

Methodology for Calculating Charges and Prices Collected by the Railway Infrastructure Manager

TABLE OF CONTENTS

METHODOLOGY FOR CALCULATING CHARGES AND PRICES COLLECTED BY THE RAILWAY INFRASTRUCTURE MANAGER	2
METHODOLOGY FOR DETERMINATION OF THE PRICE FOR ADDITIONAL SERVICE “WASHING AND DISINFECTION OF WAGONS OF SERIES G, R, S, E, I, GRAIN CARRIERS, TANKS, HIGH-CUBE CONTAINERS, TANK-CONTAINERS AND ALL TYPES OF WAGONS AND LOCOMOTIVES ON BORDER DISINFECTION FRAMES”	6
METHODOLOGY FOR DETERMINING THE CHARGE FOR PROVIDED SERVICE INTERNAL DISINFECTION OF WAGONS AND CONTAINERS AT DISINFECTION STATIONS, OWNED BY THE SE NRIC	8
METHODOLOGY FOR DETERMINING THE CHARGE FOR PROVIDED SERVICE “CLEANING OF WAGONS AND CONTAINERS AT DISINFECTION STATIONS, OWNED BY THE SE NRIC”	10
METHODOLOGY FOR DETERMINING THE CHARGE FOR PROVIDED SERVICE “COMPLEX CLEANING AND DISINFECTION OF WAGONS AND CONTAINERS AT DISINFECTION STATIONS, OWNED BY THE SE NRIC”	12
METHODOLOGY FOR DETERMINATION OF THE CHARGE OF SERVICE “USE OF A WAGON SCALES FOR MEASUREMENT OF ONE WAGON”	15
METHODS FOR DETERMINING THE PRICE FOR ADDITIONAL SERVICES PROVIDED FOR “TECHNICAL MAINTENANCE AND METROLOGICAL CONTROL OF 120-TON WAGON SCALES” ..	17
METHODOLOGY SPECIFYING THE PRICE OF ISSUANCE OF PERMIT FOR A SINGLE PASS-OVER OF A RAILWAY VEHICLE, WHICH IS NOT ENTERED INTO THE NATIONAL REGISTER OF THE RAILWAY VEHICLES	19
METHODOLOGY FOR ASSIGNING PRICES FOR PROVISION OF SERVICES “ACCESS TO TELECOMMUNICATIONS NETWORKS”	21

METHODOLOGY FOR CALCULATING CHARGES AND PRICES COLLECTED BY THE RAILWAY INFRASTRUCTURE MANAGER

Adopted by Decree of the Council of Ministers No 92 dated 4 May 2012, promulgated in the State Gazette, Issue 36 dated 11 May 2012, effective from 1 January 2013, supplemented by Issue 30 dated 1 April 2014, supplemented by Issue 50 dated 17 June 2014, effective from 15 June 2014, amended and supplemented by Issue 91 dated 19 November 2019, effective from 19 November 2019.

1. General provisions.

The methodology establishes the minimum package charge for access to the railway infrastructure connecting the service facilities – access and use charge. The charge is formed based on the costs of the State Enterprise “National Railway Infrastructure Company” (the SE NRIC) directly incurred from the performance of the train service.

2. Estimation of the costs of the SE NRIC directly incurred as a result of operating the train service – direct costs.

Based on the implemented analytical accounting regarding the accounting of the operating costs, the SE NRIC takes into account the cost of each process. The calculation of the access and use charge is performed based on the costs accounted according to the Bulgarian accounting legislation on economic activities and economic elements. For determination of the charge only the amount of the costs directly incurred as a result of operating the train service are taken into account.

3. Determination of the access and use charge based on the direct costs for maintenance of the railway infrastructure.

3.1. Determination of the components forming the access and use charges.

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 allocated and used electricity along the transmission network of the IM 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.

3.2. 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.

3.3. Charge formation.

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;

3.4. Determination of the amount of rates of the components forming the access and use charges.

3.4.1. The access and use charge is a variable charge, based on which the IM shall be recovered the costs spent by it, which are directly related to the performance of the train service.

3.4.2. The amount of the rates for train kilometer, gross ton kilometer and use of the traction

power supply equipment is determined as follows:

a) 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 railway track and equipment for a previous year, related to the total train operation carried out by the railway undertakings over the railway infrastructure, expressed in train kilometers for the same period;

b) 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.

3.4.3. The rates for train kilometers, gross ton kilometers and use of the traction electricity are calculated annually by the IM under the current methodology and are approved by the Railway Administration Executive Agency – the rail transport regulatory authority, to the amount the rail service market can bear.

3.4.4. 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.

4. Way of calculating the due variable pass-along charge the railway infrastructure.

4.1 The charge for passing over the railway infrastructure is calculated using the following formula:

$$T_{\text{прем}} = T_{\text{брткм}} + T_{\text{влкм}},$$

where:

$T_{\text{прем}}$ is the charge for the actual use of the railway infrastructure;

$T_{\text{брткм}}$ – the charge for the realized gross ton kilometers along the passed-over route;

$T_{\text{влкм}}$ – the charge for the realized train kilometers along the passed-over route.

