NETWORK STATEMENT 2026-2027

Valid from 13 December 2026 to 11 December 2027

VERSION CONTROL

Version	Date of the version	Description of the change
00	December 14, 2025	Publication of the document
01	March 18, 2026	Network statement: item 2.3.1, 2.3.2, 4.8.1.3.5. Annexes: 2.3.1.1, 2.3.3.4, 2.3.7.1, 2.3.7.2, 5.3.2, 5.7.1, 5.7.2.

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GLOSSARY:

Alternative route	Different route between the same origin and destination station, where there is interchangeability between the two routes for the performance of the relevant freight or passenger service by the railway undertaking;
Train path	The necessary infrastructure capacity for the movement of a train between two points (two stations) in a given period;
Border station	A railway station, at which the competent authorities, railway undertakings and other services perform control, handover and acceptance of trains passing through the railway border crossing;
Train Timetable (TT)	The train traffic is carried out according to a timetable in the elements of the railway infrastructure determined for train operation; The Train Timetable (TT) brings together the technological processes of all divisions of the railway infrastructure and the railway undertakings in a single technological process;
Single safety certificate	Document demonstrating that the railway undertaking has established a safety management system and can meet the requirements set out in the Technical Specifications for Interoperability (TSIs) and in the national safety rules in order to control the risks and operate the railway network in a safe manner;
One-Stop Shop	A joint body set up by the infrastructure managers or a single railway infrastructure manager linked to the train path;
Railway border crossing	The railway section comprising the border stations of two neighboring countries, as well as the railway line between those stations to which the railway undertakings have access;
Railway Undertaking	Railway undertaking licensed to carry passengers and/or freight by rail;
Railway Undertaking	A trader holding a railway license valid on the territory of the Member States of the European Union, as well as a trader with a subject of activity – transport of passengers and/or freight by rail, the enterprise providing locomotive traction. A railway undertaking is also a trader that provides only locomotive traction;
Stakeholders	Persons who have applied for railway infrastructure capacity, as well as other persons who may be affected by the train timetable regarding their ability to provide railway services during the period of validity of the timetable;

Applicant	Railway undertaking or an international group of railway undertakings, or other persons, such as competent authorities under Regulation (EC) No. 1370/2007 and consignors, freight forwarders and combined transport operators acquiring infrastructure capacity for the purpose of providing a public service or because of a commercial interest;
Infrastructure capacity	The possibility to plan the requested routes for a given section of the infrastructure in a certain period;
Coordination	A process by which a capacity allocation body and applicants try to find a solution to conflicting capacity requests;
Licensing Authority	Authority responsible for issuing licenses, which for the Republic of Bulgaria is the Minister of Transport and Communications or an official authorized thereby;
Railway license	A document issued to a railway undertaking by a licensing authority recognizing its capacity to provide rail transport services as a railway undertaking. This capacity may be limited to the provision of only specific types of services;
Congested infrastructure	A section of the infrastructure with exhausted or depleted capacity, for which the requests for obtaining a capacity from the infrastructure cannot be fully satisfied in certain periods of time, including after coordinating the individual capacity requests;
Service facility	The installation, including the terrain, the building and the equipment, which is specially constructed in whole or in part so as to allow the provision of one or more of the services specified in §1, item 48 of the Additional Provisions of the Railway Transport Act;
Dangerous goods	Substances and articles whose transport by rail is prohibited or permitted only under certain conditions;
Service Facility Operator	A person or its structure, which is responsible for the management of one or more service facilities or for the provision to the railway undertakings with one or more services, specified in §1, item 48 of the Additional Provisions of the Railway Transport Act;
Capacity restrictions	Reduced availability of infrastructure imposed by the IM due to its own infrastructure management needs. The term does not include force majeure;
Possession	The period, during which train operation is suspended in an organized manner on a separate part of the railway infrastructure to carry out construction, repair and installation works on the permanent way, facilities and overhead line or works of external organisations;

Working timetable	Means the data identifying all planned train and rolling stock movements that will take place on the relevant infrastructure during the period, for which the working timetable applies;
Framework agreement	A legally binding general agreement of a private or public nature, setting out the rights and obligations of the applicant and the infrastructure manager with regard to the infrastructure capacity to be allocated, as well as the fees and charges to be collected for a period longer than the period of one working timetable;
Capacity allocation	Provision of railway infrastructure capacity to applicants by the infrastructure manager;
Network Statement	A document that covers in detail the general rules, deadlines, procedures and criteria for charging and capacity allocation schemes, including any additional information needed to submit requests for infrastructure capacity;
Train Operation Management System	A system for planning, managing and reporting train work, providing information on the realized and forecasted movement of trains in real time, calculating infrastructure fees, keeping statistics and preparing data for analysis at SE NRIC;
Storage sidings	Side tracks specifically intended for the temporary parking of railway vehicles during the period between two travels;
Technological route	Pre-arranged route between two neighboring infrastructure managers for the allocation of capacity for emergency (ad-hoc) trains through a railway border crossing;
Rail Freight Corridor (RFC)	Corridor established and organized in accordance with EU REGULATION 913/2010;
Safety Authorisation of the Infrastructure Manager	Document confirming the adoption of the safety management system of the infrastructure manager and the provisions for compliance with the specific requirements necessary for the safe design, maintenance and operation of the railway infrastructure, as well as the maintenance and management and control of traffic and the signaling system;
Railway Infrastructure Manager (IM)	Any body or company responsible for the operation, maintenance and renewal of the railway infrastructure in a network, as well as for participation in its development, determined by the State concerned in the framework of its general policy for the development and financing of infrastructure;
Forum train Europe (FTE)	European association of railway undertakings and service companies for timetabling and capacity management;
Path Coordination System (PCS)	Timetable coordination system;

Pre-arranged path (PAP)	Preliminarily created and agreed train path by IMs, members of a RFC. The PaP may include all or part of the corridor and is provided to the corridor One-Stop Shop, which has the right to allocate it, guided by the relevant Capacity Allocation Framework;
Rail-Net Europe (RNE)	Umbrella organization of the European railway infrastructure managers and capacity allocation bodies.


ЗИМНИЦА
ZIMNITSA

CHAPTER 1. GENERAL INFORMATION

1.1. INTRODUCTION

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

As the Railway Infrastructure Manager in the Republic of Bulgaria, SE NRIC is responsible for the operation, technical maintenance and renewal of the railway infrastructure, for the management and safety of the entire train operation, as well as for the participation in the development of the infrastructure.

SE NRIC wishes to contribute to sustainable mobility within the European railway network in order to stimulate economic and social development in the Republic Bulgaria.

1.2. Purpose of the Network Statement

The purpose of the railway Network Statement (NS) is to inform applicants, authorities and other stakeholders about the state and parameters for operation of the railway infrastructure, parameters of its facilities, including protective facilities, information on the conditions for access to it and service of facilities, applicable infrastructure charges and prices for services provided by SE NRIC, principles and criteria for capacity allocation, restrictions of use of the infrastructure, deadlines and procedures for submitting requests for capacity and others.

The NS is prepared in accordance with Art. 27 и Annex IV of Directive 2012/34/EU, Art. 23, para. 1 of RTA, Art. 8, para. 1 and 2 and Annex No. 2 of Ordinance No. 41 on the access to and use of the railway infrastructure.

1.3. Legal Aspects

1.3.1. Legislative Framework

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

- Railway Transport Act (RTA);
- Ordinance No. 41 of 27 June 2001 on the access to and use of the railway infrastructure (Ordinance No. 41);
- Ordinance No. 42 of 6 July 2001 on licensing railway undertaking for passenger and/or freight transportation (Ordinance No. 42);
- Ordinance No. 57 of 9 June 2004 on achieving interoperability of the national railway system with the railway system within the European Union (Ordinance No. 57);
- Ordinance No. 58 of 2 August 2006 on the rules for technical operation, train traffic and signaling in railway transport (Ordinance No. 58);
- Ordinance No. 59 of 5 December 2006 on the railway safety management (Ordinance No. 59);
- Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity;
- Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants

for rail infrastructure capacity and repealing Implementing Regulation (EU) No. 870/2014;

- Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
- Regulation (EU) No. 2021//1153 of the European Parliament and of the Council of 7 July 2021 establishing the Connecting Europe Facility and repealing Regulations (EU) No. 1316/2013 and (EU) No. 283/2014;
- Commission Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service;
- Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services;
- Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings;
- Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure;
- Directive 2012/34/EU of the European Parliament and the Council of 21 November 2012 establishing a single European railway area;
- Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety;
- Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU.

1.3.2. Legal Status and Liability

SE NRIC draws up annually a Network Statement pursuant to Art. 27 and Annex IV of Directive 2012/34/EU, Art. 23, para. 1 of the Railway Transport Act and Art. 8, para. 1 and 2 and Annex No 2 of Ordinance No. 41.

The Network Statement contains parameters of the operation of the railway infrastructure, parameters of the facilities located on it, including any protective equipment, information on the conditions for access to the infrastructure and service facilities, applicable infrastructure charges and prices for services, principles and criteria for capacity allocation, limitations of the use of the infrastructure, deadlines and procedures to submit capacity requests, etc. The Network Statement shall contain at least the information specified in Annex No. 2 to Art. 5, para. 2, Art. 8, para. 2 and Art. 14, para. 1 of Ordinance No. 41. The procedures, deadlines, conditions and prices, specified in the Network Statement, shall be binding for the SE NRIC, as well as for the users of the provided services.

1.3.3. Appeals Procedure

Pursuant to Article 116, para. 5 of the RTA, the Railway Administration Executive Agency (RAEA) shall exercise control, ex-officio or upon complaint by applicants considering themselves as being treated unfairly, discriminated or injured in whatever way, as well as upon any complaints against decisions of any Infrastructure Manager, RU or service facility operator with regard to:

1. the draft and final version of the Network Statement;
2. the criteria specified in the Network Statement;
3. the process of allocating capacity and its result;
4. the charging scheme;
5. the level or structure of charges for use of the infrastructure, which have to be paid or could be imposed on them;

6. the rules for access to the rail infrastructure, including to perform international passenger services, to service facilities and any ancillary services;

7. the access to and charging for the services in the service facilities, for any additional and ancillary services.

8. traffic management;

9. updating planning;

10. planned and unplanned maintenance;

11. compliance with the requirements of this act.

1.4. Structure of the Network Statement

This Network Statement applies the general structure of the Rail Net Europe (RNE), so as all applicants have access to similar documents in the different countries, finding the same information at the same place in each Network Statement with the purpose of facilitating the exchange of information.

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

1. General information;
2. Infrastructure;
3. Access conditions;
4. Capacity allocation
5. Services and charges;
6. Operations;
7. Service facilities;
8. Annexes.

1.5. Validity Period, Updating and Publishing

1.5.1. Validity period

This Network Statement shall apply for requests for capacity and execution of planned transport operations during the timetable starting on Sunday, 13 December 2026 at 00:00 o'clock and ending on Saturday, 11 December 2027 at 24:00 o'clock.

The validity of this Network Statement is from 13 December 2026 to 11 December 2027.

1.5.2. Updating

This Network Statement is subject to update if necessary (Art. 9, para. 2 of Ordinance No. 41).

Unless the changes require otherwise, SE NRIC shall seek to observe the dates of March 1, June 1 and September 1 for updating the document.

Update under item 3.3.1., item 3.3.2., item 3.3.3., Chapter 4 – the whole one, item 5.7., Chapter 6 – the whole one, Chapter 7 without item 7.3.2.4. and the related applications shall be carried out after consultation with stakeholders.

Stakeholders shall be consulted on the above points by notifying them of the relevant update of the Network Statement and shall be given the opportunity to express a reasoned opinion within 14 days of receipt of the notification. The updates of all other chapters, points and related appendices, as well as updates related to amendments to national and international regulations are made in accordance with the requirements, rules and procedures of the legislation in force in the Republic of Bulgaria. SE NRIC only notifies stakeholders of these updates.

The Railway Infrastructure Manager shall consider the reasoned opinions received from the stakeholders. If necessary, the parties may hold additional discussions on issues and problems in connection with the update of the document.

1.5.3. Publishing

SE NRIC, after consulting with stakeholders, shall prepare and publish an annual NS six months before the deadline for submitting requests for infrastructure capacity. The NS is published in an electronic format on the website of the Railway Infrastructure Manager in Bulgarian and English languages. In case of any discrepancy, the Bulgarian version shall prevail. The Network Statement may also be provided on electronic or paper media against payment of the costs incurred for its provision (Article 9, Paragraph 3 of Ordinance No. 41), upon request submitted to the following address: **SE NRIC, 1233, Sofia, Bulgaria, 110, Knyaginya Maria Luiza Blvd.**

Links to the English version of the NS of all IMs, members of RNE, can be found on the RNE website – http://rne.eu/organisation/network-%20statements/.

SE NRIC also makes the content of its NS available on the Networks and Corridors Information (NCI) portal. Access to NCI is free and without user registration at the following link: http://nci.rne.eu.

1.6. Contacts

- Contact points at SE NRIC:

Activity	Department	Contact data
Provision of basic information	Public Relations	Tel.: +359 932 34 14 Tel.: +359 932 61 55 email: pr@rail-infra.bg
International Affairs	International Affairs	Tel.: +359 2 932 39 90 international.affairs@rail-infra.bg
Capacity Allocation	Train Timetables Department	Tel.: +359 2 932 39 90 Tel.: +359 2 932 39 15 fax: +359 2 932 25 48 email: oss@rail-infra.bg
Operational Management of Train Traffic	Central Dispatching Management Department	Tel.: +359 887 449 110 email: st_disp@rail-infra.bg

- Contact points of networks of neighbouring IMs (according to information from the RNE website) related to SE NRIC:

Country	Infrastructure Manager	Contact data
Romania	Compania Naţională de Căi Ferate 'CFR' SA – Căile Ferate Române	38 Dinicu Golescu Avenue, Sector 1 RO -010873 Bucuresti 1 Mobile: + 40 722 693 070 radu.urziceanu@cfr.ro Daniela.Oncete@cfr.ro

Country	Infrastructure Manager	Contact data
Greece	OSE S.A.	1-3 Karolou Str., GR 10437 Athens Tel: +30 210 5297264 m.lefaki@osenet.gr
Serbia	Infrastructure of Serbian Railways JSC.	6 Nemanjina Str., 11000 Belgrade Phone: +381 11 3616 748 Cell.: + 381 64 842 70 49 katarina.nesic@srbrail.rs

1.7. Cooperation Between European IMs/ABs

1.7.1. Rail Freight Corridors

Pursuant to Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight, 11 rail freight corridors (RFCs) have been set up to achieve the following objectives:

- strengthening the cooperation between the IM/capacity allocation body on key aspects such as route allocation, preparation for operation of interoperable systems and infrastructure development;
- finding the right balance between freight and passenger transport along RFCs, provision of adequate freight capacity in line with market needs and ensuring that common targets for the accuracy of freight trains are met;
- promoting intermodality between rail and other modes of transport by integrating terminals in the corridor management process.

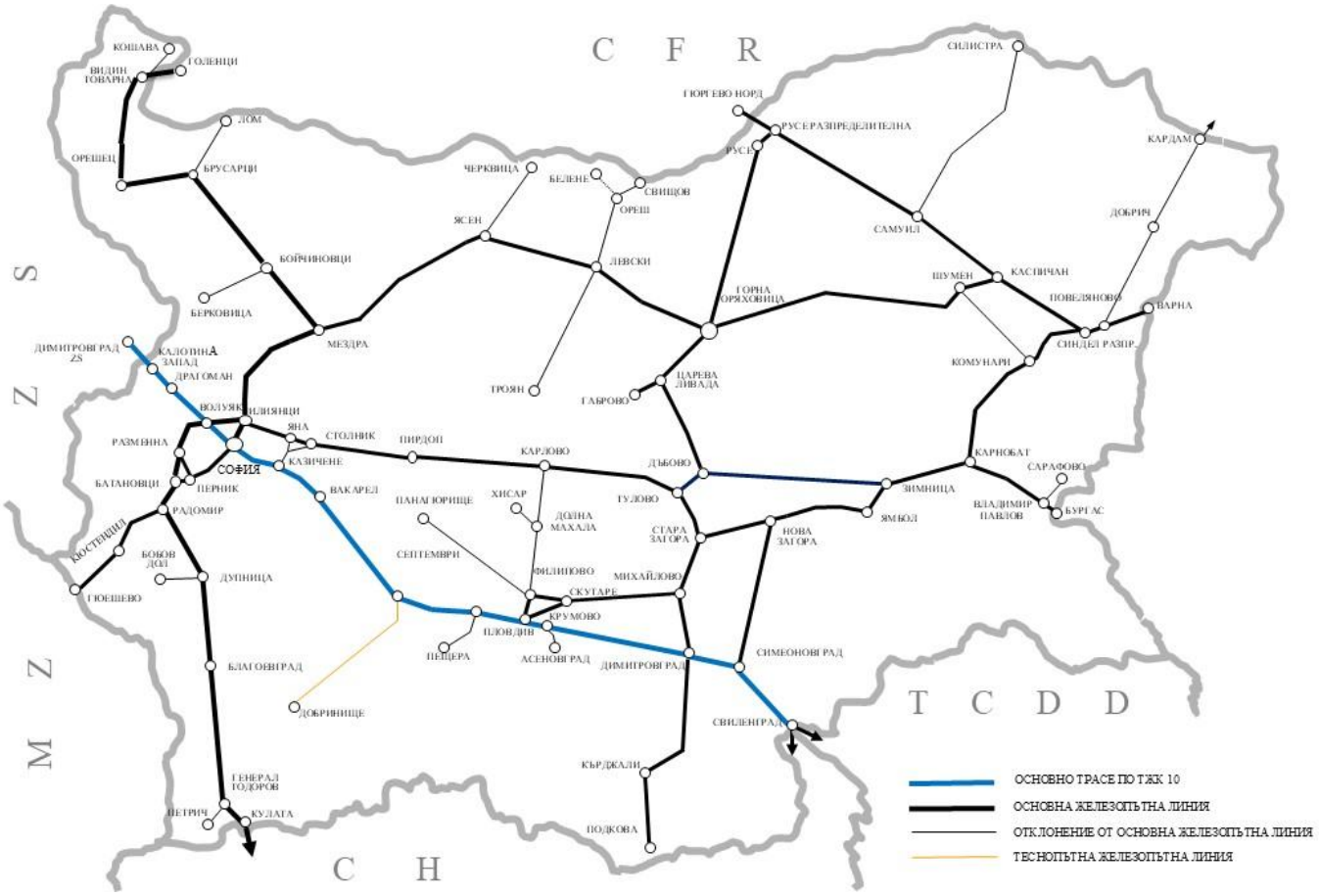
SE NRIC participates in:

- ***RFC 10 Alps – Western Balkans***

The main route of the corridor is: Zalzburg – Fillah – Ljubljana – /Wels/Linz – Graz – Maribor – Zagreb – Vinkovci/Vukovar – Tovarnik – Belgrad – Sofia – Svilengrad.

