | 100          | 40    | 15        | Falling rocks   |

| No.   | FROM STATION              | TO STATION           | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION  |
|---|---------------------------|----------------------|------------------|----------|---------|--------------|-------|-----------|--|
|   |                           |                      |                  | from km  | to km   |              | KR    | reduction |  |
| 16  | Kyustendil                | Gyueshevo            |                  | 77+670   | 77+700  | 30           | 40    | 15        | Dismantled level crossing  |
| 17  | Kyustendil                | Gyueshevo            |                  | 78+500   | 78+700  | 200          | 40    | 15        | Falling rocks  |
| 18  | Kyustendil                | Gyueshevo            |                  | 83+000   | 83+030  | 30           | 40    | 15        | Dismantled level crossing  |
| 19  | Kyustendil                | Gyueshevo            |                  | 87+740   | 87+770  | 30           | 40    | 15        | Dismantled level crossing  |
| <b>61 railway line Razmenna - Batanovtsi</b>        |                           |                      |                  |          |         |              |       |           |  |
| 1   | Razmenna                  | Batanovtsi           |                  | 49+050   | 56+420  | 7 370        | 40    | 25        | Weak subgrade  |
| <b>VII railway line Mezdra - Vidin</b>              |                           |                      |                  |          |         |              |       |           |  |
| 1   | Mezdra                    | Ruska Byala          |                  | 0+000    | 0+600   | 600          | 90    | 40        | Switches at Mezdra station   |
| 2   | Mezdra                    | Ruska Byala          |                  | 0+600    | 2+270   | 1 670        | 90    | 80        | Technical parameters of the railway are speed V = 80 km/h                                    |
| 3   | Mezdra Yug                | Ruska Byala          |                  | 0+600    | 2+270   | 1 670        | 90    | 80        | Technical parameters of the railway are speed V = 80 km/h                                    |
| 4   | Ruska Byala               | Vratsa               | 1                | 16+794   | 17+432  | 638          | 90    | 60        | KIRS at Vratsa station   |
| 5   | Ruska Byala               | Vratsa               | 2                | 16+794   | 17+432  | 638          | 90    | 60        | KIRS at Vratsa station   |
| 6   | Vratsa                    | Beli Izvor           |                  | 17+432   | 18+029  | 597          | 90    | 60        | KIRS Vratsa station and curves with short transition curves                                  |
| 7   | Boychinovtsi              | Marchevo             |                  | 57+780   | 58+280  | 500          | 80    | 65        | Curve with short transition curves   |
| 8   | Marchevo                  | Medkovets            |                  | 61+740   | 62+040  | 300          | 80    | 70        | Curve for speed V=110 km/h   |
| 9   | stop Gabrovnitsa          | stop Dolno Tserovene |                  | 73+600   | 74+500  | 900          | 80    | 70        | Reprocessed curves for RZD wagons  |
| 10  | Medkovets                 | Brusartsi            |                  | 92+640   | 93+800  | 1 160        | 80    | 65        | Reprocessed curves for RZD wagons  |
| 11  | Medkovets                 | Brusartsi            |                  | 93+800   | 94+333  | 533          | 80    | 40        | Activated switch elements and failed sleepers at Brusartsi station                           |
| 12  | Brusartsi                 | Drenovets            |                  | 94+333   | 94+633  | 300          | 70    | 40        | Activated switch elements and failed sleepers at Brusartsi station                           |
| 13  | Brusartsi                 | Drenovets            |                  | 103+790  | 104+166 | 376          | 70    | 60        | KIRS at Drenovets station  |
| 14  | BP Vodnyantsi             | Drenovets            |                  | 104+460  | 104+526 | 66           | 70    | 60        | KIRS at Drenovets station  |
| 15  | Dimovo                    | Oreshets             |                  | 126+329  | 126+395 | 66           | 70    | 60        | KIRS at Oreshets station   |
| 16  | Oreshets                  | Dimovo               |                  | 133+560  | 133+700 | 140          | 70    | 40        | Weak subgrade  |
| 17  | Oreshets                  | Dimovo               |                  | 139+453  | 139+531 | 78           | 70    | 60        | KIRS at Dimovo station   |
| 18  | Sratsimir                 | Dimovo               |                  | 139+949  | 140+215 | 266          | 70    | 60        | KIRS at Dimovo station   |