4.2. The charge for the realized gross ton kilometers is calculated using the following formula:

$$T_{\text{брткм}} = \sum L_{ij} * Q_{ij} * C_{\text{брткм}},$$

where:

L_{ij} is the length in kilometers of the j-th section on the route of the i-th train;

Q_{ij} – the gross weight in tons of the i-th train for the j-th section;

$C_{\text{брткм}}$ – the infrastructure charge rate per gross ton kilometer.

4.3. The charge for the realized train kilometers is calculated using the following formula:

$$T_{\text{влкм}} = L * C_{\text{влкм}},$$

where:

L is the length in kilometers of the actually passed route;
 $C_{\text{ВЛКМ}}$ – the infrastructure charge rate per train kilometer.

5. Manner of calculation of the variable charge due for use of traction power supply equipment.

The charge for use of traction power supply equipment is calculated according to the following formula:

$$T_{\text{ерп}} = C_{\text{ерп}} * \sum_1^Z Q_{MWh} ,$$

where:

$T_{\text{ерп}}$ – the charge due for use of traction power supply equipment;

$C_{\text{ерп}}$ – charge rate for use of traction power supply equipment;

$\sum_1^Z Q_{MWh}$ – amount of traction power metered by the electric meters in the locomotives;

Z – number of locomotives.

6. The due access and use charge is calculated under the following formula:

$$T_{\text{ди}} = T_{\text{прем}} + T_{\text{ерп}},$$

where:

$T_{\text{ди}}$ is access and use charge;

$T_{\text{прем}}$ – a pass-along charge;

$T_{\text{ерп}}$ – a charge for use of the traction power supply equipment.

7. Charge for requested and unused capacity.

7.1. Definition.

The charge for requested and unused capacity provides an incentive for the effective use of the capacity. It is a charge, which covers the costs of the Railway Infrastructure Manager incurred for maintaining the railway network in a condition, which allows the ensuring of a normal and unimpeded performance of the train service depending on the needs of the railway carriers, requested and confirmed with the annual Train Timetable.

7.2. Determination due to the rate amount.

This is a variable charge, which depends on the amount of the unused requested and confirmed capacity in the form of a train path with the annual Train Timetable, expressed in train kilometers.

The rate amount is determined as a ratio between the costs of the railway infrastructure manager, incurred for the maintenance of the railway network in a condition, which allows the ensuring of normal and uninterrupted performance of the train service for the previous year, and the realized total train operation by the RUs over the railway infrastructure, expressed in train kilometers for the same period.

7.3. Implementation.

The charge for requested and unused capacity is calculated per train kilometer for the unused

requested and confirmed capacity in the form of a train path with the annual Train Timetable. The charge does not depend on the type of the trains and it is the same for all railway lines of the railway infrastructure.

8. The charge for requested and unused capacity is calculated using the following formula:

$$T_{\text{кап}} = L * C_{\text{кап}},$$

where:

L is the length in kilometers of the unused capacity in the form of a train path, requested and confirmed with the annual Train Timetable;

$C_{\text{кап}}$ – the charge rate for requested and unused capacity per train kilometer.

9. The determined rates of the pass-along charge per train kilometer and gross ton kilometer are reduced as follows:

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

10. Invoicing of the access and use charge;

For the charged use and access charge the IM shall issue different invoices for:

- a) charged pass charge;
- b) charge due for use of traction power supply equipment;
- c) charge for requested and unused capacity.

**METHODOLOGY FOR DETERMINATION OF THE PRICE FOR
ADDITIONAL SERVICE “WASHING AND DISINFECTION OF WAGONS
OF SERIES G, R, S, E, I, GRAIN CARRIERS, TANKS, HIGH-CUBE
CONTAINERS, TANK-CONTAINERS AND ALL TYPES OF WAGONS AND
LOCOMOTIVES ON BORDER DISINFECTION FRAMES”**

*(Adopted by a decision of the Management Board of 2 February 2015, amended by a decision of
the Management Board of 24 November 2021)*

I. Objective of the methodology:

The methodology aims to establish the price of the additional service provided to the RU “Washing and disinfection of wagons of series G, R, S, E, I, grain carriers, tanks, high-cube containers, tank-containers and all types of wagons and locomotives at border disinfection frames”.

II. Benefits:

- Providing a service to the RUs;
- Additional revenues for the SE NRIC;

III. General provisions:

The price in this methodology shall be determined depending on the costs incurred:

- For materials – including disinfection products, water, fuel, electricity;
- For ecology – including storage, transportation and disposal of waste from the treated wagons;
- For remuneration of disinfection station employees, performing the disinfection – organizer of disinfection and cleaning, disinfector/railway transport;
- For remuneration of employees from division/inspection “Transport, veterinary and sanitary control ” at the SE NRIC, who monitor and control the observance of the sanitary-technological norms, handing over the wagons for disinfection before loading and after the unloading of freights, requiring mandatorily such a processing.