You can find detailed information about RFC 10 on the website of the corridor at the following address: https://www.rfc-awb.eu/.

Map of the railway lines of the railway network of SE NRIC, included in RFC 10



1.7.2. Rail Net Europe and other international cooperation

The SE NRIC is a member of RailNetEurope (RNE), which is the umbrella organization of the European railway infrastructure managers and capacity allocation bodies. RNE facilitates international rail business by developing harmonized international business processes in the form of templates, manuals and guidelines, as well as IT tools.

More information about RNE can be found at http://www.rne.eu/organisation/rne-approach-structure/.

SE NRIC is a member of UIC, CER, RNE and its One-Stop Shop Network and maintains wide-ranging, bilateral cooperation with the railway infrastructure managers of the neighboring countries of Bulgaria.

SE NRIC participates in the work on the construction of the TEN-T network in accordance with the requirements of Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No. 913/2010 and repealing Regulation (EU) No. 1315/2013.

SE NRIC also works actively in the OSJD organization, where Bulgaria is a full-right member, represented by the Ministry of Transport and Communications. SE NRIC has signed the "Charter for Social Responsibility at Stations", a Memorandum of Cooperation with the Railway Infrastructure Manager of Austria (ÖBB – Infra) and a Declaration of Railways on Climate Responsibility, which is a part of the package of documents of the UN Climate Change Conference (COP 25) and the EU Green Deal.

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

CHAPTER 2. INFRASTRUCTURE

2.1. Introduction

This chapter contains a description of the functional and technical characteristics of the railway infrastructure managed by SE NRIC for the period of validity of the NS. It is designed to meet the needs of railway undertakings in relation to railway planning.

2.2. Extent of Network

The railway network of SE NRIC covers the territory of the Republic of Bulgaria. Exceptions are lines of the internal railway transport of departments, companies or enterprises pursuant to Art. 2, item 3 of the Railway Transport Act, which are intended for the implementation of the connection with the railway lines included in the railway infrastructure.

2.2.1. Limits. Scope of the railway network of the SE NRIC

The scope of the railway network managed by SE NRIC is given in **Annex 2.3.1.1**.

2.2.2. Connecting Railway Networks

The railway infrastructure, managed by SE NRIC, is connected with the railway infrastructures of the IMs of:

- Serbia – Infrastruktura železnice Srbije a.d železnice Srbije a.d. ***(https://infrazs.rs/);***
- Romania – Compania Națională de Căi Ferate "CFR" – SA ***(https://cfr.ro/);***
- The Republic of Türkiye – Türkiye Cumhuriyeti Devlet Demiryolları /TCDD/ – Turkish Republic State Railways (***https://www.tcdd.gov.tr/);***
- The Hellenic Republic – OSE SA ***(https://ose.gr).***

Railway border crossings:

2.2.2.1. The railway border crossing between the Republic of Bulgaria and Serbia is located between the railway stations of Dimitrovgrad/Infrastructure Jeleznica Serbia/ – Kalotina Zapad – Dragoman along I-st railway Kalotina Zapad – Sofia – Plovdiv – Svilengrad. The border crossing is electrified.

Information on the railway stations of the border crossing is set out in **Annex 2.2.2**.

The train border processing is carried out, as follows:

- Customs clearance and border control of the passenger trains are made by the competent authorities of the Republic of Bulgaria, at Kalotina Zapad railway station;
- Customs clearance of the freight trains is made by the competent authorities of the Republic of Bulgaria, at Dragoman railway station;
- Border control of the freight trains is made by the competent authorities of the Republic of Bulgaria, at Kalotina Zapad railway station;
- Handover and acceptance of the trains between the Bulgarian and Serbian railway undertakings is made at Dimitrovgrad railway station /Infrastruktura Zeleznica Serbija/.

2.2.2.2. The railway border crossing between the Republic of Bulgaria and Republic of Türkiye is between the railway stations Svilengrad and Kapikule along 1-st railway line Kalotina Zapad – Sofia – Plovdiv – Svilengrad. The border crossing is electrified.

The information on the railway stations of the border crossing is set out in **Annex 2.2.2**.

The train border processing is carried out, as follows:

- Customs clearance and border control of all train categories is made by the competent authorities of the Republic of Bulgaria, at Svilengrad railway station;
- Handover and acceptance of the trains between the Bulgarian and Turkish RUs is made at Kapikule railway station /The Republic of Türkiye/.

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

2.2.2.3.1. Between the railway stations Svilengrad and Dikaia along I railway line Kalotina Zapad – Sofia – Plovdiv – Svilengrad. The border crossing is not electrified. Information on the railway stations of the border crossing is set out in **Annex 2.2.2**.

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

2.2.2.3.2. Between the railway stations Kulata and Strimon along V railway line Sofia – Vladaya – Pernik – Kulata. The border crossing is not electrified. Information on the railway stations of the border crossing is set out in **Annex 2.2.2**.

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

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

2.2.2.4.1. Between the railway stations Ruse – Ruse Razpredelitelna – Gyurgevo Nord along IV railway line Ruse – Gorna Oryahovitsa – Stara Zagora – Dimitrovgrad – Podkova. The border crossing is not electrified. Information on the railway stations of the border crossing is set out in **Annex 2.2.2**.

- Customs clearance and border control of the passenger trains is made by the competent authorities of the Republic of Bulgaria and Romania at the common border railway station Ruse;
- Handover and acceptance of the passenger trains between the Bulgarian and Romanian railway undertakings is made at the common border railway station Ruse;
- Customs clearance and border control of the freight trains is made by the competent authorities of the Republic of Bulgaria and Romania at the common border railway station Ruse Razpredelitelna;
- Handover and acceptance of the freight trains between the Bulgarian and Romanian railway undertakings is made at the common border railway station Ruse Razpredelitelna.

2.2.2.4.2. Between the railway stations Vidin Patnicheska – Vidin Tovarna – Golentsi along VII railway Mezdra – Vidin. The border crossing is not electrified. Information on the railway stations of the border crossing is set out in **Annex 2.2.2**.

- Customs clearance and border control of the passenger trains is made by the competent authorities of the Republic of Bulgaria and Romania at the common border railway station Vidin Patnicheska;
- Handover and acceptance of the passenger trains between the Bulgarian and Romanian railway undertakings is made at the common border railway station Vidin Patnicheska;
- Customs clearance and border control of the freight trains is made by the competent authorities of the Republic of Bulgaria at the common railway station Vidin Tovarna;
- Handover and acceptance of the freight trains between the Bulgarian and Romanian railway undertakings is made at the common border railway station Vidin Tovarna.

2.2.2.4.3. Between the railway stations Kardam – Negru Vodă along 28 railway line Razdelna – Povelyanovo – Kardam. The border crossing is not electrified. Information on the railway stations of the border crossing is set out in **Annex 2.2.2.**

- Customs clearance and the border control of all train categories is made by the competent authorities of the Republic of Bulgaria at Kardam railway station;
- Handover and acceptance of all train categories between the Bulgarian and Romanian railway undertakings is made at Kardam railway station.

2.3. Network description

2.3.1. Track Typologies

Annex 2.3.1.1. shows the railway infrastructure managed by SE NRIC.

Main parameters of the railway network of SE NRIC as of 31.12.2025:

- Total unfolded length of the railway network – 6,438 km, of which with a normal track gauge of 1,435 mm are 6,285 km, including:
  - length of an open railway line with a normal track gauge – 3,900 km;
  - double railway lines – 995 km;
  - narrow-gauge railway lines (760 mm) – 125 km;
  - length of station tracks – 1,418 km:
    - with track gauge 1,435 mm – 1,390 km;
    - with track gauge 760 mm – 13 km;
    - with track gauge 1,520 mm – 15 km.
- Railway facilities:
  - Railway tunnels – 186 with a total length of 47.9 km (**Annex 2.3.1.2**);
  - Railway bridges – 995 with a total length of 43.1 km (**Annex 2.3.1.3**);
  - Level crossings – 722.

2.3.2. Track Gauges

The existing track gauges in the network of SE NRIC are:

- track gauge 1,435 mm – with a total length of 6,285 km;
- track gauge 760 mm (narrow gauge) – with a total length of 138 km;
- track gauge 1,520 mm (for tracks in the pre-ferry park of the Varna Ferry Complex) – with a total length of 15 km.

2.3.3. Stations and Nodes

The activities for reception, dispatch, stay and processing of trains, for ensuring the transport of passengers and goods, as well as other technological operations related to the operation of the railway infrastructure and the transport work, are carried out in operational points.

Depending on their equipment and purpose, the operational points are divided into railway stations, block posts, shunting areas and stops. In the network of SE NRIC, there are 293 railway stations, 16 block posts and 397 stops.

2.3.3.1. Railway Stations

The train station is the track layout and technological buildings related to the management of train traffic, traffic safety and the transport of goods and passengers.

A list of stations and information about them is provided in **Annex 2.3.3.1**.

Information on the kilometric position of the railway stations is provided in **Annex 2.3.3.1.1.**

2.3.3.2. Block Posts

The block posts divide the plain track into interstations, and if they have a switch layout, they serve to divert the movement of trains. They are equipped with the necessary safety equipment devices and communications. The block posts are with a traffic manager on duty or with an automatic action.

A list of block posts having a switch layout that can be considered as operational points and information about them is provided in **Annex 2.3.3.1.**

2.3.3.3. Stops

The stops are intended for passenger service only and are without operating personnel.

A list of stops and information about them is provided in **Annex 2.3.3.3.**

2.3.3.4. Shunting Area

The shunting area is a separate part of the railway infrastructure, in which shunting activity is performed. A list of shunting areas and the stations, from which they are serviced, is presented in **Annex 2.3.3.4.**

2.3.4. Loading Gauge

The loading gauge for railway sections and lines of railway infrastructure is defined in **Order No. 448/30.03.2022** of the Director General of SE NRIC.

2.3.5. Weight Limits

The admissible axle load for railway sections and lines of railway infrastructure is defined in **Order No. 448/30.03.2022** of the Director General of SE NRIC.

2.3.6. Line Gradients

The maximum gradients along SE NRIC railway lines are specified in **Annex 2.3.6**.

2.3.7. Maximum Line Speed

Information about the maximum permissible speeds by railway tracks in the Train Timetable 2026/2027 is given in **Annex 2.3.7.1**

Information about the constant speed reductions in the Train Timetable 2026/2027 is given in **Annex 2.3.7.2**

2.3.8. Maximum Train Lengths

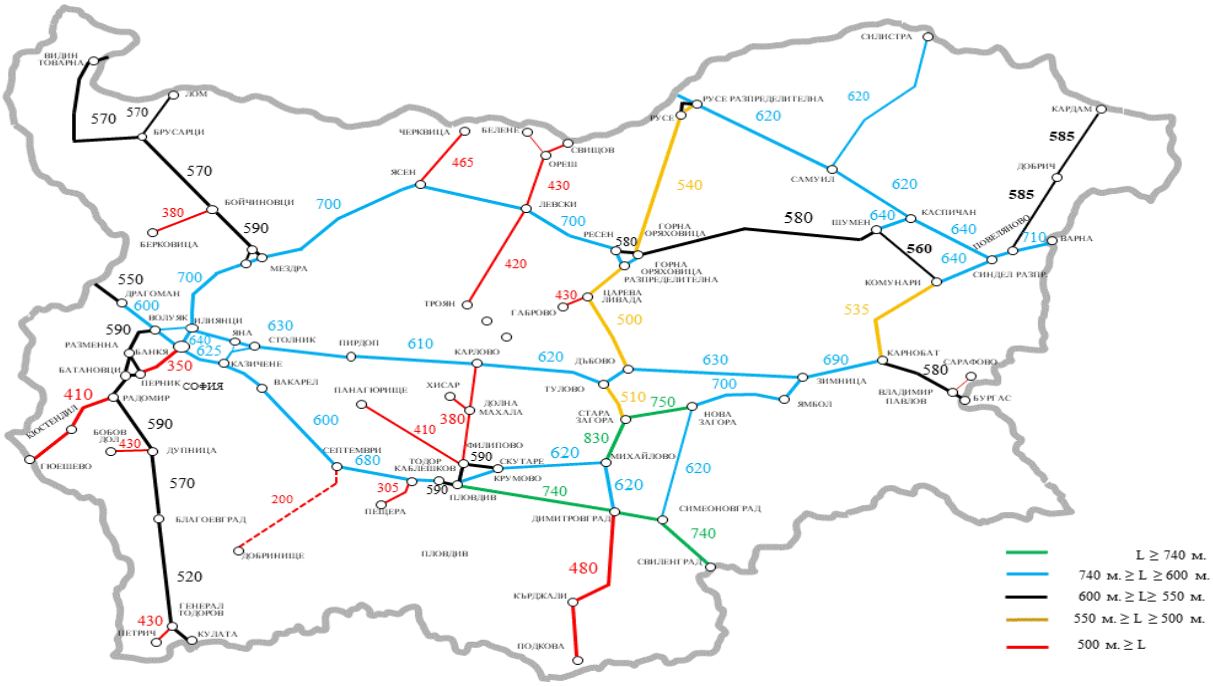
The train length includes the length of its wagons (coaches) composition and the locomotives in working condition. The norm for a train length for a given section is determined by the station, along the

route of the train with the smallest useful length of the longest receiving-departure track, including the length of the locomotives in working condition.

Information about the maximum useful length of the arrival and departure tracks (meters) of each operational point is shown in **Annex 2.3.3.1**.

The norms for train lengths on sections without additional conditions are shown in the map below.

Map of the norms for train lengths by sections
for movement without additional conditions



2.3.9. Power Supply

Over 71% of the total length of the railway network in the Republic of Bulgaria is electrified. **Annex 2.3.9.1.** specifies the electrified/non-electrified railway lines of SE NRIC.

The traction power supply system in the Republic of Bulgaria is an overhead contact line with voltage and frequency – AC 25kV-50Hz, a scheme of the electrified railway lines of the SE NRIC is shown in **Annex 2.3.9.2.**

The list of neutral section locations of the SE NRIC railway network is shown in **Annex 2.3.9.3**.

The following types of pantograph slider profiles are permitted for use – (1,950 mm) and (1,600 mm (EP), with average contact pressure – Fm from 60 to 108.80 N.

According to COMMISSION REGULATION (EU) No. 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in EU, item 4.2.4.1. "Maximum train current" and EN 50388 adopted on 1 March 2005, the restrictions of the maximum permissible train current are shown in Map of Restrictions by Feeder Zones **Annex 2.3.9.4**.

2.3.10. Signalling systems

The safety equipment (signaling) carries out objective control of the location of the rolling stock on the permanent way by means of rail circuits or axle counters.

Control and management of the elements of the railway infrastructure (traffic lights and switches) is carried out through Key Interrelations Relay systems (KIRS) or station interlockings and interstation semi-automatic blocking (SAB) or automatic blocking (AB) systems. In some sections, a centralized dispatch management (DM) of the train traffic has been built.

The safe train passage through railway level crossings is provided by Automatic Level-Crossing Devices (ALCD).

In some sections, a system has been built for control and management of the speed of the trains, which is carried out through the European system ALS / ETCS.

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

Annex 2.3.10.1. Map of train traffic control systems at train operational points.

Annex 2.3.10.2. Map of train traffic control system at interstation sections.

Due to construction works, the operation of signalling equipment at refurbished stations may be disconnected, as the signals of the entrance and warning traffic lights may be controlled by Temporary Switchboards (TS).

2.3.11. Traffic Control Systems

SE NRIC applies the following traffic control systems:

- TPMS – (Bulgarian acronym СУВР (SUVR)) – a Train Performance Management System. The system is used for planning, documenting and monitoring the movement of trains in real time, preparing a forecast for the movement of trains, preparing operational timetables, printing the executed schedule for the movement of trains, preparing reports and analysis;
- ARAMIS – Train Traffic Dispatching Management System in the section Krumovo – Dimitrovgrad – Svilengrad. By means of this system, the section is controlled from one place /the dispatching center/, which serve the information boards at the railway stations at the same time;
- TRIS CTC – system for centralized management of train traffic in the section from Svetovrachene station to Sopot station (16 stations). Through it, the movement of trains in the section is controlled from one place /the dispatching center in Sofia/.

2.3.12. Communication Systems

All types of communication connections in the railway infrastructure are performed by telecommunication facilities – official intra-station communications, interstation communications, inter-dispatcher communications, train dispatcher radio communications, communications during shunting operations, general official telephone communications, selector communications, etc.

Telecommunication systems are provided in:

Annex 2.3.12.1. Map of telecommunication systems at SE NRIC;

Annex 2.3.12.2. Table of frequency group numbers for train dispatching radio communication system (TDRCS);

Annex 2.3.12.3. Table of emergency telephone posts.

- **Commutation Systems – Telephone Exchanges**

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

- **Cable Systems**

SE NRIC has laid highway copper cables in the railway expropriation area (the easement strip) along the railway line. For the telecommunication purposes, intra-station telecommunication cables TZA and TPPB of different capacity have been laid at the railway stations, depending on the necessities.

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

- **Transmission Systems**

12-channel analogue high-frequency installations for voice and data transmission have been implemented and are still used in the telecommunication network, operating along copper highway cable systems. High-frequency installations are 100% filled in, their small capacities and limited number of channels do not comply with the high requirements of the data transmission network (maximum speeds are up to 19.6ºkb/s).

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

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

- **Dispatching Systems**

Special operational and technological dispatching systems are designed primarily for the needs of SE NRIC – they provide voice communication between dispatchers and station managers on duty in charge of train operation. Special dispatching systems are built independent of the telecommunication network for general business network, in accordance with the requirements of the national regulatory documents.