| 19  | Dimovo                    | Sratsimir            |                  | 151+723  | 151+801 | 78           | 70    | 60        | KIRS at Sratsimir station  |
| 20  | Vidin                     | Sratsimir            |                  | 152+423  | 152+501 | 78           | 70    | 60        | KIRS at Sratsimir station  |
| 21  | Sratsimir                 | BP Vidbol            |                  | 169+303  | 169+822 | 519          | 70    | 60        | Reprocessed curve for RZD wagons and KIRS at Vidbol station                                  |
| 22  | Vidin Patnicheska station |                      |                  | 180+345  | 181+265 | 920          | 70    | 25        | Destination station Vidin  |
| 23  | Vidin Tovarna             | BP Kapitanovtsi      |                  | 0+670    | 1+260   | 590          | 160   | 95        | Curve with radius R=460 m  |
| 24  | Vidin Tovarna             | BP Kapitanovtsi      |                  | 6+900    | 7+000   | 100          | 160   | 25        | Disinfection frame   |
| <b>71 railway line Boychinovtsi - Berkovitsa</b>    |                           |                      |                  |          |         |              |       |           |  |
| 1   | Boychinovtsi              | Montana              |                  | 13+000   | 13+087  | 87           | 65    | 60        | KIRS at Montana station  |
| 2   | stop Borovtsi             | Montana              |                  | 13+512   | 13+590  | 78           | 65    | 60        | KIRS at Montana station  |
| 3   | Montana                   | stop Borovtsi        |                  | 14+150   | 14+500  | 350          | 65    | 25        | Degraded technical condition of the rail sleeper grid  |
| 4   | Montana                   | stop Borovtsi        |                  | 16+900   | 17+000  | 100          | 65    | 40        | Landslide  |
| 5   | Montana                   | stop Borovtsi        |                  | 19+800   | 19+850  | 50           | 65    | 50        | Dismantled level crossing  |
| <b>72 railway line Brusartsi - Lom</b>              |                           |                      |                  |          |         |              |       |           |  |
| 1   | Brusartsi                 | Lom                  |                  | 0+000    | 0+300   | 300          | 90    | 40        | Activated switch elements and failed switch sleepers   |
| 2   | Brusartsi                 | Lom                  |                  | 0+300    | 2+000   | 1 700        | 90    | 60        | Reprocessed curves for RZD wagons  |
| 3   | Brusartsi                 | Lom                  |                  | 22+322   | 22+821  | 499          | 90    | 25        | Lom station without signalling equipment   |
| <b>VIII railway line Plovdiv - Filipovo -Burgas</b> |                           |                      |                  |          |         |              |       |           |  |
| 1   | Plovdiv                   | Filipovo             |                  | 5+080    | 5+652   | 572          | 50    | 25        | Switches at Filipovo station   |
| 2   | Filipovo                  | Skutare              |                  | 5+652    | 6+090   | 438          | 80    | 25        | Switches at Filipovo station   |
| 3   | Skutare                   | Manole               |                  | 19+450   | 21+735  | 2 285        | 120   | 90        | Curves with radius R=515 m, R=525 m and R =400 m   |
| 4   | Svoboda                   | Mihaylovo            |                  | 71+530   | 80+800  | 9 270        | 80    | 60        | Curve with R=300 m for V=60 km/h and deformations of the subgrade (Plovdiv – Burgas project) |

| No.   | FROM STATION                  | TO STATION             | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION   |
|---|-------------------------------|------------------------|------------------|----------|---------|--------------|-------|-----------|---|
|   |                               |                        |                  | from km  | to km   |              | KR    | reduction |   |
| 5   | Kaloyanovets                  | Stara Zagora           | 1                | 104+810  | 104+950 | 140          | 130   | 100       | Switches at Stara Zagora station  |
| 6   | Kaloyanovets                  | Stara Zagora           | 2                | 104+770  | 104+810 | 40           | 130   | 100       | Switches at Stara Zagora station  |
| 7   | Stara Zagora                  | Kalitinovo             | 1                | 106+498  | 106+760 | 262          | 160   | 75        | Switches at Stara Zagora station  |
| 8   | Stara Zagora                  | Kalitinovo             | 2                | 106+498  | 106+760 | 262          | 160   | 75        | Switches at Stara Zagora station  |
| 9   | Stara Zagora                  | Kalitinovo             | 1                | 106+760  | 107+386 | 626          | 160   | 130       | Curve for speed V=130 km/h  |