**PRICE OF SERVICE “OUTSIDE DISINFECTION OF A WAGON/LOCOMOTIVE
AT A DISINFECTION FRAME”**

The table shows calculation of the costs and materials etc.

No.	MATERIALS	Price /BGN/	Quantity	Unit	Cost /BGN/
1.	Water	1.47	0.076	m ³	0.11
2.	Disinfection agents	12.54	0.5	l	6.27
3.	Fuel for heating (coal)	0.398	0	kg	0.00
4.	Electricity	0.162	15.53	kW	2.52
5.	Ecology costs	2	1		2.00
6.	Costs for maintenance of machines and equipment		35%	%	3.82
	TOTAL				14.72

**CALCULATION OF A PERFORMED OUTSIDE DISINFECTION OF A
WAGON/LOCOMOTIVE IN DISINFECTION FRAMES**

Norm of time 20 minutes

No.	Type of costs		Price per wagon /in BGN/
I.	DIRECT COSTS		16.56
1	Wage Fund with social insurances and increments		1.84
1.1	Wage Fund for 20 minutes	567.00	1.40
	Class	24.80%	
1.2	Social insurances and increments (charged over the Wage Fund)	31.40%	
	per 20 minutes		0.44
2.	Materials		14.72
2.1	Water		0.11
2.2	Disinfection Agents		6.27
2.3	Fuel for heating		0.00
2.4	Electricity		2.52
2.5	Ecology costs		2.00
2.6	Costs for maintenance of machines and equipment		3.82
II.	NON-DIRECT COSTS	42%	0.59
III.	TOTAL		17.15
IV.	PROFIT	15%	2.57
V.	SERVICE COST WITHOUT VAT		19.72

The end price of the service is generated when a percent of profit of the company is charged on the total costs.

METHODOLOGY FOR DETERMINING THE CHARGE FOR PROVIDED SERVICE INTERNAL DISINFECTION OF WAGONS AND CONTAINERS AT DISINFECTION STATIONS, OWNED BY THE SE NRIC

(Adopted by a decision of the Management Board dated 27 October 2021, effective from 1 March 2022)

I. Objective of the methodology

The methodology aims to determine the charge for the service provided “Internal disinfection of wagons and containers at disinfection stations, owned by the SE NRIC”.

II. Designation and scope

The methodology is intended to determine the charge for the provided service “Internal disinfection of wagons and containers at disinfection stations, owned by the SE NRIC”.

III. Benefits

1. Performing a service for internal disinfection of wagons and containers at the disinfection stations in order to prevent the penetration and spread of epidemics and infections on the territory of the country.

2. Providing funds for maintenance, repair and modernization of the facility to provide quality service.

3. Realization of revenues for the SE NRIC.

IV. General provisions

The charge in this methodology shall be determined depending on the costs incurred for the previous year:

1. Direct costs for performance of the service:

- for remuneration of employees of the disinfection station who perform internal disinfection;

- production costs for:

- preparation;
- clothing, materials, external services, maintenance of facilities;
- water;
- electricity;
- ecology.

2. Indirect costs related to the performance of the service include production costs having the nature of indirect costs for ancillary and general production activities, depreciation and administrative-management expenses.

V. Description of the process of performing the service

Internal disinfection is performed on pre-cleaned and pre-washed wagons within 24 hours before the wagons enter the disinfection station by employees of the disinfection station, including the following operations:

1. Preparatory operations - these are the preparatory operations, which may include inspection, opening of valves, covers, doors, hatches, etc., which are performed before the start of washing the wagon;

2. Internal disinfection - this operation is an internal disinfection of the wagon with a biocidal preparation;

3. Finalization - after the internal disinfection of the disinfected wagon, the valves, covers, doors, hatches, etc. are closed. and it is affixed on both sides with the label “Disinfected”.

VI. Determining the cost of the service

The cost of the service $C_{ВДi}$ is the sum of the direct costs directly related to the provision of the service and the indirect costs and is determined by the following formula:

$$C_{ВДi} = P_{Пi} + P_{Нi}, \text{ BGN/wagon or BGN/container (1)}$$

where:

- i – type of wagon/container in Table 1, rows 1-5, where $i = [1;5]$;
- $C_{ВДi}$ – cost of the service performed for the i -th type of wagon/container [BGN/wagon or BGN/container];
- $P_{Пi}$ – direct costs related to the performance of the service for the i -th type of wagon/container [BGN/wagon or BGN/container];
- $P_{Нi}$ – indirect costs related to the provision of the service for the i -th type of wagon/container [BGN/wagon or BGN/container].

VII. Determining the charges for the service

When determining the charge for the service, the value of the estimated profit shall be included, in the amount of 10%, which corresponds to the one determined in item 20, § 1 of the Additional Provisions of Ordinance No 41.