- **Selector Communications**

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

- **Radio Communications (train dispatching radio communication systems and shunting operations)**

For the needs of safe train traffic and in accordance with regulatory documents, SE NRIC has built specialised radio communications for train dispatching and shunting operations. Radio communications for train traffic control operations are designed and intended only for connecting locomotive drivers with the respective train dispatchers and station managers on duty at the railway stations of the railway sections, and are binding for all traffic participants along the respective railway line. Radio communications for train traffic control operations operate in the frequency range of 450 MHz (0.7 m). Most major highways are covered by radio signal.

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

- **GSM-R**

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

- **Passenger Information Systems**

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

- **Chronometric System**

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

2.3.13. Train Control Systems

Sections with ALS in operation

- The sections Septemvri – Plovdiv and Krumovo – Svilengrad are equipped with interoperable ERTMS system (ETCS level 1 – version 2.3.0d and GSM-R Voice). The section Danube bridge 2 (Vidin) – Vidin Patnicheska – 16,314 km is equipped with the ETCS system level 1 – version 2.3.0d, and the field equipment has been built and has a Permit for use in accordance with the Spatial Planning Act (SPA).

For trains running on lines with train control systems, it is not mandatory, but recommended, to be equipped with appropriate on-board systems. Trains not equipped with the relevant on-board systems shall be allowed to run on these lines at a speed not exceeding 130 km/h.

The following devices for the railway rolling stock control are installed:

- In the interstation Septemvri – Pazardzhik – a Rolling Stock Control System at km 110 +200 (control of hot axle boxes, braking surfaces, axle load, irregularities on the road and deviations on the wheels, derailed wheel axle);
- In the interstation Todor Kableshkov – Stamboliyski – a Rolling Stock Control System at km 141 + 800, double-track (gauge control of hot axle boxes, braking surfaces, axle load, irregularities and deviations on the wheels, derailed wheel axle);

- In the interstation section Plovdiv Razpredelitelna Iztok – Krumovo Hot Axle Box and Hot Wheel Detection System at km. 161+840 (double track);
- In the interstation section Yabalkovo – Dimitrovgrad Hot Axle Box and Hot Wheel Detection System Dimitrovgrad – Zapad at km 227+228.
- In the interstation section Dimitrovgrad – Nova Nadezhda – Axle Box and Hot Wheel Detection System at km 238+239;
- In the interstation section Dimitrovgrad – Haskovo Hot Axle Box and Hot Wheel Detection System Dimitrovgrad Yug at km 3+874;
- In the interstation section Lyubimets -Svilengrad Hot Axle Box and Hot Wheel Detection System Dimitrovgrad-Zapad at km 291+183;
- In the interstation section Svilengrad – Kapikule Hot Axle Box and Hot Wheel Detection System at km 302+000;

In the interstation section Manole – Belozem – Hot Axle Box and Hot Wheel Detection System at km 26+532.

Annex 2.3.13 Map of train operation control systems (Automatic Locomotive Signalling/ETCS)

2.4. Traffic Restrictions

2.4.1. Specialized Infrastructure

SE NRIC does not provide specialised infrastructure.

2.4.2. Environmental Restrictions

On the grounds of Ordinance No. 6 of 26 June 2006 on the limit values of the noise levels in the different territories and spatial areas in the urbanized territories and outside them, the equivalent noise level in dB (A) in the areas exposed to the impact of railway and tram transport are as follows: day – 65 dB, evening – 60 dB and night – 55 dB.

The norms and requirements for limiting harmful noise in the environment are regulated in the following regulatory documents:

National Legislation:

- Law on environmental noise protection, effective from 01 January, 2006.
- Ordinance No. 6 of 26 June 2006 on environmental noise indicators, taking into account the degree of discomfort during different parts of the day, the limit values of environmental noise indicators, in the premises of residential and public buildings, in zones and territories intended for residential construction, recreational zones and territories and zones with mixed use, the methods of assessing the values of noise indicators and the harmful effects of noise on the health of the population (hereinafter referred to as "Ordinance No. 6");
- Ordinance No. 57 of 9 June 2004 on achieving interoperability of the national railway system with the railway system within the European Union;
- Ordinance on the essential requirements and compliance assessment of machines and equipment operating outdoors with regard to the noise emitted by them in the air, effective from 11 February, 2005;
- Ordinance on the requirements for development and content of strategical noise maps and action plans (adopted by Decree of the Council of Ministers No. 217 dated 18 August, 2006);

- Ordinance No. 54 of 13.12.2010 on the activities of the national system for environmental noise monitoring and on the requirements for conducting self-monitoring and provision of information from industrial sources of environmental noise.

European legislation:

- Commission Directive (EU) 2015/996 of 19 May 2015 establishing common noise assessment methods according to Directive 2002/49/EC of the European Parliament and of the Council;
- Directive 2002/49/EC of the European Parliament and of the Council relating to the assessment and management of environmental noise;
- Directive 2000/14/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors;
- Commission Regulation (EU) No. 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem "rolling stock - noise" amending Decision 2008/232/EC and repealing Decision 2011/229/EU (hereinafter referred to as the "TSI Noise").

The "TSI Noise" defines the optimal level of harmonisation related to the specifications of the "rolling stock" subsystem for limiting noise emissions from the EU rail system. In order to reduce the discomfort for people from the noise emitted by freight rail traffic, in 2019, the indicator "Quieter route" was introduced in the "TSI Noise", which means a part of the railway infrastructure with a minimum length of 20 km on which the average number of daily operated freight trains during the night-time, as defined in national legislation transposing Directive 2002/49/EC of the European Parliament and of the Council, was higher than 12. The night period in Bulgaria is defined as the time from 11 p.m. to 7 a.m. (lasting 8 hours) according to Art. 4, para. 4 of Ordinance No. 6.

Since 2015, no freight traffic exceeding 12 trains has been registered on the railway infrastructure of Bulgaria during the night period, and for this reason, no "quieter routes" have been determined and no restrictions have been introduced for the movement of freight trains on certain sections or night hours on the railway infrastructure in order to reduce noise emissions. Information on the designated "quieter routes" is provided by the EU Member States in the Register of Infrastructure (RINF) and is also published/updated on the website of the European Union Agency for Railways (ERA), in accordance with Appendix D.1 of the "TSI Noise" at: https://www.era.europa.eu/domains/technical-specifications-interoperability/noise-tsi_en.

During reconstruction, rehabilitation or construction of new railway lines, noise reduction screens are constructed in accordance with environmental legislation and Ordinance No. 55 of 29.01.2004 on the design and construction of railway lines, railway stations, railway level crossings and other elements of the railway infrastructure.

2.4.3. Dangerous Goods

The stations, in which dangerous goods Classes 2 to 9 according to RID can be loaded, unloaded and stored shall be determined by the Director General of SE NRIC, upon proposal of the railway undertakings.

List of these stations and the documentation that must be attached to it to allow the handling of dangerous goods in them are set out in Order No. 442/16.03.2015, supplemented by Order No. 769/27.04.2015 Order No. 1320/04.07.2017, Order No. 2260/09.11.2017, Order No. 3-1699/12.10.2021, Order No. 3-7/06.01.2022 and Order No. 3-933/13.05.2024 of the Director General of SE NRIC.

2.4.4. Tunnel restrictions

There are no restrictions on passing through the railway tunnels.

2.4.5. Bridge restrictions

There are no restrictions on crossing the railway bridges.

2.5. Infrastructure Availability

The railway infrastructure managed by SE NRIC is available without interruption. However, there are sections of the network where, due to lower traffic at certain times of the day, the stations for the traffic services are closed. Information on station working hours is provided at **Annex 2.3.3.1.**There are also sections of the railway network, in which capacity limitations are planned for certain periods of time for construction and repair activities for the maintenance and development of the railway infrastructure. SE NRIC shall promptly inform the interested railway undertakings about the planned capacity limitations. More detailed information on the planned capacity limitations and the deadlines for notification is provided in item 4.3. of this Network Statement.

In case there is a need for unforeseen or for additional provision of (unscheduled) construction and repair works on the railway infrastructure, SE NRIC shall immediately inform the interested railway undertakings. More detailed information on unforeseen capacity limitations and notification deadlines is provided in section 4.3.2.6. of this Network Statement.

In case of occurrence of unforeseen situations, leading to interruption of the availability of the railway infrastructure, SE NRIC shall immediately inform the interested railway undertakings. More detailed information on actions in case of unforeseen situations is provided in item 6.3.3. of this Network Statement.

2.6. Infrastructure Development

Major projects for railway infrastructure development:

- Modernization of the Vidin – Sofia railway line, and Medkovets – Sratsimir railway section;
- Modernization of the Vidin – Sofia railway line: Vidin – Sratsimir railway section;
- Modernization and introduction of SCADA system in Vidin traction substation along the corridor and the main network Vidin – Mezdra;
- Modernization and introduction of SCADA system in Brusartsi traction substation along the corridor and the main network Vidin – Mezdra;
- Modernization of traction substations Vratsa and Pernik;
- Modernization of Boychinovtsi traction substation;
- Reconstruction of Pernik and Radomir station complexes;
- Reconstruction of station complexes on the Zaharna Fabrika, Gorna Banya and Pernik-Razpredelitna stations;
- Modernisation of Sofia – Dragoman railway line – border with the Republic of Serbia, section Voluyak

– Dragoman – Phase 2;

- Modernization of the railway line Sofia – Pernik – Radomir;
- Modernization of the railway section Gyueshevo – border with the Republic of North Macedonia;
- Development of railway junction Sofia: railway section Sofia – Voluyak;
- Modernization of Sofia – Plovdiv railway line, Sofia – Elin Pelin section;
- Modernization of Sofia – Plovdiv railway line, Elin Pelin – Kostenets section – Phase 2;
- Modernization of Sofia – Plovdiv railway line, Kostenets – Septemvri section;
- Development of railway junction Plovdiv;
- Rehabilitation of Plovdiv – Burgas railway line, Phase 2, Stage II;
- Reconstruction of Stara Zagora and Nova Zagora station complexes, Phase 2;
- Doubling and electrification of the Karnobat – Sindel railway line;
- Construction of an intermodal terminal in the North Central Planning Region in Bulgaria – Ruse;
- Restoration, repair and modernization of Varna and Razgrad traction substations and construction of Ruse traction substation, and introduction of remote control and telemetering system – SCADA, Phase 2;
- Modernization of traction substations Chervena Voda and Hitrino;
- Implementation of ERTMS, level 2 on the Ruse – Kaspichan railway line;
- Expanding the functional scope of the geographic information system (GIS) of SE NRIC.

CHAPTER 3. ACCESS CONDITIONS

3.1. Introduction

This chapter describes the terms and conditions related to the access to the railway infrastructure for the minimum access package to the services (train paths), managed by SE NRIC.

These terms and conditions also apply to the part of the freight corridors that pass through the infrastructure managed by the SE NRIC.

3.2. General Access Requirements

According to Article 10 of Directive 2012/34/EC, railway undertakings are granted the right of access under fair, non-discriminatory and transparent conditions to railway infrastructure in all Member States for the provision of all types of rail freight services. This right includes access to infrastructure that connects seaports and inland ports with other service facilities listed in point 2 of Annex II to the Directive and to infrastructure that serves or could serve more than one end user. Railway undertakings shall be granted the right of access to the railway infrastructure in all Member States for the purpose of operating international passenger services. When operating an international passenger service, railway undertakings shall have the right to pick up passengers from any station located on an international route and drop them off at another station, including stations located in the same Member State. This right includes access to the infrastructure connecting the service facilities listed in point 2 of Annex II to the Directive.

Under Article 31 of the RTA, licensed railway undertakings holding a license for railway transportation of passengers and/or cargo, issued in Bulgaria or in another Member-State of the European Union and a single safety certificate have access to the railway infrastructure and to the service facilities for the provision of all types of railway services for the transport of passengers and goods under fair, non-discriminatory and transparent conditions. This right includes access to the infrastructure, which connects sea and river ports with the other service facilities, as well as to the infrastructure, which services or could service more than one end user. They have the right to carry passengers between railway stations located in Member States of the European Union, including between railway stations located on the territory of the Republic of Bulgaria.

Railway undertakings, not having a freight transport license, shall be entitled to access to the first station on the railway infrastructure, necessary for the performance of the activities on the internal railway transport of the Ministry of Interior, the Ministry of Defense and other departments, companies or enterprises, with the exception of the activities related to the requirements for the technical operation and traffic safety.

In carrying out international and domestic traffic, as well as all other railway operations on the SE NRIC network, railway undertakings shall comply with all international and national regulations governing the safety of railway traffic, such as:

- Railway Transport Act;
- Ordinance No. 4 of March 27, 1997 on railway level crossings;
- Ordinance No. 41 of 27 June 2001 on the access and use of railway infrastructure;
- Ordinance No. 43 of 11 September 2001 on the railway transport of passengers, luggage and parcels;
- Ordinance No. 44 of 10 October 2001 on the transport of goods by rail;
- Ordinance No. 46 of 30 November 2001 on the railway transport of dangerous goods;
- Ordinance No. 48 of 28 December 2001 on the railway transport of specific goods, goods without packaging and goods requiring special packaging;
- Ordinance No. 58 of 2 August 2006 on the rules for technical operation, train traffic and signaling in railway transport;
- Ordinance No. 59 of 5 December 2006 on safety management in railway transport.

3.2.1. Conditions for Applying for Capacity

Pursuant to Article 12 of Ordinance No. 41, the Railway Infrastructure Manager provides the railway undertakings with access to the infrastructure in accordance with the procedure provided for in Chapter Two, Section III of the RTA.

Article 12b of Ordinance No. 41 stipulates that requests for infrastructure capacity can be submitted by applicants. For the use of infrastructure capacity the applicants shall designate a railway undertaking to conclude a contract with the railway infrastructure manager in accordance with Art. 6. Applicants have the right to independently conclude a contract with the infrastructure manager.

The infrastructure manager shall, as far as possible, satisfy all requests for infrastructure capacity, especially those concerning train paths crossing more than one network. In the cases where capacity requests require coordination, the railway infrastructure manager may offer the applicants infrastructure capacity different from the requested one.

The infrastructure capacity allocated by the Infrastructure Manager to one applicant may not be transferred from the recipient to another railway undertaking or for other services. The utilization of capacity by a railway undertaking, when carrying out the activities of an applicant who is not a railway undertaking, shall not be considered as transfer. Any trading in infrastructure capacity is prohibited and leads to exclusion from further capacity allocation.

3.2.2. Conditions for Access to the Railway Infrastructure

The use of the railway infrastructure is carried out by railway companies that hold a license to carry out rail transport of passengers and/or goods and a single safety certificate issued after 16.06.2019, in accordance with the requirements of Directive (EU) 2016/798 on the safety of rail transport, or a safety certificate.

A condition for access to the railway infrastructure is the presentation of a license, including its annex on financial coverage of civil liability according to Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings, and a single safety certificate issued after 16.06.2019 according to the requirements of Directive (EU) 2016/798.

A railway undertaking, not having a freight transport license, is entitled to access to the first station of the railway infrastructure, necessary to carry out its activities after providing both a single safety certificate and a civil liability insurance contract.

3.2.3. Licenses

The licensing of railway undertakings for the transport of passengers and/or freight is carried out in accordance with the requirements of the Railway Transport Act and Ordinance No. 42 on the licensing of railway undertakings for the transport of passengers and/or freight.

The license is indefinite and is reviewed every 5 years to determine compliance with the requirements under Article 38 of the RTA. The license is also reviewed in cases of transformation of the Railway Undertaking. Until the review is completed, the license remains valid.

The licenses issued for the provision of railway transport of passengers and/or freight on the whole territory of the Republic of Bulgaria are valid on the whole the territory of the European Union and the European Economic Area (EEA). The license is personal and non-transferable.

The licenses issued for the provision of railway transport of passengers and/or freight in separate parts of the territory of the Republic of Bulgaria - such as regional lines, are valid on the territory of Bulgaria for transport on the regional lines included in the scope of the license.

The license for carrying out railway transport of passengers and/or freight and/or providing locomotive traction shall be issued by the Minister of Transport and Communications or by an official, authorised thereby, in accordance with Art. 37, para. 1 of the Railways Transport Act (RTA). Address of the Ministry of Transport and Communications: The city of Sofia, 1000, 9, Dyakon Ignatii Str. and website: https://www.mtc.government.bg/en.

The Railway Administration Executive Agency shall verify the fulfillment of the requirements for the issuance and revision of a license for railway transportation of passengers and/or freights in the Republic of Bulgaria, by reviewing the application and the documents attached thereto, required by the applicable legislation, with the following address: The city of Sofia, 1000, 5, General Y. Gurko Str. and website: https://www.iaja.bg/en.

3.2.4. Single Safety Certificate

Railway undertakings (RUs) whose activity is the transport of goods and/or passengers, whether their activities are limited to providing locomotive traction or not, must hold a valid single safety certificate (SSC) in order to gain access to the railway infrastructure.

The presence of a valid single safety certificate is a condition for access to the railway infrastructure (Article 34, Paragraph 2 of Ordinance No. 59).

Single Safety Certificates serve as an evidence that the railway undertaking has established a safety management system and complies with the TSI requirements and with some other applicable EU regulations, as well as with the national safety rules to control the risks and to provide safe transport services along the railway infrastructure (Art. 34(1) of Ordinance No 59 of 5 December 2006 on safety management in railway transport).

The European Union Agency for Railways (ERA) issues a single safety certificate to railway undertakings operating in one or more EU Member States, as well as upon an applicant's request – a single safety certificate of a railway undertaking operating in Bulgaria (Art. 26(2) of Ordinance No 59).

The process of issuance of a single safety certificate is shown in Chapter Three "Single safety certificate" (Title amended – State Gazette, issue 28 of 2012, suppl. – State Gazette, issue 66 of 2019) from Ordinance No. 59 and in detail on the ERA website: https://www.era.europa.eu/domains/applicants/applications-single-safety-certificates_en.

The Executive Director of RAEA issues a single safety certificate to a railway undertaking operating in the Republic of Bulgaria, when requested by the Applicant pursuant to Article 26, Para. 1 of Ordinance No. 59. Address: The city of Sofia, 1000, 5, General Y. Gurko Str. and website: https://www.iaja.bg/en/15.