| 10  | Stara Zagora                  | Kalitinovo             | 2                | 106+760  | 107+386 | 626          | 160   | 130       | Curve for speed V=130 km/h  |
| 11  | Kalitinovo                    | Han Asparuh            |                  | 119+381  | 119+718 | 337          | 160   | 120       | Curve for speed V=120 km/h  |
| 12  | Han Asparuh                   | Nova Zagora            |                  | 137+666  | 138+591 | 925          | 160   | 130       | Curve for speed V=130 km/h  |
| 13  | Nova Zagora                   | Konyovo                |                  | 149+538  | 150+540 | 1 002        | 160   | 110       | Curve for speed V=110 km/h  |
| 14  | Bezmer                        | Yambol                 | 1                | 180+666  | 183+256 | 2 590        | 160   | 110       | Curve for speed V=110 km/h  |
| 15  | Bezmer                        | Yambol                 | 2                | 180+666  | 183+256 | 2 590        | 160   | 110       | Curve for speed V=110 km/h  |
| 16  | Yambol station                |                        | 1                | 183+256  | 184+183 | 927          | 100   | 75        | Switches Yambol station   |
| 17  | Yambol station                |                        | 2                | 183+256  | 184+183 | 927          | 100   | 75        | Switches Yambol station   |
| 18  | Yambol                        | Zavoy                  |                  | 191+130  | 192+150 | 1 020        | 100   | 70        | Curve R=400 m with short transition curves                              |
| 19  | Zavoy station                 |                        |                  | 192+250  | 192+740 | 490          | 160   | 100       | Switches Zavoy station  |
| 20  | Zavoy                         | Zimnitsa               |                  | 198+199  | 198+731 | 532          | 160   | 40        | Technical condition of switches for V=40 km/h Zimnitsa station          |
| 21  | Zimnitsa                      | Straldzha              | 1                | 198+731  | 199+294 | 563          | 140   | 40        | Technical condition of switches for V=40 km/h Zimnitsa station          |
| 22  | Zimnitsa                      | Straldzha              | 2                | 198+731  | 199+294 | 563          | 140   | 40        | Technical condition of switches for V=40 km/h Zimnitsa station          |
| 23  | Zimnitsa                      | Straldzha              | 1                | 205+635  | 206+060 | 425          | 140   | 130       | Curve with R=800 m  |
| 24  | Zimnitsa                      | Straldzha              | 2                | 205+635  | 206+060 | 425          | 140   | 130       | Curve with R=800 m  |
| 25  | Aytos                         | Balgarovo              | 1                | 269+817  | 270+833 | 1 016        | 130   | 120       | Curve for speed V=120 km/h  |
| 26  | Aytos                         | Balgarovo              | 2                | 269+822  | 270+829 | 1 007        | 130   | 120       | Curve for speed V=120 km/h  |
| 27  | Balgarovo                     | Druzhba                | 1                | 274+300  | 274+950 | 650          | 130   | 60        | KIRS Druzhba station  |
| 28  | Balgarovo                     | Druzhba                | 2                | 274+300  | 274+950 | 650          | 130   | 60        | KIRS Druzhba station  |
| 29  | Druzhba                       | Dolno Ezerovo          | 1                | 274+950  | 275+600 | 650          | 130   | 60        | KIRS Druzhba station  |
| 30  | Druzhba                       | Dolno Ezerovo          | 2                | 274+950  | 275+600 | 650          | 130   | 60        | KIRS Druzhba station  |
| 31  | Dolno Ezerovo                 | BP Lozovo              | 1                | 281+400  | 281+550 | 150          | 130   | 90        | Slip switch   |
| 32  | BP Lozovo                     | Vladimir Pavlov        | 1                | 289+203  | 289+758 | 555          | 130   | 90        | Curve with 498 m with short transition curves                           |
| 33  | BP Lozovo                     | Vladimir Pavlov        | 2                | 289+219  | 289+732 | 513          | 130   | 80        | Curve with 510 m with short transition curves                           |
| 34  | Vladimir Pavlov (Lozovo side) |                        | 1                | 289+758  | 290+000 | 242          | 130   | 60        | KIRS Vladimir Pavlov  |
| 35  | Vladimir Pavlov (Lozovo side) |                        | 2                | 289+732  | 290+000 | 268          | 130   | 60        | KIRS Vladimir Pavlov  |
| 36  | Vladimir Pavlov               | Burgas                 | 3                | 291+550  | 292+450 | 900          | 60    | 15        | Stub station Burgas TS  |
| 37  | Vladimir Pavlov               | Burgas                 | 1                | 291+600  | 292+450 | 850          | 60    | 25        | Stub station Burgas PS  |