The service charge „ $T_{ВДi}$ “ is determined by the following formula:

$$T_{ВДi} = C_{ВДi} + C_{ВДi} * 10\%, \text{ [BGN/wagon or BGN/container] (2)}$$

where:

- i – type of wagon/container in Table 1, rows 1-5, where $i = [1;5]$;
- $C_{ВДi}$ – cost of the service performed for the i -th type of wagon/container [BGN/wagon or BGN/container];

Table 1

No by row	Wagon/container type
1	Wagon – Grain carrier
2	Wagon – tank
3	Wagons series H, G, R, S, E and I
4	Large capacity containers
5	all other unmentioned wagons and containers

METHODOLOGY FOR DETERMINING THE CHARGE FOR PROVIDED SERVICE “CLEANING OF WAGONS AND CONTAINERS AT DISINFECTION STATIONS, OWNED BY THE SE NRIC”

(Adopted by a decision of the Management Board dated 24 November 2021, effective from 1 March 2022)

I. Objective of the methodology

The methodology aims to determine the charge for the service provided “Cleaning of wagons and containers at disinfection stations, owned by the SE NRIC”.

II. Designation and scope

The methodology is intended the calculation of the charge for the service “Cleaning of wagons and containers at disinfection stations, owned by the SE NRIC”.

III. Benefits

1. Performing a service for cleaning wagons and containers at disinfection stations, owned by SE NRIC.

2. Providing funds for maintenance, repair and modernization of the facility to provide quality service.

3. Realization of revenues for the SE NRIC.

IV. General provisions

1. The service charge in this methodology is determined on the basis of costs incurred:

1.1 Direct costs related to performance of the service:

- for remuneration of employees of the disinfection station who perform internal disinfection;

- production costs for:

- preparation;
- clothing, materials, external services, maintenance of facilities;
- water;
- electricity;
- ecology.

1.2. Indirect costs related to the performance of the service include production costs having the nature of indirect costs for ancillary and general production activities, depreciation and administrative-management expenses.

2. The service charge is determined depending on the type of wagon/container and the degree of its pollution.

3. For the purposes of this methodology, wagons/containers are divided into “polluted” and “heavily polluted” depending on the degree of pollution.

4. A “heavily polluted” wagon/container is one that has carried (twice or more times) one or more types of cargo without being cleaned before loading or after unloading, according to Art. 3 (2), of ORDINANCE No. 48 of 28.12.2001 for railway transport of specific goods, goods without packaging and goods requiring special packaging.

V. Description of the process of performing the service “Cleaning of wagons and containers at the disinfection stations”.

The cleaning is performed by employees of the disinfection station, including the following operations:

1. Preparatory operations - these are the preparatory operations, which may include inspection, opening of valves, covers, doors, hatches, preparation of a statement of findings, etc., which are performed before the start of washing the wagon;

2. Mechanical cleaning - this is the removal of residues from various types of cargo, soil, food, dirt, grease or other unwanted substances using one or a combination of several physical methods;

3. Washing - this operation involves washing successively from the floor, then ceiling and walls from top to bottom, re-washing the floor;

4. Finalization - after the disinfection, on the disinfected wagon, the valves, covers, doors, hatches, etc. are closed, scraping of the unnecessary labels and labeling is performed with a label: CLEANED / WASHED UNSUITABLE FOR LOADING WITH FOOD PRODUCT;

5. Site cleaning - cleaning of the work site, collection and disposal of waste.

VI. Determining the cost of the service

The cost of the C_{nij} service is the sum of the direct costs related to the performance of the service and the indirect costs and is determined by the following formula:

$$C_{nij} = P_{nij} + P_{hij}, \text{ BGN/wagon or BGN/container (1),}$$

where:

- **i** – type of wagon/container in Table 1, rows 1-5, where $i = [1;5]$;
- **j** – degree of pollution from table 1/column 1-2, where $j = [1; 2]$;
- C_{nij} – cost of the service performed for the i -th type of wagon/container with pollution of degree j [BGN/wagon or BGN/container];
- P_{nij} - direct costs related to the performance of the service for the i -th type of wagon/container with pollution of degree j [BGN/wagon or BGN/container];
- P_{hij} - indirect costs related to the provision of the service for the i -type wagon/container with pollution level j [BGN/wagon or BGN/container].

VII. Determining the charges for the service

When determining the charge for the service “Cleaning of wagons and containers at disinfection station owned by the SE NRIC” the value of the estimated profit of 10% is included, which corresponds to the specified in item 20, § 1 of Additional Provisions of Ordinance No. 41.

The service charge T_{nij} is determined by the following formula:

$$T_{nij} = C_{nij} + C_{nij} * 10\%, \text{ BGN/wagon or BGN/container (2)}$$

where:

- **i** – type of wagon/container in Table 1, rows 1-5, where $i = [1;5]$;
- **j** – degree of pollution from table 1/column 1-2, where $j = [1; 2]$;
- C_{nij} – cost of the service for the i -th type of wagon/container with pollution of degree j [BGN/wagon or BGN/container].