All applications for the issuance of a single safety certificate are submitted and managed mandatorily through the One-Shop Stop (OSS), which is an information and communication system developed and maintained by the Railway Transport Agency of the European Union (EUAR) in accordance with Article 12 of Regulation (EU) 2016/796. This includes any new application, update or renewal of an existing single safety certificate. Single safety certificates issued to RUs by EEA Member States and Switzerland shall be mandatorily published by the EUAR in the Interoperability and Safety Database (ERADIS) at the following address: https://eradis.era.europa.eu/safety_docs/scert/default.aspx.

3.2.5. Insurance

Pursuant to Article 9, letter "a" of Ordinance No. 42 dated 6 July 2001 on licensing railway undertakings for carriage of passengers and/or freight, after obtaining a license, the railway undertaking shall present to the RAEA a document for established civil liability insurance with regard to passengers, luggage, freight, mail and third persons, in compliance with the legislation in force or in evidence that it has taken equivalent measures to secure financially the amount of its insurance liability.

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

3.3. Contractual Arrangements

3.3.1. Framework Agreement

Article 18 of Ordinance No. 41 provides for a possibility the railway infrastructure manager to conclude framework agreements with the applicants to specify the parameters of the capacities of the infrastructure for which an application has been submitted. The framework agreement is concluded for a period of 5 years and may be renewed for a period equal to its initial duration. The general terms and conditions of each framework agreement shall be made available to all interested parties in compliance with keeping the trade secrets. The framework agreement does not preclude the use of the infrastructure by other applicants or for other services.

SE NRIC does not offer any framework agreements.

3.2.3. Contracts with RUs

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

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

Model Agreement for access to and use of the railway infrastructure with railway undertakings is provided in **Annex 3.3.2**.

3.3.3. Contracts with Non-RU Applicants

Pursuant to Article 31(5) and (6) of the RTA, any railway company not having a freight transport license (non-RU) is entitled to access to the first station of the railway infrastructure, necessary for carrying out the activities of the companies and enterprises pursuant to Article 2(3) of the RTA. The access agreement shall be concluded provided that a single safety certificate and a civil liability insurance are available.

Model Agreement for access to and use of the railway infrastructure with non-licensed railway companies (non-RU applicants) is provided in **Annex 3.3.3**.

3.3.4. Terms and conditions on deferral and rescheduling of liabilities of Railway Undertakings

The general terms and conditions for deferral and rescheduling of liabilities of Railway Undertakings regulate the terms and conditions under which SE NRIC carries out the activities on rescheduling and deferral of due liabilities of Railway Undertakings. The General Terms and Conditions shall enter into force as of 11 October 2023 and are presented in **Annex 3.3.4.**

3.3.5. Documents for Access to the Electric Power Distribution Network of SE "National Railway Infrastructure Company"

According to Art. 30a of RTA, the railway infrastructure manager distributes traction electric energy along the distribution networks of the railway transport. The relationship between the railway infrastructure manager and the Railway Undertakings in connection with the distribution of traction electricity through the railway transport distribution networks shall be regulated by a written contract.

The documents related to the provision of access and transmission of electric power through the electric power distribution network of SE National Railway Infrastructure are as follows:

- Application for granting access to the electricity distribution network of SE NRIC and conclusion of an agreement for access and transmission of electric power – **Annex 3.3.5.1.**;
- Agreement for access and transmission of electric power through the electric power distribution network of SE "National Railway Infrastructure Company" – **Annex 3.3.5.2.**;
- Contact persons and means of communication for the client – **Annex 3.3.5.3.;**
- Collateral under the contract in one of the two forms: a bank guarantee issued according to a sample – **Annex 3.3.5.4.** or a cash deposit;
- Contact persons and means of communication of SE NRIC – Electricity Distribution Division – **Annex 3.3.5.5.**;
- Application for suspension of access to the electricity distribution network of SE NRIC for given site(s) – **Annex 3.3.5.6**.

3.3.6. General Terms and Conditions

SE NRIC applies general terms and conditions for allocation, modification, change, non-use and cancellation of infrastructure capacity. The deadlines are described in detail in item 4 of this Network Statement.

3.4. Specific Access Requirements

3.4.1. Rolling Stock Acceptance

The applicant places on the market a vehicle only after having received an authorisation for placing on the market issued by the Railway Transport Agency of the European Union (EUAR) or by the National Safety Authority (NSA) in railway transport, which for Bulgaria is the Railway Administration Executive Agency (RAEA) (Art. 54a. of Ordinance No. 57).

The EUAR issues an authorisation for placing on the market for vehicles whose field of use is in the Republic of Bulgaria and in one or more Member States of the European Union.

When the field of use of the vehicle is limited to the railway infrastructure in the Republic of Bulgaria, the EUAR or RAEA can issue an authorisation for placing on the market of a vehicle at the request of the applicant (Art. 54a, para. 2 and para. 3 of Ordinance No. 57).

Before a vehicle is used for the first time on the railway infrastructure and after receiving an authorisation for placing on the market with an area of use only in the Republic of Bulgaria and in one or more Member States of the European Union, it shall be registered in the European Register of Authorised Types of Railway Vehicles /ERATV/. Except in cases where tests are conducted on the network, vehicles that are not registered in ERATV or are registered in another vehicle register, but their area of use does not include the Republic of Bulgaria, may not move on the national railway infrastructure, except in cases of single passage along a specific route after obtaining permission from the railway infrastructure manager (Art. 61, para. 11 of Ordinance No. 57).

3.4.2. Staff Acceptance

Ordinance No. 56 regulates the requirements, conditions and procedure for training of candidates for acquiring the legal capacity required by the staff of the railway infrastructure manager, railway undertakings, commercial companies or enterprises, carrying out construction activities and maintaining the railway infrastructure, as well as any agencies, companies or enterprises, carrying out domestic railway transport within the meaning of Article 2, item 3 of the Railway Transport Act (RTA), responsible for the safety of railway transport, or recognition of such a legal capacity and the procedure for conducting examinations of the persons by the staff responsible for safety of railway transport.

The applicants for acquiring legal capacity shall be persons of 18 years of age or above, who have undergone a theoretical and practical training course, have passed an examination for acquiring the respective legal capacity and have the necessary professional qualification. Legal grounds for granting documents of legal capacity for the staff in railway transport are:

- Railway Transport Act;
- Ordinance No. 56 of 14 February 2003 on the requirements, conditions and order for training applicants to acquire legal capacity required for staff, responsible for railway safety or acknowledging such a legal capacity, as well as the order for examining the persons, responsible for safety of transport.

A certificate of legal capacity is a document valid for an indefinite period of time, giving the holder the right to apply for positions in railway transport, whose activities are related to safety of railway transport.

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

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

By Annex No. 8 of Ordinance No. 56. on the requirements, conditions and procedure for training applicants for acquiring legal capacity, required from the persons performing activities related to safety of railway transportation or acknowledging such a legal capacity and the procedure for examining the persons, responsible for safety of railway transportation, the requirements of Commission Directive (EU) 2016/882 of 1 June 2016 amending Directive 2007/59/EC of the European Parliament and of the Council as regards language requirements are implemented, as follows:

1. Train drivers, who communicate with employees of the railway infrastructure manager on important matters regarding safety, shall have language skills in at least one of the languages, indicated by the respective infrastructure manager. Their language skills shall allow them to communicate actively and effectively in routine, deteriorated and emergency conditions. They must be able to use the messages and communication method specified in TSI "Traffic Operation and Management" (Annex No. 8 of Ordinance No. 56).

2. In order to meet the requirement under Item 1, the train drivers should be able to understand (while listening and reading) and to communicate (verbally and in writing) in accordance with level B1 of the Common European Framework of Reference for Languages (CEFR) established by the Council of Europe (Annex No. 8 of Ordinance No. 56).

3. In case of sections between the borders and stations, located near the borders and determined for cross-border operations, train drivers employed by a certain RU can be released by the infrastructure manager under the conditions of item 2 provided that the following procedure is applied (Annex No. 8 of Ordinance No. 56):

a) the railway undertaking requests a derogation from the Infrastructure Manager for the respective train drivers. In order to ensure fair and equal treatment of applicants, for each submitted derogation request, the infrastructure manager shall apply the same assessment procedure, which is part of the network statement;

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

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

The Railway Administration Executive Agency shall issue legal capacity documents to the railway transport staff and shall conduct control examinations by issuing certificates upon their successful taking. Address: The city of Sofia, 1000, 5, General Y. Gurko Str. and website: https://www.iaja.bg/bg/103.

3.4.3. Exceptional Consignments

SE NRIC manages exceptional transport (test trains, vehicles with high axle load, transport of dangerous goods, etc.) in accordance with both the internal rules for traffic management of trains performing exceptional transport and the international rules regarding such transportation. The main documents referring to traffic management of the exceptional transport are: Ordinance No. 46 dated 30 November 2001 on the railway transport of dangerous goods, Ordinance No. 58 dated 2 August 2006 on the technical operational rules, train traffic and railway transport signalling, as well as UIC leaflet No. 502-1 and Train Operation Rules and Shunting Operation in the Railway Transport – Chapter 2 „Train composition plan" – Section VI. Connection of wagons loaded with long objects and off-gauge or heavy loads of the RTT and SO.P.

At the SE NRIC, the conditions for passing of specialized transport are provided by the Railway Track and Facilities Division.

3.4.4. Dangerous Goods

"Dangerous goods" are substances and articles whose transport by rail is prohibited or permitted only under the fulfillment of certain conditions.

The transport of dangerous goods on the railway infrastructure managed by SE NRIC is regulated by Ordinance No. 46 of 30 November 2001 on the railway carriage of dangerous goods and by the Regulations for the international carriage of dangerous goods by rail (RID).

For details on the process of allocating capacity for the transport of dangerous goods, see point 4.7, and for the relevant services, see Chapter 5. Services and charges, and Chapter 7. Service facilities.

3.4.5. Test Trains and Other Special Trains

3.4.5.1. Test Trains

For each individual case of necessity for performing running, dynamic-running and other tests, for which the RU will operate in one interstation section, a "possession" is developed, not related to the construction and maintenance of the railway infrastructure – see item 4.3.2.9.12.

For each individual case of necessity for performing running, dynamic-running and other tests, for which the RU will operate in more than one interstation section, a traffic timetable is developed and a test train is appointed.

For performance of speed, load, dynamic-running and other tests, in which it is necessary to exceed the permissible speed according to the timetable or the permissible axle load, the tests are allowed after coordination and under the direct control of the respective division Permanent Way and Facilities and/or Electricity Distribution (in the case of an electric rolling stock), on whose territory the tests will be carried out.

The order and the manner of carrying out tests are regulated in "Instruction on the order and the way of carrying out braking, loading, dynamic-running tests and other tests of RS on the railway infrastructure of SE NRIC".

3.4.5.2. Special trains

Special trains are trains with a special purpose and transport conditions. Such trains are not set out in the annual TT. The allocation of capacity for such trains shall be made on request, according to item 4.5.3.2.

CHAPTER 4. CAPACITY ALLOCATION

4.1. Introduction

For each movement of railway rolling stock from one station to another station of the railway infrastructure of SE NRIC, it is necessary to allocate infrastructure capacity in advance in the form of a train path.

Rail infrastructure capacity on the territory of the Republic of Bulgaria is allocated by the respective infrastructure manager (IM), but for the rail freight corridors included in the network pursuant to EU Regulation 913/2010 it is performed by the respective One-Stop Shop.

SE NRIC, as the main railway infrastructure manager, allocates infrastructure capacity, guided by the principle of neutrality in competition between railway undertakings, by processing in a non-discriminatory manner all requests for infrastructure capacity.

The allocation of train paths meets the qualitative and quantitative needs expressed through requests from railway undertakings/applicants. Train timetables shall be drawn up taking into account the optimal use of the resources of the railway undertakings, the parameters of the rolling stock used by them and the optimal use of the available railway infrastructure.

4.2. General Description of the Process

Capacity is allocated each year by confirming the Train Timetable (TT), which regulates the provision of train paths and services to RUs and other applicants. TT shall be drawn up once per calendar year. The change in the working timetable shall take place every year at midnight on the second Saturday in December.

Not later than 11 months before the change of working timetable, the infrastructure managers, in cooperation with the other infrastructure managers, shall ensure the establishment of the preliminary international train paths. Infrastructure managers shall ensure, as far as possible, adherence to them during the next stages of the process.

When allocating the infrastructure capacity, the IM shall keep reserve for carrying out construction or repair works on the infrastructure, while taking adequate account of the impact on the applicants (Article 14, Paragraph 2 of Ordinance No. 41). Such reserve capacity shall be available even in the cases of congested infrastructure.

The annual TT shall be updated at a request, submitted by the applicants on the dates set by the RNE and published on the e-mail address https://rne.eu/ as the amendments are set in the TT. Outside these dates, any request for capacity allocation related to additional volume shall be considered and, if possible, a new train path with a corresponding train number shall be developed and assigned.

An applicant wishing to obtain infrastructure capacity shall submit a request for infrastructure capacity in accordance with the procedure laid down in Section III of Ordinance No. 41 of 27 July 2001. The annual capacity requests shall be submitted through the TPMS.

The entire capacity allocation process is based on the principle of competition neutrality between the applicants, as it is performed on a fair and non-discriminatory basis in compliance with the applicable law. The distribution of train paths shall meet the qualitative and quantitative needs expressed in the requests from applicants, taking into account the optimal use of their resources, the parameters of the rolling stock used by them and the optimal use of railway infrastructure capacity.

The infrastructure capacity intended for use by RUs, limitations with regard to its use, including planned construction and repair works on the railway infrastructure for the forthcoming year is published in **Annex 4.3.1**.

The process of allocating railway capacity goes through the following main stages:

- **Stage of preliminary capacity assessment**

During the preliminary capacity assessment phase, the railway undertakings/applicants exchange information with the IM. The aim is to provide an idea of the expected demand for infrastructure capacity for commercial needs and to forecast timely the presence of problem areas in the allocation of capacity. The impact of the planned temporary capacity restrictions on the railway lines due to construction works shall also be taken into account, such as:

- 36 months before the entry into force of the respective TT, SE NRIC starts collecting from the applicants for infrastructure capacity information about the expected commercial needs;
- 26 months before the entry into force of the respective TT, SE NRIC starts the elaboration a forecast for the needed traffic volume along the railway lines based on the information collected from the applicants and the statistical information about the execution of previous TTs. Assessment of the impact of the temporary capacity restrictions of the railway lines due to construction works is commenced. Consultations with the applicants are initiated;
- 24 months before the entry into force of the respective train timetable, SE NRIC publishes for the first time the temporary restrictions on the capacity of the railway lines due to construction works lasting more than seven consecutive days, for which over 30% of the estimated daily traffic volume on a railway line has been canceled, rerouted or replaced by another mode of transport and the preliminary results of the consultation with the applicants (as far as they are known);
- 12 months before the entry into force of the respective train timetable, SE NRIC has published for the second time an updated form of the temporary capacity restrictionsл

- Allocation of capacity for requests for the annual TT:

The process is described in detail in item 4.5.1. and item 4.5.2. of this Network Statement.

- Allocation of capacity for TT update requests:

The process is described in detail in item 4.5.3.1. of this Network Statement.

- Allocation of capacity for requests related to additional traffic volume.

Except the transportation related to the provision of public services and within some components of the railway infrastructure for execution of some specific activities, the international traffic – passenger and freight is prioritized, followed by the domestic passenger and freight traffic.

The IM allocates the railway infrastructure capacity by providing access to the infrastructure with priority for:

- Transportation for execution of obligations for public transport services;
- Services provided in given elements of the railway infrastructure, constructed or designed for performance of specific activities (on specialized high-speed sections, freight lines, etc.);
- Transit railway transportation and transportation in combined rail traffic transit through the Republic of Bulgaria as well as the international rail traffic (Article 32 of the RTA).

In cases where the infrastructure is declared congested, the IM shall apply the same priority criteria. In such cases, when identifying the priority, the importance of the services shall be taken into account, mainly those in international rail traffic (Article 20, Paragraph 4 of Ordinance No. 41).

Pursuant to Article 15, Paragraph 6 of Ordinance No. 41, when satisfying requests, IM shall observe the following sequence: express passenger trains, fast passenger trains, passenger trains, direct freight trains,

section and group trains, freight trains, shunting trains. Work freight trains shall have precedence over the others only in the cases under Article 14(4) of Ordinance No. 41.

When requests are of the same priority pursuant to Article 32(1) of the RTA and a sequence under Article 15(6) of Ordinance No. 41), the requests shall be satisfied in the following priority:

- **For requests for train paths for the annual TT submitted on time:**

- for train paths that realize more train kilometres;
- for train paths with more days of movement;
- according to the order they are submitted.

- **For late requests for train paths for the annual TT submitted outside the deadline:**

- according to the order they are submitted.

- **For requests to update the annual TT:**

- up to 15 days after the request deadline for updating the annual TT, when submitting the offer for updating the TT, SE NRIC shall notify the applicants concerned of the presence of incompatible requests and shall offer infrastructure capacity that differs from the requested one;

- by 20 days after the request deadline for update of the annual TT, in the framework of the telegram draft discussion the parties concerned shall discuss and specify the draft train timetables.

- **For capacity allocation requests related to additional traffic volume:**

- according to the order they are submitted.

In case of disasters, the priority in the capacity allocation of the railway infrastructure shall be determined by the Railway Administration Executive Agency (RAEA).

The international train paths shall be agreed and determined after the agreement of the train timetables together with the RUs by the means of the international Path Coordination System (PCS), at the conferences of Forum Train Europe (FTE), or by bilateral protocols, as taking into consideration the already elaborated and available catalog paths.

PCS is an international system for coordination of the requested routes for the licensed carriers and other applicants, IMs, capacity allocation bodies and RFC. Internet applications optimize the international route coordination system by ensuring that route requests and offers are harmonized by all parties involved. PCS is the only tool for publishing the binding proposal for PaP and reserve capacity and for managing requests for an international route for RFC.

Access to PCS is free of charge. The user account can be requested through RNE support for PCS: **support.pcs@rne.eu**.

More information can be found at https://rne.eu/it/rne-applications/pcs/.

The publication and distribution of PaP on RFC 10 is done by the one-stop shop at the e-mail address: https://www.rfc-awb.eu/organisation/contact/, under the terms of the Framework for capacity allocation on railway freight corridor "Alps - Western Balkans", provided in **Annex 4.10.1**.