| 38  | Vladimir Pavlov               | Burgas                 | 2                | 291+600  | 292+450 | 850          | 60    | 25        | Stub station Burgas PS  |
| <b>81 railway line Filipovo - Panagyurishte</b>   |                               |                        |                  |          |         |              |       |           |   |
| 1   | Filipovo                      | Saedinenie             |                  | 0+000    | 1+250   | 1 250        | 40    | 25        | Switches Filipovo station   |
| 2   | Filipovo                      | Saedinenie             |                  | 10+000   | 10+500  | 500          | 65    | 25        | SOR Stop Benkovski  |
| 3   | Filipovo                      | Saedinenie             |                  | 20+450   | 20+950  | 500          | 65    | 60        | Curve R=300 m   |
| 4   | Saedinenie station            |                        |                  | 20+950   | 21+490  | 540          | 60    | 30        | Switches KIRS at Saedinenie station                                     |
| 5   | Saedinenie                    | Strelcha               |                  | 21+490   | 22+380  | 890          | 80    | 60        | Curve R=300 m and unequipped level crossing km 22+360 (only for Desiro) |
| 6   | stop Topolov Dol              | Strelcha               |                  | 31+750   | 31+780  | 30           | 80    | 70        | Dismantled level crossing at km 31+767 (only for Desiro)                |
| 7   | Strelcha                      | Panagyurishte          |                  | 70+850   | 70+920  | 70           | 40    | 25        | KIRS Panagyurishte  |
| <b>82 railway line Filipovo - Karlovo</b>         |                               |                        |                  |          |         |              |       |           |   |
| 1   | Filipovo                      | Trud                   |                  | 0+300    | 0+850   | 550          | 100   | 40        | Curves with R=200 m   |
| 2   | Kaloyanovo                    | Dolna Mahala           |                  | 20+700   | 25+000  | 4 300        | 85    | 60        | Weak subgrade   |
| 3   | Kaloyanovo                    | Dolna Mahala           |                  | 26+900   | 28+000  | 1 100        | 85    | 60        | Weak subgrade   |
| <b>83 railway line Nova Zagora - Simeonovgrad</b> |                               |                        |                  |          |         |              |       |           |   |
| 1   | Simeonovgrad                  | Lyubenovo Predavatelna |                  | 1+350    | 1+420   | 70           | 55    | 40        | Non-signalized level crossing   |

| No.  | FROM STATION           | TO STATION             | TRAC<br>K<br>No. | POSITION |         | FRONT<br>(m) | SPEED |           | REASONS FOR REDUCTION  |
|--|------------------------|------------------------|------------------|----------|---------|--------------|-------|-----------|--|
|  |                        |                        |                  | from km  | to km   |              | KR    | reduction |  |
| 2  | Simeonovgrad           | Lyubenovo Predavatelna |                  | 9+420    | 9+470   | 50           | 60    | 40        | Non-signalized level crossing                                      |
| 3  | Simeonovgrad           | Lyubenovo Predavatelna |                  | 15+218   | 15+251  | 33           | 60    | 30        | SOR  |
| 4  | Simeonovgrad           | Lyubenovo Predavatelna |                  | 17+550   | 17+830  | 280          | 60    | 25        | Weak subgrade, Protocol from 06 February 2024.                     |
| 5  | Simeonovgrad           | Lyubenovo Predavatelna |                  | 19+000   | 20+800  | 1 800        | 60    | 25        | Weak subgrade  |
| 6  | Simeonovgrad           | Lyubenovo Predavatelna |                  | 22+950   | 23+920  | 970          | 60    | 25        | Degraded technical condition of the permanent way                  |
| 7  | Lyubenovo Predavatelna | Radnevo                |                  | 23+920   | 24+330  | 410          | 60    | 25        | Degraded technical condition of the permanent way                  |
| 8  | Lyubenovo Predavatelna | Radnevo                |                  | 25+500   | 25+550  | 50           | 60    | 40        | Non-signalized level crossing                                      |
| 9  | Radnevo                | BP Bogdanovo           |                  | 38+400   | 39+500  | 1 100        | 60    | 25        | Weak subgrade  |
| 10   | Radnevo                | BP Bogdanovo           |                  | 44+600   | 44+900  | 300          | 60    | 25        | Weak subgrade  |
| <b>Vladimir Pavlov - Sarafovo railway line</b> |                        |                        |                  |          |         |              |       |           |  |
| 1  | Vladimir Pavlov        | Sarafovo               | 1                | 4+000    | 5+000   | 1 000        | 25    | 15        | Non-signalized level crossing and groups of failed wooden sleepers |