Table 1

No by row	Type of wagon/container - i	Service charge [BGN/wagon or BGN/container]	
		polluted	heavily polluted
		j = 1	j = 2
1	Wagon – Grain carrier	$T_{p_{ij}}$	$T_{p_{ij}}$
2	Wagon – tank	$T_{p_{ij}}$	$T_{p_{ij}}$
3	Wagons series H, G, R, S, E and I	$T_{p_{ij}}$	$T_{p_{ij}}$
4	Large capacity containers	$T_{p_{ij}}$	$T_{p_{ij}}$
5	all other unmentioned wagons and containers	By calculation	By calculation

METHODOLOGY FOR DETERMINING THE CHARGE FOR PROVIDED SERVICE “COMPLEX CLEANING AND DISINFECTION OF WAGONS AND CONTAINERS AT DISINFECTION STATIONS, OWNED BY THE SE NRIC”

(Adopted by a decision of the Management Board dated 24 November 2021, effective from 1 March 2022)

I. Objective of the methodology

The methodology aims to determine the charge for the service provided “Complex cleaning and disinfection of wagons and containers at disinfection stations, owned by the SE NRIC”.

II. Designation and scope

The methodology is intended for calculating the charge for the service “Complex cleaning and disinfection of wagons and containers at disinfection stations, owned by the SE NRIC”.

III. Benefits

1. Performing a service for complex cleaning and disinfection of wagons and containers at the disinfection stations, owned by the SE NRIC, in order to prevent the penetration and spread of epidemics and infections in the country.

2. Providing funds for maintenance, repair and modernization of the facility to provide quality service.

3. Realization of revenues for the SE NRIC.

IV. General provisions

1. The service charge in this methodology is determined on the basis of costs incurred:

1.1. Direct costs for performance of the service:

- for remuneration of employees of a disinfection station who perform the service “complex cleaning and disinfection”;

- production costs for:

- biocidal product;
- materials, external services, equipment maintenance and workwear;
- water;
- electricity;
- ecology.

1.2. Indirect costs related to the performance of the service include production costs having the nature of indirect costs for ancillary and general production activities, depreciation and administrative-management expenses.

2. The service charge is determined depending on the type of wagon/container and the degree of its pollution.

3. For the purposes of this methodology, wagons/containers / are divided into “polluted” and “heavily polluted” depending on the degree of pollution.

4. A “heavily polluted” wagon/container is one that has carried (twice or more times) one or more types of cargo without being cleaned before loading or after unloading, according to Art. 3 (2), of ORDINANCE No. 48 of 28.12.2001 for railway transport of specific goods, goods without packaging and goods requiring special packaging.

V. Description of the process of performing the service

Cleaning and disinfection are performed by employees of the disinfection station, including the following operations:

1. Preparatory operations - these are the preparatory operations, which may include inspection, opening of valves, covers, doors, hatches, preparation of a statement of findings, etc., which are performed before the start of washing the wagon;

2. Mechanical cleaning - this is the removal of residues from various types of cargo, soil, food, dirt, grease or other unwanted substances using one or a combination of several physical methods;

3. Washing - this operation involves washing successively from the floor, then ceiling and walls from top to bottom, re-washing the floor;

4. Disinfection - this operation is an internal disinfection of the wagon/container with a biocidal product sprayed by a disinfection machine;

5. Finalization - after the disinfection, on the disinfected wagon, the valves, covers, doors, hatches, etc. are closed, scraping of the unnecessary labels and labeling is performed;

6. Site cleaning - cleaning of the work site, collection and disposal of waste.

VI. Determining the cost of the service

The cost of the service S_{kij} represents the sum of the direct costs associated with the provision of the service and the indirect costs and is determined by the following formula:

$$C_{kij} = P_{\Pi ij} + P_{H ij}, \text{ BGN/wagon or BGN/container (1)}$$

where:

- i – type of wagon/container in Table 1, rows 1-5, where $i = [1;5]$;
- j – degree of pollution from table 1/column 1-2, where $j = [1; 2]$;
- $C_{n ij}$ – cost of the service performed for the i -th type of wagon/container with pollution of degree j [BGN/wagon or BGN/container];
- $P_{\Pi ij}$ - direct costs related to the performance of the service for the i -th type of wagon/container with pollution of degree j [BGN/wagon or BGN/container];
- $P_{H ij}$ - indirect costs related to the provision of the service for the i -type wagon/container with pollution level j [BGN/wagon or BGN/container].

VII. Determining the charges for the service

When determining the charge for the service, the value of the estimated profit shall be included, in the amount of 10%, which corresponds to the one determined in item 20, § 1 of the Additional Provisions of Ordinance No 41.

The service charge T_{kij} is determined by the following formula:

$$T_{kij} = C_{kij} + C_{kij} * 10\%, \text{ BGN/wagon or BGN/container (2)}$$

where:

- i – type of wagon/container in Table 1, rows 1-5, where $i = [1;5]$;
- j – degree of pollution from table 1/column 1-2, where $j = [1; 2]$;
- $C_{n ij}$ – cost of the service for the i -th type of wagon/container with pollution of degree j [BGN/wagon or BGN/container].