4.3. Reserving Capacity for Temporary Capacity Restrictions

4.3.1. General Principles

The performance of activities for the development, repair, maintenance and operation of the railway infrastructure are necessary for its maintenance in good technical condition, as well as for its development in accordance with the needs of the transport market. These activities require the imposition of the necessary temporary capacity restrictions. On the other hand, in order for the railway sector to remain competitive with

other modes of transport, especially road transport, it is necessary for the railway infrastructure to be accessible at all times with appropriate quality and quantity in order to pass traffic in accordance with customer needs.

In order to find the optimal balance between the temporary capacity restrictions for carrying out infrastructure activities, guaranteeing quality maintenance and development of the infrastructure and the provision of sufficient and quality capacity for commercial needs, the achievement of the following objectives shall be pursued:

- Possibility at any time to ensure passability between the stations of origin and the stations of transporting the loads by means of imposing the shortest possible temporary capacity restrictions;
- Ensuring reliable timetables by negotiating optimal reference times for movement along by-pass routes, while minimizing the delays from these reference times.

In order to achieve these goals, the timely exchange of information between all stakeholders, including the IMs of neighboring countries, is essential.

Temporary capacity restrictions vary widely in terms of their duration and their impact on rail traffic. Therefore, the following criteria and thresholds have been adopted, which are used in the publication of restrictions:

Temporary capacity restriction with:	Duration	Impact on the traffic (expected traffic to be canceled, diverted or transported by other mode of transport
major impact	more than 30 consecutive days	More than 50% of the expected volume of traffic on a railway line per day.
high impact	more than 7 consecutive days	More than 30% of the expected volume of traffic on a railway line per day.
medium impact	7 consecutive days or less	More than 50% of the expected volume of traffic on a railway line per day
low impact	Not specified.	More than 10% of the expected volume of traffic on a railway line per day.

The period of time of temporary capacity restriction, during which the train operation is suspended in an organized manner on a particular part of the railway infrastructure for execution of construction, repair and installation works on the permanent way, facilities and overhead line or works of external organisations within the expropriated land of SE NRIC, stands for a "possession" in the TT.

Pre-planned repair and construction works requiring daily possessions of 4 hours or more are set in the TT as "scheduled possessions". Capacity limitations caused by "scheduled possessions" are provided in **Annex 4.3.1.**

When, during the period of validity of TT, it is necessary to carry out any unforeseen or additional (non-scheduled) construction and repair works on the permanent way and facilities, overhead line and safety equipment devices or to complete any delayed initiated planned repairs, as well as works of external organisations, "unplanned possessions" shall be used.

SE NRIC shall notify the RU about the forthcoming work meetings or committees for determining the technology of work for "possessions" for maintenance of the railway infrastructure. In case representatives of some RU do not attend these meetings, SE NRIC shall notify in writing the interested RU service units not later than **15** days before the beginning of the unplanned construction and repair works in the interstation section, the length of the technological "possessions" and proposals for changes of the train timetable.

4.3.2. Deadlines and Information Provided to Applicants

4.3.2.1. The temporary capacity restrictions along the railway lines because of construction works, including the respective speed limits, axle load, train length, traction or track gauge (hereinafter referred to as "capacity restrictions") with a duration of more than seven consequent days, for which above 30% of the forecast traffic volume along a particular railway line is canceled, redirected or replaced by another transport means and preliminary results of the consultation with the applicants (as far as they are known) are published for the first time not less than 24 months before the change of the relevant working description in **Annex 4.3.2.1** and in an updated form – a second time not less than 12 months before the change of the respective working timetable in **Annex 4.3.1**.

4.3.2.2. In cases when the impact of the capacity restrictions is not limited to one network only, the affected IMs shall jointly discuss these capacity restrictions at bilateral or multilateral meetings regarding synchronization of schedules when the restrictions are published for the first time. The meeting can be attended by the interested applicants, associations of IMs, stipulated in Art. 5, Para.1 of Ordinance No. 41 and the affected main operators of service facilities. The joint discussions shall facilitate the preparation of TT, including provision of by-pass routes. Such discussions may be omitted, if the IMs and the applicants reach

an agreement that they are not needed.

4.3.2.3. Upon the first publishing of the capacity restrictions according to item 4.3.2.1., the consultation with the applicants concerned and the main operators of service facilities regarding the capacity restrictions should start. If between the first and second publishing of the capacity restrictions, coordination according to item 4.3.2.4. appears to be necessary, the IMs shall have a second consultation with the applicants concerned and the main operators of service facilities within the period between the end of such a coordination and the second publication of the capacity restrictions.

4.3.2.4. If, before publishing the capacity restrictions according to item 4.3.2.1., the impact of the capacity restrictions is not limited to one network only, the affected IMs, including those that might be affected by the redirection of trains, shall mutually agree upon the capacity restrictions, which could include cancellation, redirection of a route or replacement by other transport means. The coordination before the second publishing shall be finalized:

a) not later than 18 months before changing the working TT, if more than 50 % of the forecast daily traffic along a particular railway line is cancelled, redirected or replaced by another transport type for more than 30 subsequent days;

b) not later than 13 months and 15 days before changing the working TT, if more than 30 % of the forecast daily traffic along a particular railway line is cancelled, redirected or replaced by another transport type for more than seven subsequent days;

c) not later than 13 months and 15 days before changing the working TT, if more than 50 % of the forecast daily traffic along a particular railway line is cancelled, redirected or replaced by another transport type for more than seven or fewer subsequent days.

If needed, the IMs shall invite the applicants operating along the affected lines and the affected main operators of service facilities to attend this coordination.

4.3.2.5. Regarding the capacity restrictions for seven or fewer consequent days, which should not be published according to item 4.3.2.1. and because of which more than 10 % of the forecast traffic scope along a particular railway line has to be canceled, redirected or replaced by another transport means and which occur during the next TT period and about which the IM is notified not later than 6 months and 15 days before changing the working TT, the IM shall consult with the applicants concerned regarding the foreseen capacity restrictions and shall announce the updated capacity restrictions at least four months before the change of the working TT. SE NRIC shall provide information on the proposed train paths for passenger trains not later than four months and for freight trains – not later than one month before the start of the capacity restriction, unless it and the applicants concerned agree on a shorter term. The information is published in **Annex 4.3.2.2**.

4.3.2.6. The terms specified in items 4.3.2.1. – 4.3.2.5. shall not be applied, if the capacity restrictions are needed for restoration of the safety train operation, the restriction timetable is beyond the control of the IM or if the application of these terms is economically inefficient, if it causes unnecessary damages regarding the life cycle or condition of the assets or if all applicants concerned reach an agreement on that. Both in these and in other cases of capacity restrictions, for which no consultations are foreseen according to other provisions of this point, the IM has to consult immediately with the applicants concerned and the main operators of service facilities.

The information is published in section Network Statement/Announcement/Announcements about terminations.

4.3.2.7. The information according to items 4.3.2.1., 4.3.2.5. or 4.3.2.6. shall include:

(a) the day scheduled;

(b) the part of the day and, at the earliest possibility, the time of the beginning and end of the capacity restriction;

(c) the section of line affected by the restriction, and

(d) where applicable, the capacity of the bypass lines.

4.3.2.8. Regarding the capacity restrictions for at least 30 subsequent days affecting more than 50% of the forecast traffic along a particular railway line the IM shall provide the applicants upon their request during the first consultations round with a comparison of the conditions expected to occur in at least two variants of the capacity restriction. The IM shall elaborate these variants according to the information provided by the applicants during the submission of the request and jointly with the applicants.

For each of the variants, the comparison includes at least the following:

a) the duration of the capacity restrictions;

b) the expected due charges for use of the infrastructure;

c) the available capacity of the bypass lines;

d) the available alternative routes as well as

e) forecast travel time.

Before selecting among the capacity restriction options, the IMs shall consult with the interested applicants, while taking into consideration the impact of different options on these applicants and on the users of the services.

4.3.2.9.Regarding the capacity restrictions that last more than 30 consequent days and affect above 50% of the forecast traffic along a particular railway line, the criteria for redirection of specific trains for each service type are as follows:

4.3.2.9.1. The less length of the bypass route;

4.3.2.9.2. Option for use of alternative transport type;

4.3.2.9.3. Need of replacement of the traction and option of the RU to provide different traction than the initial one;

4.3.2.9.4. Capacity of the bypass route to undertake the parameters of the derogated trains in view of weight and length;

4.3.2.9.5. Traffic period /number of days when the train is regular/;

4.3.2.9.6. Less extension of the total travel time along the bypass route;

4.3.2.9.7. When, during the period of validity of TT, it is necessary to carry out any unforeseen or additional (non-scheduled) construction and repair works on the permanent way and facilities, overhead line and safety equipment devices or to complete any delayed initiated planned repairs, as well as works of external organisations, "unplanned possessions" shall be used;

4.3.2.9.8. SE NRIC shall notify the RU about the forthcoming work meetings or committees for determining the technology of work for "possessions" for maintenance of the railway infrastructure. In case representatives of some RU do not attend these meetings, SE NRIC shall notify in writing the interested RU service units not later than 15 days before the beginning of the unplanned construction and repair works in the interstation section, the length of the technological "possessions" and proposals for changes of the train timetable;

4.3.2.9.9. The railway undertakings (RUs) shall analyze the proposals made for changes and, as soon as possible, they shall notify in writing SE NRIC about their statements, not exceeding the following deadlines:

- no later than 7 calendar days, in case the SE NRIC has notified the RU of the necessary "possessions" more than 30 days before their start;

- at the latest within 48 hours, in case the SE NRIC has notified the RU of the necessary "possessions" less than 30 days before their start.

In the cases, when it is necessary to cancel some passenger trains, they shall also notify about their decision for cancellation or transboarding of passengers.

4.3.2.9.10. For execution of activities (maintenance works, revisions etc.) caused by the degraded parameters of the railway infrastructure, which are not urgent, do not require change of the train timetable and of the railway station working time, affecting only one subdivision of SE NRIC, it is possible to allow some possessions, if possible, on the day of request.

These "possessions" are called operational.

4.3.2.9.11. Interruption of the train operation caused by natural disasters, railway accidents and damage of any technical parameters or elements of the railway infrastructure (broken rail, crack of the permanent way, failure of switch/es, defect of the overhead line or in some cases representing prerequisite for train interruption or accident), which threaten safety of the train operation, shall be eliminated by emergency "possessions".

Emergency "possessions" shall be requested by officials of engaged and interested services, having the required qualification and legal capacity, as soon as the necessity arises.

4.3.2.9.12. When some "possessions" are requested by organisations outside the SE NRIC for works not related to the construction and maintenance of the railway infrastructure, the interested organisation shall submit a request to the SE NRIC by providing technology and schedule, including inventories containing precise data about the location of the working zones, the period of execution of the works, duration and number of necessary "possessions", as well as the value and front of speed reduction. A committee shall be appointed by the Director General of the SE NRIC to develop a technology by which the actions of all interested services and subcontractors shall be synchronised during the "possessions". After assessing the works and facilities affected in the respective interstation section or railway station, the committee shall determine together After User the division, which will conclude the main contract, as well as the mutual obligations for the affected parts. In cases where it will be necessary to change the allocated routes, the following deadlines shall be observed;

4.3.2.9.12.1. When the train timetable for international fast trains or for domestic trains with sleeping cars and seat reservations requiring advance booking has to be changed – at least 45 days before the beginning of the first "possession";

4.3.2.9.12.2. When the train timetable of fast trains outside those specified in Item 4.3.2.9.12.1. has to be changed. – at least 15 days before the beginning of the first "possession" ;

4.3.2.9.12.3. When the train timetable of passenger trains outside those specified above has to be changed – at least 10 days before the beginning of the first "possession".

4.3.2.9.12.4. When the Train Timetable of passenger trains should not be changed at least 5 working days before the beginning of the first "possession".

4.4. Impacts of Framework Agreements

SE NRIC does not offer any framework agreements

4.5. Path Allocation Process

4.5.1. Annual Timetable Path Requests

The deadline for accepting capacity requests to be included in the working timetable is six months before the change of the working timetable. Requests received after this deadline will also be considered by the Infrastructure Manager.

Requests are submitted through TPMS. Capacity for one or more train paths can be requested with one request. The request shall contain the following information:

- Description of the requested train route;
- Requested stay at stations and stops along the route;
- Minimum braking rate;
- Series of service locomotive/locomotives or multiple units by sections;
- Maximum permissible speed of movement of the rolling stock;
- The maximum gross weight;

- Maximum train length, including of locomotives;
- calendar traffic plan;
- Requested departure time from origin station;
- Composition plan
- Requested connections with other trains at junction stations;
- Timetable for interconnection of locomotives, rolling stock and train crews;

Late Annual Timetable
capacity allocation for the train timetable

No.	Deadline.	Action.	Note.
1.	X-6 /six months before entry into force of the TT/.	Deadline for accepting capacity requests to be included in the working timetable.	Requests received after this deadline are overdue train path requests for the annual TT and are also considered by the Infrastructure Manager.
2.	July, 20.	SE NRIC prepares a draft timetable for train operation, containing draft timetables of train paths on the basis of the accepted requests for annual capacity within the set deadline and submits it to the RU on magnetic media.	The remaining free capacity in the prepared draft train timetable represents a residual capacity and shall be used to satisfy requests submitted after the deadline.
3.	August, 20.	The RUs review the submitted draft timetables and submit their written opinions on them to SE NRIC.	The remaining free capacity in the prepared draft train timetable represents a residual capacity and shall be used to satisfy requests submitted after the deadline.
4.	August, 30.	SE NRIC reflects, as far as possible, the adjustments proposed by the RU for the draft timetables and provides the RU with updated draft timetables.	
5.	September, 07.	The RUs confirm or reject the proposed corrections in the draft timetables.	
6.	The third Friday of September.	The passenger RU and SE NRIC hold meetings with representatives of the districts and municipalities for coordination of the timetables and organisation of passenger train service.	
7.	September, 30.	SE NRIC reflects the changes in the draft schedules established after the proposals from the meetings with representatives of districts and municipalities.	
8.	October, 07.	Deadline for acceptance of requests received after the deadline for submission of requests to be included in the annual TT.	Capacity allocation requests received after this deadline shall be considered and, if possible, allocated to the spare capacity.

No.	Deadline.	Action.	Note.
9.	October, 15.	The RU and SE NRIC coordinate with the neighbouring RUs and IM the schedules and train composition plan through border crossings.	
10.	October, 15.	SE NRIC prepares a final draft timetable, which also includes requests received after the deadline for acceptance of capacity requests, which are included in the working timetable, and provides it to the RU on magnetic media.	The remaining idle capacity in the final draft timetable is spare capacity. In this capacity, all requests for train paths outside the annual TT are considered.
11.	October, 20	The Railway Undertakings (RUs) shall agree in writing on the proposed draft timetable.	
12.	November, 05.	SE NRIC prepares up and hands over to the RUs for the passenger transport the timetables necessary for the issuing of a travel guide, a shortened train timetable and other information materials.	
13	November, 15.	Deadline for approval of the allocated capacity.	"List of the regular trains" is signed.
14.	November, 15.	SE NRIC prepares up and hands over for printing the official booklets-timetables and the graphic train timetables for train operation.	
15.	November, 30.	SE NRIC hands over to RUs printed materials for TT, in accordance with the requested quantities against advance payment of their value.	
16.	X-0.5	Deadline for approval of the train timetable by the Director General of SE NRIC.	
17.	X /midnight on the second Saturday of December/.	Date of change in the working timetable.	

The process for allocating international train paths is described in Guidance to the processes for allocating international train paths for infrastructure managers, provided at: https://rne.eu/sales-timetabling/toolslinks-downloads/.

Schedule for allocation of international train paths:

No.	Deadline.	Validity/ deadline.	Validity/ deadline for late train path requests.	Action/ deadline for ad-hoc requests.	Setting a date.	Note.
1.	X-15	The beginning of route research requests.			To match PCS.	
2.	X-11.	The last day for publishing the catalog train paths.			The 2nd Monday of January.	This is also the day for publishing the pre-prepared routes of RFC.
3.	X-10.	The last day for requests for studying of possibilities.			The 3rd Monday of January.	Feasibility study requests may be submitted after this deadline.
4.	X-10.		Start of feasibility study requests for late route requests.			
5.	X-9.	End of response to route research requests.			8 weeks after action No. 3.	
6.	13 April, 2026.	The last day for submitting route requests on time.			The 2nd Monday of April.	Also called "Route Request Deadline".
7.	28 April, 2026		The first day for submitting late route requests.		The 1st day after action No. 6.	

No.	Deadline.	Validity/ deadline.	Validity/ deadline for late train path requests.	Action/ deadline for ad-hoc requests.	Setting a date.	Note.
8.	15 – 18 June, 2026.	The RNE technical meeting.			3 weeks before action No. 9.	
9.	07 July.	The last day for submitting an offer for a draft working timetable.			12 weeks after action No. 6.	Also called "Project Bid Deadline".
10.	X-5.	The beginning of the remarks phase.			The 1st day after action No. 9.	
11.	X-4.	The last day for submission of comments by RUs/ applicants; beginning of the post-processing phase.			1 month after action No. 10.	
12.	X-3.5.	The last day, IMs shall submit final offers.			The 3rd Monday after action No. 11.	Also called "Deadline for final offer".
13.	X-3.5.		The first day for IM to respond to late route requests.		The 1st day after action No. 12.	
14.	19 October, 2026.		The last day for submitting late route requests.		54 days before the change of the working timetable.	

No.	Deadline.	Validity/ deadline.	Validity/ deadline for late train path requests.	Action/ deadline for ad-hoc requests.	Setting a date.	Note.
15.	05 November, 2026.		The last day for IM to respond to late route requests.	The first day for submitting ad-hoc requests.	4 weeks after action No. 14.	
16.	13 December, 2026	Date of change in the working timetable.				

4.5.2. Requests for train paths for the annual TT, *received after the deadline*

Requests received after the deadline for acceptance of requests for capacity under item 3 of Annex 6 to Ordinance No. 41 shall be considered in the residual capacity of the network.

Such applications are submitted through TPMS. Capacity for one or more train paths can be requested with one request. The information contained in the request is the same as in the request submitted in time.

When considering such requests, SE NRIC may change the timetable of an already allocated train path on a capacity request submitted in time, if necessary, in order to ensure the best possible coordination of all route requests and if the change is approved by the applicant to whom this route has been allocated.