| <b>IX railway line Ruse Zapad - Kaspichan</b>  |                        |                        |                  |          |         |              |       |           |  |
| 1  | Ruse Razpredelitelna   | Obraztsov Chiflik      |                  | 10+200   | 10+290  | 90           | 70    | 60        | KIRS of Obraztsov Chiflik station                                  |
| 2  | Yastrebovo             | Obraztsov Chiflik      |                  | 10+970   | 11+050  | 80           | 70    | 60        | KIRS of Obraztsov Chiflik station                                  |
| 3  | Yastrebovo station     |                        |                  | 21+534   | 22+502  | 968          | 80    | 25        | Yastrebovo station without signalling equipment                    |
| 4  | Yastrebovo             | Vetovo                 |                  | 33+800   | 34+460  | 660          | 80    | 60        | KIRS at Vetovo station   |
| 5  | Vetovo                 | Senovo                 |                  | 34+460   | 34+900  | 440          | 80    | 60        | KIRS at Vetovo station   |
| 6  | Vetovo                 | Senovo                 |                  | 46+843   | 47+316  | 473          | 80    | 25        | Repair of Senovo station   |
| 7  | Senovo                 | Prostorno              |                  | 47+316   | 47+842  | 526          | 80    | 25        | Repair of Senovo station   |
| 8  | Senovo                 | Prostorno              |                  | 55+870   | 55+950  | 80           | 100   | 60        | KIRS at Prostorno station  |
| 9  | Prostorno              | Razgrad                |                  | 56+790   | 56+880  | 90           | 80    | 60        | KIRS at Prostorno station  |
| 10   | Prostorno              | Razgrad                |                  | 65+900   | 66+375  | 475          | 80    | 60        | KIRS at Razgrad station  |
| 11   | Razgrad                | stop Yasenovets        |                  | 66+375   | 66+900  | 525          | 75    | 60        | KIRS at Razgrad station  |
| 12   | stop Yasenovets        | Samuil                 |                  | 88+000   | 89+250  | 1 250        | 80    | 60        | KIRS at Samuil station   |
| 13   | Visoka Polyana station |                        |                  | 95+200   | 96+050  | 850          | 80    | 60        | KIRS at Visoka Polyana station                                     |
| 14   | Hitrino station        |                        |                  | 109+550  | 110+700 | 1 150        | 70    | 60        | KIRS at Hitrino station  |
| 15   | Pliska                 | Kaspichan              |                  | 129+230  | 130+280 | 1 050        | 70    | 60        | KIRS Pliska Kaspichan side   |
| 16   | Kaspichan - 3 track    |                        |                  | 137+125  | 137+180 | 55           | 70    | 15        | Switches R=190 without intermediate curve (page 42 and 48)         |
| <b>91 Railway line Samuil - Silistra</b>       |                        |                        |                  |          |         |              |       |           |  |
| 1  | Samuil                 | Isperih                |                  | 0+000    | 0+570   | 570          | 70    | 60        | KIRS at Samuil station   |
| 2  | Isperih                | Samuil                 |                  | 26+750   | 27+358  | 608          | 70    | 25        | Isperih station without signalling equipment                       |
| 3  | Dulovo                 | Isperih                |                  | 27+358   | 27+730  | 372          | 65    | 25        | Isperih station without signalling equipment                       |
| 4  | Isperih                | Dulovo                 |                  | 52+950   | 52+980  | 30           | 65    | 15        | Non-signalized level crossing and poor visibility Stop Ruyno       |
| 5  | Dulovo                 | Isperih                |                  | 52+950   | 52+980  | 30           | 65    | 40        | Non-signalized level crossing and poor visibility Stop Ruyno       |
| 6  | Isperih                | Dulovo                 |                  | 64+820   | 64+910  | 90           | 65    | 60        | KIRS at Dulovo station   |
| 7  | Dulovo                 | Silistra               |                  | 105+200  | 105+400 | 200          | 40    | 15        | Settling of the permanent way                                      |
| 8  | Dulovo                 | Silistra               |                  | 109+600  | 112+300 | 2 700        | 40    | 25        | Flooded subgrade Silistra station                                  |

It is not a main track

**NOTES:**

1. The table is for information only. It specifies the speed restrictions for the respective interstation section calculated in view of the train traffic time.