Table 1

No by row	Type of wagon/container - i	Service charge [BGN/wagon or BGN/container]	
		polluted	heavily polluted
		j = 1	j = 2
1	Wagon – Grain carrier	$T_{\kappa_{ij}}$	$T_{\kappa_{ij}}$
2	Wagon – tank	$T_{\kappa_{ij}}$	$T_{\kappa_{ij}}$
3	Wagons series H, G, R, S, E and I	$T_{\kappa_{ij}}$	$T_{\kappa_{ij}}$
4	Large capacity containers	$T_{\kappa_{ij}}$	$T_{\kappa_{ij}}$
5	all other unmentioned wagons and containers	By calculation	By calculation

METHODOLOGY FOR DETERMINATION OF THE CHARGE OF SERVICE “USE OF A WAGON SCALES FOR MEASUREMENT OF ONE WAGON”

(Amendment and supplement – – MB decision dated 27 October 2021, effective since 1 March 2022)

I. Objective of the methodology

The methodology aims to determine the charge for providing the service “Use of wagon scales for measuring one wagon” of the facilities owned by the SE NRIC”.

II. Designation and scope

The methodology is intended for calculation of the charge for the service provided to the railway undertakings, using wagon scales managed by the SE NRIC.

III. Benefits

1. Use of wagon measuring equipment.
2. Providing funds for maintenance, repair and modernization of the facility to provide quality service.
3. Realization of revenues for the SE NRIC.

IV. General provisions

The charge in this methodology shall be determined depending on the costs incurred for the previous year:

1. Direct costs related to performance of the service:
 - for remuneration of employees of the weight scales facility;
 - for a weighing train maintenance;
 - transport costs for a weighing train;
 - for subscription maintenance of wagon scales;
 - for electricity.
2. Indirect costs related to the performance of the service include production costs having the nature of indirect costs for ancillary and general production activities, depreciation and administrative-management expenses.

3. Measurement technology

The measurement is performed on service facilities - wagon scales. The scales shall meet the technical and metrological requirements specified in the Law on Measurements and the Law on Technical Requirements for Products.

The measurement of wagons is performed by certain employees of the railway undertakings entitled to perform this operation.

V. Determining the cost of the service

The cost of the service C_B represents the sum of the direct costs related to the performance of the service and the indirect costs related to the performance of the service and is determined by the following formula:

$$C_B = P_{II} + P_H \quad (1),$$

where:

- C_B – cost of the service "Use of a wagon scale for measuring one wagon" [BGN/wagon];
- P_{II} – direct costs related to the performance of the service "Use of wagon scales for measuring one wagon" [BGN/wagon];

- **PH** - indirect costs related to the provision of the service "Use of wagon scales for measuring one wagon" [BGN/wagon].

VI. Determining the charges for the service

When determining the charge for the service "Use of wagon scales for measuring one wagon" the value of the estimated profit is included, in the amount of 10%, which corresponds to the one specified in item 20, § 1 of Additional Provisions of Ordinance No. 41 of June 27, 2001 for access and use of the railway infrastructure.

The charge T_B for the service is determined by the following formula:

$$T_B = C_B + C_B * 10\% \text{ [BGN/wagon] (2)}$$

METHODS FOR DETERMINING THE PRICE FOR ADDITIONAL SERVICES PROVIDED FOR “TECHNICAL MAINTENANCE AND METROLOGICAL CONTROL OF 120-TON WAGON SCALES”

(Adopted by a decision of the Management Board of 2 February 2015, effective from 2 February 2015)

I. Objective of the methodology:

The methodology aims to determine the price for additional services provided for Technical maintenance and metrological control of a 120-ton wagon scale owned by enterprises external to the SE NRIC.

II. Benefits:

- Maintenance of the wagon scales, owned by companies external for the SE NRIC within the permissible technical norms regarding the metrological requirements;
- Additional revenues for the SE NRIC;

III. General provisions:

The service for “Technical maintenance and metrological control of a 120-ton wagon scale” owned by enterprises external to the SE NRIC is provided on the basis of concluded contracts between NRIC and enterprise - owner of the wagon scale. It is split into:

A / Subscription maintenance of a 120-ton wagon scale - carried out by one locksmith of repair of scales within one working day - 8 hours, twice a month. It includes cleaning and lubrication of the lever-mechanical scales system, unsealing and verification of the control-measurement device /CMD/, sealing, verification of the equilibrium position of the scale, etc.;

B/ Use of a scale train for one commenced day with metrological control of the wagon scale; - when executing metrological control of the wagon scale, the scale train is accompanied by 4 employees of the scale facility, which transport the reference wagons on the scale platforms and execute the required manipulations with the scale and CMD in order to achieve scale position. There is a representative of Metrology and Non-destructive Control Unit, who verifies and controls the compliance of the inspected wagon scale with the metrological standard.

IV. Determination of the labor costs:

Labor costs for the provision of the service are determined on the basis of the average gross rate for one day per person and social security and allowances for one day per person and the number of participants.