Schedule for requesting and processing of capacity requests, received after the deadline and their processing

No.	Term.	Action.	Note.
1.	X-6.	Beginning of submission of requests received after the deadline for submission of requests to be included in the annual TT.	
2.	October, 07.	End of submission of requests received after the deadline, which are included in the annual TT.	Orders received after this deadline are considered as orders outside the annual capacity.
3.	October, 15.	SE NRIC prepares a final draft timetable, which also includes requests received after the deadline for acceptance of capacity requests, which are included in the working timetable, and provides it to the RU on magnetic media.	

No.	Term.	Action.	Note.
4.	October, 20.	The Railway Undertakings (RUs) shall agree in writing on the proposed draft timetable.	
5.	November, 15.	Deadline for approval of the allocated capacity by signing a "List of regular trains" between SE NRIC and each RU that has received capacity for the annual TT.	
6.	X-0.5	Deadline for approval of the train timetable by the Director General of SE NRIC.	
7.	13 December, 2026.	Date of change in the working timetable.	

4.5.3. Ad-Hoc Path Requests

4.5.3.1. Requests for Annual Train Timetable update

An update of the annual TT is a permanent change to the TT, which may include the allocation of a new train path, a change to an already established one in relation to its route, a timetable and/or cancellation in a section or entirely at the request of the railway undertaking/applicant. The cancellation of a train path in a certain section cannot lead to a split of the train path.

Requests for an update of the annual TT shall be submitted in through TPMS, as a single request may express the need for allocation, modification and cancellation for one or more train paths. The request shall contain the following information:

- Description of the requested train route;
- Requested stay at stations and stops along the route;
- Minimum braking rate;
- Series of service locomotive/locomotives or multiple units by sections;
- Maximum permissible speed of movement of the rolling stock;
- The maximum gross weight;
- Maximum train length, including of locomotives;
- calendar traffic plan;
- Requested departure time from origin station;
- Composition plan;
- Requested connections with other trains at junction stations;
- Timetable for interconnection of locomotives, rolling stock and train crews.

The dates for updating international train paths are set by the RNE and are available on a website https://rne.eu/**.** The changes are made on the basis of coordinated files in the PCS system, listed international forms from the FTE meetings, or other bilateral or multilateral documents certifying the coordination between all interested railway undertakings and the IM. Requests for updating the TT during its validity period shall be submitted at the latest **30 days** before the relevant amendment date.

The dates for updating domestic train paths coincide with those for international trains and for TT 2027 are given below:

Dates for updating the TT during its validity period:

Deadline for submission of a request.	**08.01**	**05.03**	**13.05**	**06.08**	**04.09**
	⇩	⇩	⇩	⇩	⇩
Date of update.	**08.02**	**05.04**	**13.06**	**06.09**	**04.10**

Outside the announced dates for updating the TT, capacity allocation requests related to additional traffic volume.

Schedule for requesting and processing requests for updating the TT during its validity period

	Deadline.	Action.	Note.
1.	A-30. (Figures are number of days.)	Deadline for acceptance of requests for updating the TT during its validity period.	Requests received after this deadline shall be considered by the IT as operational requests.
2.	A-15.	SE NRIC prepares draft train timetables on the basis of the accepted requests for updating the TT during its validity period and submits an offer to the applicant electronically.	Review of the capacity requests received after the deadline.
3.	A-13.	Deadline for discussion and refinement between the applicant and SE NRIC of the draft timetables. SE NRIC submits the final offer in the form of a draft telegram.	
4.	A-8.	The RU accepts or rejects the final offer.	
5.	A-5.	Validation of the updated capacity.	The approval is done by issuing a telegram from the Director General of SE NRIC and updating the annual lists of regular trains.
6.	A.	Date for updating the TT during its validity period.	

4.5.3.2. Capacity allocation requests related to additional traffic volume

4.5.3.2.1. Requests for provision of capacity related to related to an additional volume of transport in short-term planning

Requests are submitted through TPMS by a railway undertaking, according to the system requirements described in **Annex 4.5.3**. Capacity for one train path can be requested with one request.

Train paths intended for combined (container, Ro-La, etc.) transport for RID freight, as well as specific conditions for inclusion, shall be specified in the request.

Extraordinary (ad-hoc) requests for assignment of trains are submitted and processed through the "System for the management of train work in SE NRIC" /SUVR/, applying the following processing procedure:

Schedule for requesting and processing requests for capacity allocation, related to the additional volume of transport in short-term planning

Time of submission of the request.	Deadline for making an offer/ for refusing the request.	Deadline for submission of a request to amend the offer of an RU.	Deadline for acceptance or rejection of the offer of an RU.	Deadline for approval of the allocated capacity.
No later than 5 working days before the train departure.	Up to 2 working days.	Up to 1 working day after submitting the offer.	Up to 1 working day after submitting the offer.	Until 11:00 a.m. on the last working day before the train departure.
Received less than five working days, but not later than 10 a.m. on the day preceding the day of train departure.	Up to 10.30 a.m. on the day preceding the day of train departure.	Up to 10.45 a.m. on the day preceding the day of train departure.	Up to 10.50 a.m. on the day preceding the day of train departure.	Up to 11 hours on the day preceding the day of train departure.

Requests for capacity allocation related to additional traffic volume in short-term planning are processed by:

- Train Timetables Department – requests submitted on working days for:
  - special purpose trains;
  - international trains;
  - express and fast trains;
  - passenger trains;
  - all other categories of trains passing through the territory of more than one Train Traffic and Station Activity Management (TTSAM) Division;
- Central Dispatching Management Department – requests submitted on non-working days:
  - international trains;
  - express and fast trains;
  - passenger trains;
  - all other categories of trains running in the area of more than one TTSAM division;
- Train Timetable Department and Regional Operational Dispatch Unit /RODU/ – ordinary, normal and express requests for:
  - work and service trains running on the territory of the respective TTSAM division;
  - all categories of domestic freight trains running on the territory of the respective TTSAM division;

- isolated locomotives moving on the territory of the respective TTSAM division;
- work trains and vehicles moving on the territory of the respective TTSAM division.

The changes of the regular trains, occurred in the short-term planning, are approved by an order "Regular Daily Changes to TT".

4.5.3.2.2. Request for capacity allocation related to an additional traffic volume on an operational basis

The requests**,** related to an additional volume of transport in operational order, are submitted after 9 hours on the previous day before the day of train departure and are express. These requests are submitted through TPMS by a railway undertaking, according to the system requirements described in **Annex 4.5.3**. Capacity for one train path can be requested with one request.

Train paths intended for combined (container, Ro-La, etc.) transport for RID freight, as well as specific conditions for inclusion, shall be specified in the request.

Such requests may be submitted at any time by applying the following processing procedure:

Time of submission of the request.	Deadline for making an offer/ for refusing the request.	Deadline for acceptance or rejection of the offer of an RU.	Deadline for approval of the allocated capacity.	Note:
After 10 a.m. on the day preceding the departure of the train, but no later than 6 hours before the requested departure of the train from the starting station.	No later than 180 minutes before the requested departure of the train from the starting station.	No later than 120 minutes before the requested departure of the train from the starting station.	Not less than 60 minutes before the departure time of the train from the starting station.	
Less than 6 hours to 120 minutes before the requested departure of the train from the starting station.	Not provided.	Not provided.	Not less than 60 minutes before the departure time of the train from the starting station.	Only requests for trains on technological routes of railway border crossings are processed.
Less than 120 minutes before the requested departure of the train from the starting station.	Not provided.	Not provided.	As quickly as possible.	Only Special Purpose Passenger Train and Disruption Management requests are processed.

Requests for capacity allocation related to additional volume of transport in operational order are processed by:

- Central Dispatching Management Department:
  - international trains;

- express and fast trains;
- passenger trains;
- all other categories of trains running in the area of more than one TTSAM division;

• Train Timetable Department and Regional Operational Dispatch Unit /RODU/:

- work and service trains running on the territory of the respective TTSAM division;
- all categories of domestic freight trains running on the territory of the respective TTSAM division;
- isolated locomotives moving on the territory of the respective TTSAM division;
- work trains and vehicles moving on the territory of the respective TTSAM division.

Changes to scheduled trains that have occurred in operational order are confirmed as follows:

- for requests processed by Central Dispatching Management Department – every day at 09:00, 15:00, 21:00 and 03:00 the on-duty senior train dispatcher at the CDM Department at the TTSAM division conducts selective meetings with the on-duty senior train dispatchers at the RODU, at which the changes occurred from the operational planning are approved by a dispatcher's order on the territory of more than one RODU;
- for all other requests, including for trains on technological routes – with a dispatcher's order.

4.5.4. Coordination process

SE NRIC shall, as far as possible, satisfy all requests for infrastructure capacity, especially those concerning train paths crossing more than one network (Article 15(1) of Ordinance No. 41).

Depending on the stage of capacity allocation, when requests are of the same priority under Article 32, Paragraph 1 of the RTA (and sequence under Article 15, Paragraph 6 of Ordinance No. 41), requests shall be satisfied in the following priority: express passenger trains, fast passenger trains, passenger trains, direct freight trains, section and group trains, freight trains, shunting trains.

In the process of processing a request, it is coordinated and confirmed by the applicant before the respective train path is allocated. During the preparation and construction of an international train path, the process is coordinated at an international and local level between the IM, the distribution authorities and the applicants.

If, in the coordination process, SE NRIC finds incompatible capacity requests for all or a part of the requested train path, requiring coordination between two or more applicants, the Infrastructure Manager may offer the applicants infrastructure capacity that differs from the requested one.

4.5.5. Dispute Resolution Process

Any cases of incompatibility of capacity allocation requests shall be settled by negotiations, mutual consultations and exchange of views between SE NRIC and the applicants concerned. In these cases, the following actions are performed:

4.5.5.1. For train path requests for the annual TT

• For requests for train paths for the annual TT submitted on time:

- by 20 July, when submitting the draft TT timetable, SE NRIC shall notify the applicants concerned of the existence of incompatible requests and shall offer infrastructure capacity that differs from the requested one;
- by 20 August, the applicants shall submit their views on the draft timetable, including infrastructure capacity that differs from that requested one;
- by 30 August, SE NRIC will prepare updated draft timetables, taking into account the opinions received.

• For requests for train paths for the annual TT submitted after the deadline:

- until October 11, SE NRIC shall notify the applicants concerned of the existence of incompatible requests and shall offer infrastructure capacity that differs from the requested one;
- within 2 working days after receiving the information, the applicants shall submit a written statement to SE NRIC on the infrastructure capacity, which differs from the requested one;
- by October 15, SE NRIC will prepare a final draft timetable, taking into account the opinions received.

In case that until October 15, the SE NRIC fails to resolve the incompatible requests for the annual TT and after receiving the opinions of the applicants concerned, it shall provide in a written or an electronic form information concerning:

- train paths requested by all other applicants along the same routes;
- train paths allocated temporarily to all other applicants along the same routes;
- train paths offered in exchange of the requested capacity;
- the whole available information about the criteria used in the process of capacity allocation

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

There is a verbal dialogue between the parties concerned to reach an acceptable solution, as if within the dialogue an agreement is reached, a protocol is signed by all stakeholders. The applicants concerned submit appropriate updated capacity requests, on the basis of which SE NRIC prepares updated draft timetables.

This whole process takes place within 5 days, with a view to October 20th the proposed draft timetable to be agreed by all applicants.

Disputes for these requests shall be resolved operationally.

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

In any case, the dispute resolution process cannot slow down the capacity allocation process.

4.6. Congested Infrastructure

In the cases when, after coordinating the requests, it happens that it is not possible to accept completely all infrastructure capacity requests, the SE NRIC shall immediately declare this section of the infrastructure as congested. These actions shall also be undertaken when there are sufficient grounds to consider that this section of the infrastructure will become congested in the near future (Article 20, Paragraph 1 and Paragraph 2 of Ordinance No. 41).

Within 6 months after declaring the infrastructure as congested, the IM shall analyse the capacity (Article 20, Paragraph 3 of Ordinance No. 41). The purpose of the capacity analysis shall determine the constrains of the infrastructure capacities which impede the complete satisfaction of the capacity requests, as well as it shall offer methods to execute any additional requests (Article 21, (1) of Ordinance 41).

After completing the analysis of capacity, but not later than 6 months, the Manager shall draw up a capacity enhancement plan (Article 22 of Ordinance No 41).

The capacity enhancement plan shall be drawn up after consulting the users of the infrastructure and shall contain (Art. 23 of Ordinance No. 41):

- reasons for the congestion;
- the likely development of traffic;
- obstacles that hinder infrastructure development;
- the decisions for strengthening the capacities and their value, including with regard to the need to change of charges;
- actions to be taken and timetable for their implementation.

The foreseen measures may refer to a change of path, new programming of services, change of speeds, improvement of infrastructure, etc. (Article 21, Paragraph 3 of Ordinance No. 41).

In the case of infrastructure declared as congested, the infrastructure manager shall allocate the capacity of the railway infrastructure by providing access to the infrastructure with priority for:

4.6.1. transportation for execution of obligations for public transport services;

4.6.2. services provided in given items of the railway infrastructure, constructed or designed to carry out specific activities (on specialised high-speed sections, freight lines, etc.);

4.6.3. transit railway transport and transport in combined communication transit through the Republic of Bulgaria and transport in international rail traffic.

When identifying the priority, the importance of services shall also be taken into account, mainly those in the international rail traffic.

4.7. Exceptional Transport and Dangerous Goods

4.7.1. Transportation of specific goods

The transportation of specific goods, unpacked goods and goods requiring a special package along the railway network, managed by SE NRIC, shall be performed pursuant to Ordinance No. 48 of 28 December 2001 on the railway transport of specific goods, unpacked goods and goods requiring a special package.

4.7.2. Transport of oversized and heavy goods along the railway network of SE NRIC

The transportation of wagons loaded with oversized and heavy goods shall be performed only with a permit of SE NRIC for each particular case. The agreement of the transportation conditions (or the rejection of transportation) for such goods shall be performed in advance. For this purpose, the responsible RU shall submit a letter to the SE NRIC with a scale sketch of the load in plan, transverse and longitudinal section attached thereto. The carriage of such goods shall be performed by trains under special conditions established by the SE NRIC during the agreement.

The order and manner of transportation of oversized and heavy goods are determined in the Instruction for loading and transport of oversized and heavy goods along the railway network of the Republic of Bulgaria", approved by the Director General of the SE NRIC.

4.7.3. Transportation of dangerous goods

4.7.3.1. The conditions and way of railway transport of dangerous goods and/or the loading and unloading activities related thereto, including the classification of the dangerous goods, the requirements to the package and the means of transport, the transport documents and the procedure for their issuance, the obligations of the sender and of the RU related to the transport of dangerous goods, as well as the conditions and way of assignment and the professional qualification of consultants on the security of the transport of dangerous goods is regulated in Ordinance No. 46 of 30 November 2001 on the railway carriage of dangerous goods.

The classification of substances and objects by classes and UN number (UN No.), as well as the definitions of the classes of dangerous goods, are in accordance with the RID for the transport of dangerous goods between the states of agreement under RID and Annex II of the Agreement on International Railway Freight Rail Traffics (AIRFC) for the transport of dangerous goods between member states of the Agreement on International Railway Freight Rail Traffics (AIRFC) which entered into force on 1 November 1951.

The dangerous goods are classified into the following classes:

- Class 1. Explosive substances and products;
- Class 2. Gases;

- Class 3. Flammable liquid substances;
- Class 4.1. Solid flammable substances, auto decomposition substances and desensitised explosive solid substances;
- Class 4.2. Self-igniting substances;
- Class 4.3. Substances that release flammable gases in contact with water;
- Class 5.1. Substances that support combustion (oxidising);
- Class 5.2. Organic peroxides;
- Class 6.1. Toxic substances;
- Class 6.2. Infectious substances;
- Class 7. Radioactive materials;
- Class 8. Corrosive substances;
- Class 9. Other dangerous substances and products.

4.7.3.2. The activities and deadlines governing the train traffic carrying dangerous goods are regulated in Chapter One, Section IV "Designation and Cancellation of Trains" and Chapter Two, Section V "Inclusion in Trains of Wagons Loaded with Dangerous Goods" of the Train Traffic and Shunting Operation Rules of 2020 and in Order No. 2591 / 22.12.2017 of the Director General of the SE NRIC.

4.8. Rules After Path Allocation

4.8.1. Rules for Path Modification by the Applicant

Modification of a train path is a change of an allocated train path at the request of the applicant. Modifications of an allocated train path are divided into minor and basic.

4.8.1.1. Minor modifications are made operationally, and may include:

- Modifications, for which the RU notifies SE NRIC in writing without submitting a request;
  - modification of the train composition plan;
  - the gross train weight;
  - the organization for servicing trains with locomotives;
  - change of rolling stock and staff.

These changes may not necessitate a change in the train timetable.

- Modifications requested by the RU:
  - modification of the path of an internal freight train, within one dispatching section and/or up to 2 stations adjacent to the allocated train path from another dispatching section, but only within the limits of one TTSAM division. The modification can be:
    - ➢ from a new origin station:

In this modification, it is allowed to determine a new origin station according to the above conditions. The request for modification of the train path shall specify the time of arrival at the first station of the approved path, which must be earlier or the same as the approved time of departure. In the event that the first station from which the approved train path is to be used is different from the initial station, the requested arrival time of the modified train path at that station may not be earlier than the approved arrival time. In this case, for the distance between the origin station along the approved path and the first station, from which the approved train path will be used, the rules for unused train path shall apply.

Example:

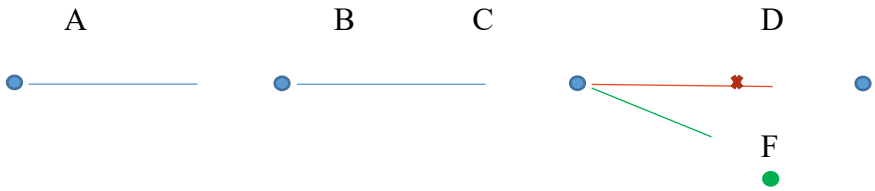
An allocated train path from station A to station D is modified from a new origin station F, as the first station B on the approved path is different from the origin station A on the approved path. For the section AB the path is unused.

