

INFORMATION

ON CONSTANT SPEED REDUCTIONS IN THE TRAIN TIMETABLE 2026/2027

No.	FROM STATION	TO STATION	TRAC K No.	POSITION		FRONT (m)	SPEED		REASONS FOR REDUCTION
				from km	to km		KR	reduction	
I railway line Kalotina Zapad - Svilengrad									
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, 3 (main), 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 (new km 0+092=old km 266+624), track 22
21	Harmanli station			1+532	5+010	3 478	160	80	Permanent way parameters for speed V=80 km/h (new km 5+010=old km 271+189) 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 (new kilometric position)
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
11 railway line Kalotina - Stanyantsi									
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
12 railway line Aldomirovtsi - Beli Breg									
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
13 railway line Sofia - Bankya									
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
16 railway line Septemvri - Dobrinishte									

No.	FROM STATION	TO STATION	TRAC K No.	POSITION		FRONT (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
18 railway line Stamboliyski - Peshtera									
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 (only for Desiro)
7	Krichim	Bratsigovo		14+500	15+500	1 000	80	60	Parameters of permanent way for 60 km/h (for Desiro)
19 railway line Krumovo - Asenovgrad									
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
II railway line Sofia - Gorna Oryahovitsa - Varna									

No.	FROM STATION	TO STATION	TRAC K No.	POSITION		FRONT (m)	SPEED		REASONS FOR REDUCTION
				from km	to km		KR	reduction	
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 (km 106+770 coincides with new km 108+159)
25	Mezdra	Roman	2	106+484	106+770	286	130	100	Curve with R=700 m Roman station (km 106+770 coincides with new km 108+159)
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 Oduerne 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 K No.	POSITION		FRONT (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 only for traffic along unusual line No 1
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 kilometeric position)
59	stop Kalugeritsa	Kaspichan	2	458+920	459+400	480	80	50	Degraded technical condition of I track Kaspichan station (discrepancy of kilometeric 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
Railway junction Gorna Oryahovitsa									
1	Resen	GOR		8+640	8+660	20	60	15	Unequipped railway level crossing at km 8+650
Shunting area Cherven Bryag									
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
23 railway line Yasen - Cherkvitsa									
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
24 railway line Svishtov - Troyan									
1	Svishtov	Oresh		0+300	0+500	200	75	25	Svishtov station - TCP - without signalling equipment

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				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 (only for Desiro)
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
Shunting region of Oresh railway station									
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
26 railway line Shumen - Komunari									
1	Shumen	Smyadovo		19+900	19+950	50	60	40	Dismantled level crossing
Kaspichan - Novi Pazar station									
1	Kaspichan	Novi Pazar		4+580	5+080	500	50	25	Novi Pazar station without signalling equipment
28 railway line Razdelna -Kardam									
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 (only for Desiro)
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)
III railway line Iliyantsi - Karlovo - Karnobat - Sindel Razpredelitelna - Varna Feribotna									
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 K No.	POSITION		FRONT (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
32 railway line Kremikovtsi--Yana- Obedinena									
1	Kremikovtsi	Obedinena		6+590	6+610	20	60	15	Dismantling of a level crossing
33 railway line Stolnik - Kazichene									
1	BP Musachevo	Stolnik		24+630	24+640	10	100	50	Stolen light and sound signalling of a level crossing
IV railway line Ruse border - Stara Zagora - Podkova									
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 K No.	POSITION		FRONT (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 Dubovo station Raduntsi side (new kilometer)
19	Tulovo	Dabovo	2	217+450	218+213	763	130	40	Switches at Dubovo 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
Ruse Junction									
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
Railway line Gorna Oryahovitsa - Elena									
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
42 railway line Tsareva Livada - Gabrovo									
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
V railway line Sofia - Vladaya - Kulata									
1	Sofia	Zaharna Fabrika	1	0+000	1+000	1 000	60	25	Activated switches at Sofia station (not valid for Desiro MU)
2	Sofia	Zaharna Fabrika	2	0+000	1+000	1 000	60	25	Activated switches at Sofia station (not valid for Desiro MU)
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 Banya		2+514	2+960	446	95	40	Activated switches and failed wooden sleeper grid Zaharna Fabrika station V track
7	Zaharna Fabrika	Gorna Banya		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 K No.	POSITION		FRONT (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
51 railway line Dupnitsa - Bobov Dol									
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
52 railway line General Todorov - Petrich									
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
VI railway line Voluyak - Pernik - Gyueshevo									
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 K No.	POSITION		FRONT (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
61 railway line Razmenna - Batanovtsi									
1	Razmenna	Batanovtsi		49+050	56+420	7 370	40	25	Weak subgrade
VII railway line Mezdra - Vidin									
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
71 railway line Boychinovtsi - Berkovitsa									
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
72 railway line Brusartsi - Lom									
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
VIII railway line Plovdiv - Filipovo -Burgas									
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)
5	Kaloyanovets	Stara Zagora	1	104+810	104+950	140	130	100	Switches at Stara Zagora station

No.	FROM STATION	TO STATION	TRAC K No.	POSITION		FRONT (m)	SPEED		REASONS FOR REDUCTION
				from km	to km		KR	reduction	
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
81 railway line Filipovo - Panagyurishte									
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
82 railway line Filipovo - Karlovo									
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
83 railway line Nova Zagora - Simeonovgrad									
1	Simeonovgrad	Lyubenovo Predavatelna		1+350	1+420	70	55	40	Non-signalized level crossing
2	Simeonovgrad	Lyubenovo Predavatelna		9+420	9+470	50	60	40	Non-signalized level crossing

No.	FROM STATION	TO STATION	TRAC K No.	POSITION		FRONT (m)	SPEED		REASONS FOR REDUCTION
				from km	to km		KR	reduction	
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
Vladimir Pavlov - Sarafovo railway line									
1	Vladimir Pavlov	Sarafovo	1	4+000	5+000	1 000	25	15	Non-signalized level crossing and groups of failed wooden sleepers
IX railway line Ruse Zapad - Kaspichan									
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)
91 Railway line Samuil - Silistra									
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.