Table N 1 shows a detailed: Calculation of the price for subscription maintenance of a 120t wagon scale, owned by companies external for the SE NRIC.

I.	DIRECT COSTS	BGN
1.	Gross rate per 1 day per 1 person	30.42
2.	Social insurances and additions per 1 day per 1 person	9.99
3.	Working salary and insurances per 2 days per 1 person	80.82
II.	NON-DIRECT COSTS /42%/	25.55
III.	COST PRICE	106.37
IV.	Profit - 15%	15.96
V.	TOTAL	122.33

Note: The calculation does not include the transport costs of the employees of the scale facility. The costs for materials shall be confirmed by an invoice.

Table N 2 shows a detailed: Calculation for use of a scale train for one commenced day with metrological control of a wagon scale, owned by companies external for the SE NRIC.

I.	DIRECT COSTS	BGN
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1.	Gross rate per 1 day per 1 person	33.31
2.	Social insurances and additions per 1 day per 1 person	10.51
3.	Working salary and insurances per 1 days per 5 persons	219.10
II.	NON-DIRECT COSTS /42%/	69.95
III.	COST PRICE	289.05
IV.	RENT OF A SCALE TRAIN PER 1 DAY	235.20
	/ 24 hours x 5 wagons = 120 hours x EUR 1 per wagon and started hour = EUR 120 at the rate for the day / according to part 3, section 3 of the ETTP in the Republic of Bulgaria / accepted rate BGN 1.96 for EUR 1	
V.	Profit - 15%	78.64
	TOTAL	602.89

Notes:

1. The calculation does not include the transportation costs of the reference train. The costs for materials shall be confirmed by an invoice.

2. All expenses for business trips of employees / travel, daily allowances and accommodation / are at the expense of the applicant, according to the Ordinance on business trips in the country and/or the Ordinance on business trips and specializations abroad.

METHODOLOGY SPECIFYING THE PRICE OF ISSUANCE OF PERMIT FOR A SINGLE PASS-OVER OF A RAILWAY VEHICLE, WHICH IS NOT ENTERED INTO THE NATIONAL REGISTER OF THE RAILWAY VEHICLES

(Adopted by a decision of the Management Board of 23 January 2020, effective on 1 March 2020)

I. Objective of the methodology

The aim of the methodology is to determine a price for issuance of permit for a single pass of a railway vehicle, which is not entered into the National Vehicle Register of the railway vehicles on a specified route of the railway infrastructure of the SE NRIC.

II. Designation and scope

The methodology is designated to cover the railway non-RUs (non-licensed) and RUs (licensed), using the railway infrastructure managed by the SE NRIC in case of need of a single pass of a railway vehicle, which is not entered into the National Vehicle Register.

III. Benefits

1. Minimizing the movement of the railway vehicles, which are not entered into the National Vehicle Register on the railway infrastructure.
2. Increasing of safety of the transportation process.
3. Calculating the costs of unplanned and unexpected activities and costs in the activity of the SE NRIC and realization of additional income from this activity.

IV. General provisions

Issuance of a permit for a single pass of a railway vehicle, which is not entered into the National Vehicle Register shall be executed according to the Safety Procedure 2.07 of the SE NRIC.

For issuance of the permit the following documents shall be examined:

1. Written statement to the General Director of the SE NRIC following a template according to safety form - **SF 2.07 – 01**.
2. Declaration on the technical condition of the railway vehicle issued by the RU holding a valid certificate for an entity responsible for maintenance of railway vehicles following a safety form - **SF 2.07 – 02**.
2. Declaration by the staff servicing locomotives, multiple units and OTMs following a template according to a safety form - **SF 2.07 – 03**.
4. Information about the technical parameters of the vehicle directly related to the SE NRIC infrastructure following a template according to a safety form – **SF 2.07 – 04**.

V. Determining labor costs

For determination of the labor costs for the employees directly involved in the issuance of a permit for single pass of the railway vehicle, which is not included in the National Vehicle Register, by elements of the processes required for preparation, writing, printing and sending of the hard copies of the Order and expert capacity of the employees by units, for determination of the movement authority and the conditions for its implementation, as well as the engagement of the nominated employees.

The process of examination, evaluation and agreement of an application for movement of a vehicle, not entered into the National Vehicle Register, shall pass through the following procedures shown in a table in **Annex 1** to the present methodology.

The cost of the service “A” consists of three components:

- „B” (**permanent**), including the costs of the administrative activities, which are permanent and do not depend on the number of the vehicles offered for movement;

- „C” (permanent), including the cost of activities related to the verification of the technical parameters of a vehicle, which are permanent and do not depend on the number of vehicles;
- X (variable) – number of declared vehicles.

The time needed and the respective costs for performance of the scope stipulated in the procedure are specified in **Annex 1**.

The values in **Annex 1** are updated each year.

1. The component **B** (BGN), with permanent costs is the cost in the methodology specified according to the labour costs for the experts, taking part in the procedure for issuance of a permit for a single pass of a vehicle, without experts, agreed on their technical condition.