➢ to a new destination station:

In this modification, it is allowed to determine a new destination station according to the above conditions. In case the last station of the approved train path is different from the destination station, for the distance between the two stations, the rules for unused train path apply.

Example:

An allocated train path from station A to station D is modified to a new terminal station F, the last station C on the approved path being different from the destination station D on the approved path. For the CD section, the path is unused.



4.8.1.2. Major modifications are all changes in an allocated train path other than those specified in item 4.8.1.1. Such modifications may be made on the dates of the update of the annual TT. Outside these dates, if such modifications are required, the allocated train path shall be canceled and a new train path shall be allocated.

4.8.1.3.Modification of train routes which results in the need to change train routes in another infrastructure manager's network.

It is possible for an applicant to submit a request for modification of a train route at any time after it has been prepared and allocated.

4.8.1.3.1. Submitting a request to modify a train route

The applicant owning the rights to the allocated train route and submitting the request for its amendment becomes the initiating applicant. The initiating applicant has the right to withdraw the application at any time before it is processed by the IM. The initiating applicant shall ensure that the change request is harmonized with all other applicants along the full train route.

4.8.1.3.2. Processing and coordinating a train route modification request

The infrastructure manager of the railway network in which the initiating applicant submits the application shall inform all potentially interested parties involved, in particular the IMs for the downstream and upstream sections of the route, that the process has been launched and the expected impact of the boundaries. The first affected IM first provides the modified route in its territory, then the second affected IM provides the route modification, and so on. During the processing of the modification request, each IM shall inform the respective applicant and all other IMs immediately in the event that the requested modification is not feasible and no alternatives are possible. In this case, it will not be possible to provide a harmonized offer and therefore the modification request will not be processed by the coordinating IM and by the other IMs concerned.

4.8.1.3.3. Submitting a route offer

If the requested modification is feasible, after the last IM in the offer construction chain has submitted its modification, it shall inform the coordinating IM that the harmonized offer is ready for submission.

If the requested modification is not feasible and no alternatives are possible, it will be rejected and the originally allocated international route (on the current days affected by the change request) will be rejected. Applicants should consider whether they wish to keep the originally allocated route or prefer to cancel it.

Each IM shall inform applicants and potentially affected IMs as soon as it becomes aware that a proposed (yet unallocated) modified train route to the applicant is no longer available due to some unforeseen circumstances. If possible, the IM will provide an alternative proposal, otherwise the request will be withdrawn by the relevant IM.

4.8.1.3.4. Acceptance/ rejection of the offer

If all affected applicants agree to the modified route offer, the initiating applicant sends a formal notice of acceptance; the original route is still active during the whole process until the end of route acceptance. If one of the applicants does not agree with the offer, it has the right to reject it; however, it must indicate whether it is interested in exploring another alternative or that rejection ends the process of changing courses. IM will try to address each relevant comment to the best of its ability. However, if no alternatives are available or the request for an alternative offer is rejected, the original route still remains active. Applicants shall decide for themselves whether they wish to keep the original route or prefer to cancel the allocated route and run a new one.

4.8.1.3.5. Schedule for modification requests

It is strongly recommended that the request be submitted before the internationally agreed deadline for the relevant annual timetable update date preceding the first day of the requested operation on the modified route. The deadlines are as follows:

Deadline for submission of a request	**08 January, 2027**	**05 March, 2027**	**13 May, 2027**	**06 August, 2027**	**04 September, 2027**
	↓	↓	↓	↓	↓
Date of update.	**08 February, 2027**	**05 April, 2027**	**13 June, 2027**	**06 September, 2027**	**04 October, 2027**

4.8.2. Rules for Path Alteration from the infrastructure manager

Train path alteration represents a change of an allocated train path as required by the SE NRIC. The priority of the SE NRIC is to minimize the cases of change of a train path.

Based on the allocated train paths, the path is expected to be available for the period of its allocation. In some cases, it may be necessary for SE NRIC to change, correct or cancel an already allocated path or part of it, in agreement with the applicant. This process stands for a "Train path alteration". The change can refer to one working day, several days or all other days of the annual TT. It is also possible to change the whole section of the path or only part of it. The process applies to allocated train paths, both on requests for the annual TT and on requests to update the TT or for short-term planning.

When SE NRIC receives information that the process for changing the path will have to be activated, it shall immediately inform the applicant, who has the rights on the originally allocated path. A commission is appointed by the Director General of SE NRIC to develop a technology, in which applicants are invited, which will be affected by allocated train paths for coordinating changes in train paths.

Telegrams with changes to train timetables shall be announced by SE NRIC, but not later than:

4.8.2.1. – 30 days before their entry into force, when a change in the timetable of international fast trains or domestic trains with sleeping cars and seat reservations is required;

4.8.2.2. – 6 days before their entry into force, when a change in the timetable of high-speed trains other than those specified in item 4.8.2.1 is required;

4.8.2.3. – 3 days before their entry into force, when no change is required in the passenger train timetable.

4.8.3. Non-Usage Rules by the Applicant

Non-use of allocated capacity is an approved train path which has not been used for all or for a part of it, and the railway undertaking has not applied for its cancellation.

Cases where allocated capacity is considered unused:

4.8.3.1. The allocated capacity for a domestic freight train can be used in the interval from – 60 min. to + 60 min. from the determined start time of departure according to the Train Timetable (TT). When, for a given date, a freight train does not depart from a departure station within 60 minutes after the scheduled start time of departure under the TT, the allocated capacity shall be considered unused. The rule also applies when, with the permission of SE NRIC, an international freight train is allowed to carry an internal load.

4.8.3.2. When part of a train path is not used, it is considered as unused allocated capacity.

4.8.3.3. The allocated capacity for an international freight train can be used in the interval from – 1440 min. to + 1440 min. from the determined start time of departure according to the Train Timetable (TT). When an international freight train does not leave a border station at a neighboring IM up to 1440 minutes after the scheduled departure time under the TT, the allocated capacity is considered unused.

4.8.3.4. The allocated capacity for an isolated locomotive can be used in the interval from – 1440 min. to + 1440 min. from the determined start time of departure according to the Train Timetable (TT). When the isolated locomotive does not depart from a departure station within 1440 minutes after the scheduled start time of departure under the TT, the allocated capacity shall be considered unused.

4.8.3.5. For the unused part of an initially approved path, when in case of modification of a train path from a new origin station or to a new destination station /see item 4.8.1.1./, this part of the path is not used.

4.8.3.6. The infrastructure manager may impose refusal of a given path or part of it when the RU uses it below the threshold of 30% of the train kilometres that are approved with TT on the path or a part of it and a movement plan within one calendar month, according to "List of the regular trains" for the respective month. This measure does not apply to passenger paths, to international paths and in cases where the unused portion of the path is due to the Infrastructure Manager.

4.8.3.7. In the event of a disruption in the operation of the network, leading to a significant disruption to the train timetable (TT) and the inability of trains to depart within 60 minutes after the specified starting departure time according to the TT, item 4.8.3.1. shall not apply.

4.8.4. Rules for Cancellation of a Train Path by the Applicant

Cancellation of a train path is the cancellation of an allocated train path at the request of the railway undertaking or, if necessary, of the IM.

The railway undertaking may at any time request the cancellation of a train path, whether allocated on based on request for an annual TT or for short-term planning, as follows:

4.8.4.1. Monthly cancellation of allocated capacity

Once a month, the railway undertaking may request cancellation of allocated capacity for the following calendar month and/or for a certain period starting from the following calendar month. The request shall be submitted through the TPMS. With one request the applicant may request the cancellation of one or more train paths for the whole month, part of the month and/or until a date specified by the railway undertaking from the following calendar month. The cancellation may be either for the whole or for a part of the arranged route. In case of monthly cancellation, it is not allowed for one allocated train path to remain regular in different sections for different dates in the period of the request. The monthly cancellation is made under the following procedure:

- Deadline for submitting a request – the 17th day of the month preceding the month of capacity cancellation;
- By the 20th day of the month preceding the month of capacity cancellation, on the basis of the request submitted by the railway undertaking, the Train Traffic and Capacity Management Division at SE NRIC shall prepare a telegram and a "List for amending the list of regular trains" for the respective period of the request;
- By the 25th day of the month preceding the month of capacity cancellation, the RU shall sign and return to the Train Traffic and Capacity Management Division at SE NRIC the prepared "List for amendment and supplementation of the list of regular trains".

4.8.4.2. Operational cancellation of allocated capacity is carried out after a request has been made through TPMS. An application may request the cancellation of all or of a part of an allocated train path.

In case the allocated train path is no longer available due to a reason occurring on the railway infrastructure, SE NRIC shall immediately notify the railway undertaking.

4.9. TTR for intelligent capacity management

The SE NRIC does not apply the TTR process.

4.10. Principles for allocating capacity for RFCs

The capacity allocation framework for the Alps - Western Balkans RFC is published in **Annex 4.10.1.** of this document.

CHAPTER 5. SERVICES AND CHARGES

5.1. Introduction

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

5.1.1. The minimum access package includes:

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

5.1.2. The provision of access includes:

Provision of access, including access to permanent way within service facilities, to the following service facilities, where available, and to services provided at those facilities;
– passenger stations, their buildings and other facilities, including information boards with travel data and a suitable place for ticket service;
– freight terminals;
– marshalling yards and train formation facilities, including any shunting facilities;
– storage sidings;
– maintenance facilities, excluding any heavy maintenance facilities intended for high-speed trains or other types of rolling stock requiring special facilities;
– Other technical facilities, including wagon scales, disinfection, cleaning and washing facilities;
– facilities related to railway activities in seaports and inland ports;
– relief facility;
– refuelling facilities and supply of fuel to these facilities, the charges for which are presented separately in the invoice.

5.1.3. Additional services may include:

– traction electricity, the charges for which are presented in the invoice separately from the charges for the use of power supply equipment, without prejudice to the application of the Energy Act;
– pre-heating of passenger trains - not provided by SE NRIC;
– special contracts for:
– control of transport of dangerous goods – no special contract is concluded;
– assistance for the traffic of special purpose trains – no special contract is concluded.

5.1.4. Ancillary services may include:

– access to telecommunication networks;

– provision of supplementary information;
– technical inspection of the rolling stock – not provided by SE NRIC;
– ticket service at passenger stations;
– heavy maintenance services provided in maintenance facilities intended for high-speed trains or other types of rolling stock requiring special equipment – not provided by SE NRIC.

5.2. Charging principles

Determination of charges collected by SE NRIC is based on the principles set out in the Railway Transport Act, Ordinance No. 41 for access to and use of the railway infrastructure, Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service and Decree No. 283 of 14 November 2019 (SG issue 91 of 19 November 2019) on the amendment and supplement of **Methodology for calculation of infrastructure charges**, collected by the IM adopted with Decree of the Council of Ministers 92 of 2012 (SG issue 36 of 2012). On their grounds, analytical accounting has been realized with regard to accounting operation costs reflecting processes in SE NRIC. Detailed cost accounting for each process includes full and direct costs with respect to the operating of the train service and allows determining the cost price of each of them.

These charges shall be determined according to the above regulatory framework.

For the services of the minimum access package, only the amount of costs directly incurred as a result of the train service shall be taken into account when determining the access charge and the use of the railway infrastructure.

The determined rates do not include:

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

When determining the charges for the services from the minimum access package, the exceptions from the principles of charging given in Art. 32 of Directive 2012/34/EU are not applied.

The methodology for calculation and detailed accounting of the direct costs of the SE NRIC activity is published in **Annex 5.2.1.**

The determined service charges from the minimum access package provided discounts for block trains for combined transport in accordance with Art. 56, item 1 of the Railway Transport Act (RTA).

When determining all other fees and charges, the full cost, the total amount of costs by economic elements is taken into account.

A charge for capacity that is allocated but not used is applied.

Sanctions concerning the Performance Scheme, which have been agreed upon with railway undertakings and applicants are also applied. In accordance with the agreement reached, there is no limit to payments.

A detailed description of the method of application is published in Item 5.7. Performance Scheme.

Methodologies for calculation of charges and prices, collected by the Manager of the railway infrastructure are published in **Annex 5.2.2.**

5.3. Minimum Access Package

The Charges determined on the grounds of the principles described above are related and applied to the minimum access package which includes:

- processing of requests for use of a railway infrastructure capacity;
- right to use allocated capacity;
- use of the railway infrastructure, including any switches and railway junctions;

- managing trains, including signalling, regulation, dispatch control, as well as transmitting and providing information about the train operation;
- use of power supply equipment for traction power, if any;
- any other information necessary to apply or perform the service for which capacity is allocated.

Within the minimum access package, an access and use charge is applied, which is a basic charge. The charge for access and use contains two components – pass-along charge and charge for use of the traction power supply equipment. The pass-along charge depends on the actually run kilometers and the measurement units are gross ton kilometers and train kilometers. The charge for use of the traction electrical supply equipment depends on the actually distributed and used electricity on the transmission network of the IM, as the measurement is in megawatt hours (MWh). Both components take into account the share of the operational units in the performance of the train service and direct costs incurred in this regard.

The formation of the access and use charge and determination of the amount of the charge rates are performed based on the reported direct costs and the work performed on the railway infrastructure for a previous year.

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

a) use of the permanent way and facilities;
b) use of signalling and telecommunications;
c) traffic management;
d) use of traction power supply equipment.

The amount of the rates for train kilometer, gross ton kilometer and use of the traction power supply equipment is determined as follows:

- the amount of the rates for train kilometer and gross ton kilometer is determined as a ratio between the direct costs directly incurred as a result of operating the train service for signalling, telecommunications, for traffic management and for permanent way and facilities for a previous year, related to the total train operation carried out by the railway undertakings on the railway infrastructure, expressed in train kilometers for the same period;
- the amount of the rate forming the charge for use of the traction power supply equipment is determined as a ratio between the direct costs for use of the traction power supply equipment for the previous year and the total electricity allocated and used by the RUs according to the reports of the electric meters in the locomotives, expressed in megawatt hours (MWh) for the same period.

The railway infrastructure pass charge and for use of the traction power supply equipment is not dependent on the type of the trains and is the same for all railway lines of the railway infrastructure.

The basic charge does not include fees for managing the shunting operations.

The charging of infrastructure charges due by railway undertakings, prices for services used related to the management of train traffic and capacity, as well as the terms and manner of their payment are in accordance with **Annex 5.3.1** "Rules for charging infrastructure charges, prices for services used, deadlines and method of payment".

The charges for services provided by the SE NRIC are in accordance with **Annex 5.3.2.** „Charges and prices of the SE NRIC". The charges and prices in **Annex 5.3.2.** are without VAT.

The tariff distances to be used for charging are described in **Annex 5.3.3.**

5.4. Additional services and charges

5.4.1. SE NRIC does not provide traction electricity supply service.

The supply is provided by licensed dealers pursuant to the Energy Act while observing Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009 concerning common rules for the internal market in electricity and repealing Directive 2003/54/EC transposed in the Energy Act (State Gazette, Issue 54 from the year 2012, effective since 17 July 2012).

5.4.2. SE NRIC, in accordance with the Energy Act, in compliance with Directive 2009/72/EC of the European Parliament and of the Council of 13 July 2009, in its capacity of an electricity distribution company, provides traction electricity distribution service through its own electricity traction distribution networks for the rolling stock of railway undertakings.

Railway undertakings pay the railway infrastructure manager a price for distribution of traction electricity, according to **Annex 5.3.2.** „Charges and Prices of SE NRIC".

The amounts due for the distribution of traction electricity are presented to the railway in separate invoices.

5.4.3. SE NRIC does not provide pre-heating service for passenger trains.

5.4.4. SE NRIC controls the transport of dangerous goods and provides assistance for the movement of special purpose trains.

The charges for the additional services offered by SE NRIC are in accordance with **Annex 5.3.2.** „Charges and prices of SE NRIC".

5.5. Ancillary Services and Charges

5.5.1. Access to telecommunication networks – SE NRIC provides access to the telecommunication network after concluding a contract.

5.5.2. Provision of supplementary information – upon request, SE NRIC may provide any additional information available to it in accordance with the effective legislation of the Republic of Bulgaria.

The charges for the ancillary services offered by SE NRIC are in accordance with the conditions specified in the concluded contracts.

5.6. Financial Penalties and Incentives

5.6.1. Penalties for Path Modification

In case of modification of a train path under item 4.8.1.1., no penalties shall be applied.

5.6.2. Penalties for Path Alteration

In case of change of a train path under item 4.8.2., the RU shall not pay penalties.

5.6.3. Penalties for Non-usage

5.6.3.1. In case of non-use of the allocated capacity under item 4.8.3., the RU owes a charge for requested and unused capacity, according to **Annex 5.3.2**.

5.6.3.2. In case of modification of a train path under item 4.8.1.1., leading to non-use of part of the allocated path, for the unused part a charge for declared and unused capacity is due, according to **Annex 5.3.2**.

5.6.4. Penalties for Path Cancellation

5.6.4.1. In case of train cancellation under item 4.8.4.1., the RU shall owe no charge for requested and unused capacity.

5.6.4.2. In case of cancellation of a train under item 4.8.4.2., the RU shall owe a charge for requested and unused capacity.

5.6.5. Incentives/ Discounts

SE NRIC applies a reduction of the passage fee for combined transports, as follows:

- for block-train combined transport – by 10 %;
- for block-train cargo vehicles transport – by 30 %.

5.7. Performance Scheme

The Performance Scheme is described in **Annex 5.7**.

Methodology for determining the compensations of the Railway Undertakings due to restrictions in the capacity provision by the SE NRIC, which are not specified in the Network Statement or are outside the specified time intervals and in connection with the Performance Scheme adopted by the Railway Undertakings and the SE NRIC, is described in **Annex 5.7.1**.

Unit costs for one man-hour per person of a locomotive or train crews set out in the „Methodology for determining compensations for licensed railway undertakings by the Infrastructure Manager due to limitation of the supply of capacity by the SE NRIC", which are not announced in the Network Statement or are beyond the indicated time intervals, are described in **Annex 5.7.2**.

5.8. Changes to Charges

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

Any change of the infrastructure charges shall be publicly announced 3 months before becoming effective.

5.9. Billing Arrangements

The charge for the services from the minimum access package and the charge for requested and unused capacity are determined according to the Methodology adopted by a decision of the Council of Ministers of the Republic of Bulgaria. For the services provided by SE NRIC under items 2, 3 and 4 of Annex 1 of Ordinance No. 41 for access to and use of the railway infrastructure, the charges are determined according to Methodologies agreed with the Regulatory Body. All other charges and prices are determined by SE NRIC, according to the Rules of Procedure.

CHAPTER 6. OPERATIONS

6.1. Introduction

The operational relations between the employees of SE NRIC, the railway undertakings, the owners/contractors of industrial branches with own staff and the entities performing construction, repair or other activity on the railway infrastructure, directly or indirectly influencing the management of the train traffic and the management of the shunting activity shall ensure maximum accuracy, reliability and safety of rail transport.

These relations, as well as the responsibilities of the individual parties, are regulated in the Railway Transport Act (RTA), ordinances, rules and instructions, which must be known and are mandatory for implementation by persons and employees whose work is related to train operation and shunting activities.

The operational rules governing the organization and manner of ensuring the traffic of trains and of other railway vehicles between the border stations in border areas are regulated in bilateral agreements, arrangements and rules.

6.2. Operational Rules

6.2.1. The operational rules for the railway infrastructure managed by SE NRIC are regulated in the following documents:

- Railway Transport Act – a competent body of the Ministry of Transport and Communications;
- Ordinance No. 58 of 2.08.2006, on the rules for the technical operation, train traffic and signalling in railway transport – a competent body of the Ministry of Transport and Communications;
- Rules for technical operation of the railway infrastructure of SE NRIC – SE NRIC is responsible for the creation and publication of these rules;
- Rules for train traffic and shunting operations in railway transport – SE NRIC is responsible for the creation and publication of these rules;
- "Rules for operational action in case of necessity of train traffic with rolling stock with lower parameters than these set in the booklet-timetable and the train composition plan, need to transport passengers by train for a part of the path by buses or cancellation of a train in emergency situations " – SE NRIC is responsible for the creation and publication of these rules;
- "Rules for making a telephone connection of a driver of traction rolling stock via a mobile GSM device with a train dispatcher" – SE NRIC is responsible for the creation and publication of these rules;
- "Rules for the implementation of an emergency inter-station telephone connection connecting the on-duty traffic controllers of two adjacent stations with a driver of traction rolling stock or a railway employee, located in the respective interstation section, via an official mobile GSM telephone" – SE NRIC is responsible for the creation and publication of these rules;
- "Working rules for operation of the GSM-R system" – SE NRIC is responsible for the creation and publication of these rules;
- "Procedure for isolation and restoration of the operation of the automatic locomotive signaling system – ALS" – SE NRIC is responsible for the creation and publication of this Procedure.

Bulgarian is the official working language, mandatory for all communications at the SE NRIC network between the IM and RU employees, except at border stations, where the language of communication is determined by a separate agreement between the neighboring railway infrastructure managers.

6.2.2. The operating rules governing the organization and manner of ensuring the train traffic in the border sections are regulated in the following documents:

- AGREEMENT between the Government of the Republic of Bulgaria and the Government of Romania regulating the activities at the railway border-crossings;
- Agreement between the Government of the Republic of Bulgaria and the Government of Greece on the regulation of railway cross-border traffic;
- AGREEMENT between the Government of the Republic of Bulgaria and the Government of the Republic of Türkiye for regulating the activities in the railway border crossing Svilengrad – Kapikule and the Railway Border Service at the Exchange Border Station Kapikule;
- AGREEMENT between the Council of Ministers of Serbia and Montenegro and the Government of the Republic of Bulgaria on border control and procedures in railway traffic;
- Rules for the train traffic between the border stations Vidin Tovarna and Golentsi – SE NRIC and CFR SA are responsible for the creation and publication of these rules;
- Rules for the train traffic between the border stations Giurgiu North and Ruse – SE NRIC and CFR SA are responsible for the creation and publication of these rules;
- Rules for the train traffic between the border stations Negru Vodă and Kardam – SE NRIC and CFR SA are responsible for the creation and publication of these rules;
- Instruction for regulating the movement of trains between the stations Dimitrovgrad (IZS) and Kalotina Zapad (SE NRIC);
- Rules for the organization of the train traffic and other railway vehicles between the border stations Svilengrad and Kapikule and the organization of the communication links at the border railway crossing – SE NRIC and TCDD are responsible for the creation and publication of these rules;
- Rules for transmission and acceptance of trains, freight/passenger wagons/coaches and freight at the Kapikule Interchange Border Station – SE NRIC and TCDD are responsible for the creation and publication of these rules.

6.3. Operational Measures

6.3.1. Principles

The train traffic is performed in Eastern European time in a 24-hour calculation according to a schedule in the elements of the railway infrastructure determined for train movement.

The train traffic on each section is managed by an on-duty train dispatcher. The orders of the on-duty train dispatcher are obligatory for all workers from the SE NRIC and the railway undertakings directly related to the movement of the trains in the section. The train dispatcher is responsible for the correct execution of the train timetable in their section, observes that there are no prerequisites for deviations from the normal train operation and, as far as possible, takes actions for scheduling delayed trains.

When regulating traffic, trains have priority by categories as follows:

1. Restoration and fire-fighting trains, rail self-propelled specialized machines for repair and maintenance of the permanent way and the overhead line (RSSM), snowplows, insulated locomotives, motor units and motor handcars, when they are appointed to provide assistance in case of emergency or accident, for restoration of the permanent way, the railway facilities, the communications and the overhead line, as well as for extinguishing fires and in case of serious labour accidents;
2. International passenger trains;
3. Express passenger trains;
4. High-speed passenger trains;
5. Suburban passenger trains;

6. Ordinary passenger and labor-service trains;
7. Mixed trains;
8. Restoration and fire-fighting trains and RSSM upon return to the stations of their home port, when they have been assigned under the conditions of item 1, auxiliary locomotives for high-speed and passenger trains, track-measuring wagon-laboratory, wagon-laboratory for the overhead line; they are assigned with the number of direct freight trains;
9. International freight trains for combined transport;
10. Express freight trains;
11. Direct freight trains and auxiliary locomotives for freight trains;
12. Local freight trains;
13. Work trains;
14. Shunting trains, isolated locomotives and all other vehicles.

6.3.2. Regulations Related to Operations

The regulations related to operations are contained in:

- Chapter Six "Basic Rules for Train Movement" of the RTA;
- Part three "Rules for Train Traffic and Shunting Operations" of Ordinance No. 58 of 02.08.2006 on the rules for the technical operation, train traffic and signalling in railway transport;
- "Rules for Train Traffic and Shunting Operations in Railway Transport" of SE NRIC.

6.3.3. Disturbances

6.3.3.1. Management of Disturbances at the National Level

The SE NRIC and RU are obliged to immediately inform each other of any observed operational problem or irregularity that violates or may in the near future lead to disruption of the normal operating environment. The SE NRIC and the RU are taking all necessary actions to overcome the problem as soon as possible in order to provide the necessary conditions for the restoration of normal railway traffic. In order to deal quickly with the problems and to ensure normal traffic conditions, the SE NRIC and the RU help each other with staff and technical resources.

In case of an unforeseen emergency situation, which has led to a temporary interruption of the traffic in a section of the railway infrastructure, the allocated train paths, which are used partially or not used at all due to the situation, are canceled by the applicant following the order of the SE NRIC. In this case, the SE NRIC designates by-pass routes, if any, on which to redirect the traffic and may request from the RU the available resources necessary to limit and eliminate the consequences of the event as soon as possible. The operational interaction between the on-duty employees of the SE NRIC and the RUs, concerning the organization of restoration actions, planning and traffic management, is regulated in the "Rules for interaction between the operational services of the SE NRIC and the railway undertakings in planning and managing the trains on the railway infrastructure of the SE NRIC in case of unforeseen disturbances".

In case of traffic interruption in a section of the railway infrastructure, deviations are allowed in the terms specified in item 4.5.3.2.2. of the NS, as well as in the "Rules for interaction between the operational services of the SE NRIC and the railway undertakings in the daily planning and management of trains on the railway infrastructure of the SE NRIC", for the time of the disturbance.

6.3.3.2. Management of International Traffic Disturbances

In case of occurrence of unforeseen emergency situation leading to traffic disruption in a section of the railway infrastructure with an impact on international traffic, immediately after the occurrence of the situation, the rules at national level, described in item 6.3.3.1., begin to apply.

If the interruption is with estimated impact on the affected part of the traffic for a period longer than three days and with a major impact on international traffic /more than 50% of the trains need cancellation, rerouting or replacement transport/, all infrastructure managers and capacity allocation bodies involved shall be notified.

This process should be managed and organized by the Infrastructure Manager, in whose network the accident has occurred (the leading Infrastructure Manager, but only in cases of international disruption).

Freight rail corridors act as a facilitator in terms of traffic disturbance management and the communication process. Together with their IM members, they develop and publish general information on route changes and operational scenarios. A reference to the general information on route changes and scenarios can also be found in Book 4, Chapter 5 of the Corridor Information Documents (see Chapter 1.7.1 of this Network Statement).

Railway undertakings shall participate in accordance with national accident management procedures and shall be responsible for transmitting specific train information to their customers.

More details are given in the Contingency Management Handbook published on:
https://rne.eu/wp-content/uploads/2022/10/ICM_Handbook.pdf
or on the RNE website. This guide describes standards that aim to allow continuous traffic flows at the highest possible level, regardless of international traffic disturbances, and to ensure transparency of the state of the disturbance and its impact on traffic flows for all relevant stakeholders in Europe. This defines the processes of communication and traffic disturbance management, which complement the national accident management procedures in order to achieve better international cooperation between IMs and capacity allocation bodies.

6.4. Tools for Train Information and Monitoring

SE NRIC uses the RNE Train Information System (TIS) for information and monitoring of trains.

TIS is a web-based application that supports the management of international trains by providing real-time data on international trains. The relevant data are obtained directly from the systems of the SE NRIC and all the information from the different IMs is combined in the movement of one train from departure or from its origin to its final destination. In this way, a train can be observed from the beginning to the end across borders.

Railway undertakings and service facility operators may also provide access to the TIS and may join the RNE TIS Advisory Board. All members of this board shall give their members full access to TIS data if they are included on the same train path. Without it, mutual agreements must be signed between the railway undertakings and between the railway undertakings and terminal operators.

Access to TIS is free of charge. A user account can be requested through the TNE RNE Support Unit: **support.tis@rne.eu**.
More information can be found at https://tis.rne.eu/.

SE NRIC has implemented its own Train Performance Management System (TPMS). The system is web-based and provides real-time and forecast train movement information, as well as other train monitoring information (reports) to registered users, depending on their access rights. The TPMS (SUVR) enables the exchange of information with other information systems under TAF-TSI and TAP-TSI rules.

The processes of upgrading the TPMS (SUVR) with new functionalities continue.

CHAPTER 7. SERVICE FACILITIES

7.1. Introduction

"Service facility" is the installation, including the terrain, the building and the equipment, which is specially constructed in whole or in part, so as to allow the provision of one or more services referred to in § 1, item 48 of the Additional Provisions of the RTA.

Information on the service facilities operated by SE NRIC, the conditions of use and prices is provided in item 7.3. of NS.

This Network Statement also provides information on service facilities, the operator of which is not SE NRIC. General information about these service facilities is provided in **Annex 7.1.** Contact the operators of these facilities for more detailed information.

7.2. Service Facility Overview

Operators of service facilities are obliged to provide free public access to the description of the service facility in one of the following ways:

(a) by publishing it on their own or on a common web portal and providing the infrastructure managers with a relevant link to be included in the Network Statement Minutes of Meeting the railway network;

(b) by providing infrastructure managers with relevant information in a ready-to-publish form to be included in the Network Statement for the railway network.

In cases where the infrastructure manager to which the facility is connected is exempted from the obligation to publish a Network Statement for the railway network in accordance with Article 2 (3) or (4) of Directive 2012/34/EU, the operator of the service facility shall provide a relevant link or ready-to-publish information to the main Infrastructure Manager.

Service facility operators shall keep the service facility description up to date. They shall promptly inform applicants who have already requested access or have subscribed to one or more services at the service facility of any relevant changes to the facility description.

In the case of service facilities operated by more than one operator of a service facility or in the cases where the services in the relevant facility are provided by more than one service provider, those operators or service providers shall coordinate with each other, so that to:

(a) ensure that their descriptions of the service facility are collected in one place; or

(b) indicate in their service facility descriptions all service facility operators responsible for deciding on requests for access to the facility or to the railway-related services provided at that service facility.

Pursuant to Art. 5, item 2 of the Implementing Regulation 2017/2177, the SE NRIC provides a common template approved by the RAEA, which can be used by the operators of the service facilities to submit the necessary information. The template is published in **Annex 7.2.**

In order to publish the NS in a timely manner, it is necessary by October 10 each year for each operator of a service facility to provide the SE NRIC with a link to its web portal or relevant information in a ready-to-publish format to be included in the NS.

In case the latest information submitted to the SE NRIC remains up to date, the operator of the service facility shall inform the SE NRIC by 10 November. If the SE NRIC does not receive such information, the latest available information is published in the Network Statement with a note that it has not been updated.

In case of need for a change in the provided information requiring a change of the Network Statement, the operator of the service facility shall inform the SE NRIC.

7.3. Service Facilities Managed by the SE NRIC

7.3.1. Common provisions

SE NRIC offers access, including track access within the service facilities to the following services facilities and to services provided in these facilities:

- passenger stations, their buildings and other facilities, including information boards with travel data and a suitable place for ticket service;
- freight terminals;
- marshalling yards and train formation facilities, including any shunting facilities;
- storage sidings;
- Other technical facilities, including wagon scales, disinfection, cleaning and washing facilities;

7.3.2. Passenger Stations

Passenger service stations are equipped with the necessary facilities for passenger service, and some of them for passenger train operations.

The facilities serving the passengers are related to providing: waiting for the trains by the passengers, boarding and disembarking the passenger trains, the movement of the passengers in the area of the station, the supply of tickets, obtaining the necessary information and other services.

The service facilities for performing operations with passenger trains are related to the technical provision of the technological needs of the railway undertakings in the respective station.

Stops are points equipped with the necessary facilities for passenger service, without the presence of operating personnel and in which operations with passenger trains cannot be performed.

7.3.2.1. General information

The list of passenger stations and information about them is provided in **Annex 7.3.2.1.**

The list of stops and information about them is provided in **Annex 2.3.3.3**.

7.3.2.2. Services

The SE NRIC provide the following services:

- Use of buildings and other equipment at passenger stations.

7.3.2.3. Service Facility Description

Information about the service facilities with which the stations are equipped is provided in **Annex 7.3.2.1.**

Information about the service facilities with which the stations are equipped is provided in **Annex 2.3.3.3.**

7.3.2.4. Charges

The charges for services provided by the SE NRIC are in accordance **Annex 5.3.2.** „Charges and prices of the SE NRIC". The charges and prices in **Annex 5.3.2.** are without VAT.

7.3.2.5. Access Conditions

Licensed railway undertakings for passenger transport have access to the service facilities at passenger stations.

7.3.2.6. Capacity Allocation

The allocation of capacity is done with the allocation of capacity on requests for allocation of train paths. A detailed description of the request processes, response, priority and coordination is provided in item 4.5. of this Network Statement.

7.3.3. Freight terminals

Intermodal freight terminals have been built near the Dragoman and Todor Kableshkov railway stations.

The terminal near Dragoman railway station is RO-LA and has two tracks, with a length of 300 m, and it is accessed via Dragoman railway station. The two tracks of the terminal and separate sections of the terminal area have been provided to the Contractor Terna S.A. for housing of railway mechanization and storage of materials necessary for the implementation of the project.

The terminal near Todor Kableshkov railway station is also not managed by SE NRIC, as it has been leased to a concession to a private operator. The access to this terminal is via Todor Kableshkov railway station.

7.3.4. Marshalling Yards and Train Formation Facilities, including Shunting Facilities

A list of all stations where tracks, on which loading and unloading operations can be carried out, are available, is provided in **Annex 7.3.4.1.** In these stations there are also storage sidings, as well as the necessary equipment to perform the respective shunting activity.

A list of all stations where it is possible to carry out train composition, decomposition and processing activities, including distribution and section stations equipped with train composition facilities, including shunting facilities, is provided in **Annex 7.3.4.2**.

7.3.5. Storage Sidings

At railway stations, the SE NRIC provides access to storage sidings. A list of these sidings is provided in **Annex 7.3.5.** The service is provided at the request of the applicant.

7.3.6. Maintenance Facilities

SE NRIC does not have any maintenance facilities.

7.3.7. Other Technical Facilities

7.3.7.1. The SE NRIC provides services in service facilities for external and internal disinfection. The services are provided specifically at the request of an applicant or on a mass scale when introducing anti-epidemic measures by Order of the Ministry of Agriculture.

The service devices are:

- Disinfection frame used for external disinfection.

There are disinfection frames in the stations Kalotina Zapad, Kardam, Kulata, Ruse Razpredelitelna, Svilengrad.

- Disinfection station – serves for internal cleaning, washing, disinfecting and disinsecting wagons before loading and after unloading freight specified in Ordinance No 48 on the railway transport of specific goods, goods without packaging and goods requiring specific packaging.

There are disinfection stations at the stations Plovdiv, Gorna Oryahovitsa and Svilengrad.

7.3.7.2. The SE NRIC provides wagon scales for measuring the weight of wagons. The wagon scales are operated by competent employees of the RUs.

7.3.8. Maritime and Inland Port Facilities

The SE NRIC provides access to marine and land facilities through the following stations:

Station	Port complex	Port complex operator
Burgas	Port of Bourgas	Port of Burgas EAD
Varna	Varna East Port	Port of Varna EAD
Varna Feribotna	Varna Ferryboat Complex	BDZ Cargo EOOD
Vidin Tovarna	Vidin North Port	Bulgarian River Shipping J.S.Co.
Lom	Port of Lom	Port Invest Ltd.
Razdelna	Varna West Port	Port of Varna EAD
Ruse North	Ruse-East Port Terminal 1 Ruse-East Port Terminal 2	Port Complex Ruse J.S.Co.
Svishtov	Port Terminal Svishtov	Dredging Istar PLC
Somovit	Port Terminal Somovit	Octopod-S OOD.

Information about service facilities provided by facility operators is published in **Annex 7.1.**

7.3.9. Relief Facilities

SE NRIC does not have any technical support relief facilities.

7.3.10. Refuelling Facilities

SE NRIC does not have any refueling facilities.