The specific values for **4,35 hrs** – total time of the work of the employees of SE NRIC for all procedures upon submitted application, not including the time for verification of the technical parameters of vehicle and its compliance with the parameters of the railway infrastructure and the labour cost shown in table with **Annex 1**.

2. The component **C** (BGN), with permanent costs is formed by the activities and the time **0.8 hrs**, needed for the experts of the SE NRIC to verify the declared technical parameters of the vehicle for compliance with the required national technical rules for movement on the railway infrastructure with technical parameters of the vehicle and its compliance with the parameters of the railway infrastructure.

The respective time and values are shown in **Annex 1**.

3. The component **X** (number) – variable value determined depending on the number of vehicles for which is required movement authority according to ПБ 2.07.

Its value is considered for determination in the total service cost depending on the number of the assessed vehicles.

4. The total cost of the service **A** (BGN)- is calculated for each particular case under the formula:

$A=B+XC$ (BGN) and depends on the number of declared vehicles

VI. The determination of the final cost of issuance of a permit for a single pass, of vehicles, which are not entered in the National Vehicle Register.

Upon determination of the cost of service “ Permit for a single pass of a railway vehicle, which is not included in the National Vehicle Register” the cost of the estimated profit shall be included, amounting to 10%, which complies with the stipulated in item 20, § 1 of the Additional Provisions of Ordinance N 41.

METHODOLOGY FOR ASSIGNING PRICES FOR PROVISION OF SERVICES “ACCESS TO TELECOMMUNICATIONS NETWORKS”

(Adopted by a decision of the Management Board dated 27 October 2021, effective from 1 March 2022)

I. Objective of the methodology

The methodology aims to determine the prices for the provided services “Access to telecommunication networks”.

II. Designation and scope

The methodology is designed to calculate the cost of services provided to customers who use facilities for access to telecommunications networks operated by the SE NRIC.

III. Benefits

1. Providing services to railway undertakings;
2. Providing funds for maintenance and repair of facilities for provision of quality service;
3. Realization of revenues for the SE NRIC.

IV. General provisions

The price in this methodology shall be determined depending on the costs incurred:

1. Direct costs related to performance of the service:
 - labor costs of employees performing provision and maintenance of access to telecommunications services;
2. Indirect costs, representing administrative-managerial, general-production and depreciation costs related to the provision of the service.

V. Determining the cost of the service

The cost of the service $C_{\text{ДТМ}i}$ represents the sum of the costs directly related to the provision of the service and of the indirect costs and is determined by the following formula:

$$C_{\text{ДТМ}i} = P_{\text{п}i} + P_{\text{н}i} \quad (1)$$

where:

- $C_{\text{ДТМ}i}$ – cost of the respective i-th service;
- $P_{\text{п}i}$ – direct costs related to the performance of the i-th service;
- $P_{\text{н}i}$ – indirect costs related to the performance of the i-th service;
- i – the service for which the prime cost is determined / rows 1-15 of Table 1 / , $i = [1; 15]$
- ДТМ – access to telecommunication networks

VI. Determining the price for the service

When determining the price for provided services for access to telecommunication networks, the value of the estimated profit in the amount of 10% shall be included, which corresponds to the one determined in item 20, § 1 of the Additional Provisions of Ordinance No. 41.

The price of the service $\Pi_{\text{ДТМ}i}$ is determined by the following formula:

$$\Pi_{\text{ДТМ}i} = C_{\text{ДТМ}i} + C_{\text{ДТМ}i} * 10\% \quad (2)$$

No. by row	TYPE OF SERVICE
1	Opening of a telephone from the departmental railway telecommunication network of the SE NRIC or a selector (conference) post
2	Relocation of a telephone from the departmental telecommunication network of NRIC or a selector post (refers to relocation in one building or in case of mutual exchange with another telephone in different buildings)
3	Construction of an installation in a building for the installation of a telephone post of a public operator or for another telecommunication connection
4	Use of telephone (including 43,200 minutes for calls in the departmental railway telecommunication network of the SE NRIC; the set price is for 1 month)
5	Maintenance of telecommunication installation in a building (for 1 line / connection) - for subscribers and services by a public operator of electronic communications services or another connection
6	Construction of a direct connecting telecommunication line from the departmental railway telecommunication network of the SE NRIC - within the settlement of the station
7	Construction of a direct connecting telecommunication line from the departmental railway telecommunication network of the SE NRIC - outside the boundaries of the settlement at the station or between stations
8	Use of a direct connecting telecommunication line from the departmental railway telecommunication network of the SE NRIC (for 1 connection) - analog two-wire within the settlement of the station
9	Use of a direct connecting telecommunication line from the departmental railway telecommunication network of the SE NRIC (for 1 connection) - analog four-wire within the settlement of the station
10	Use of a direct connecting telecommunication line from the departmental railway telecommunication network of the SE NRIC (for 1 connection) - analog four-wire between stations - for each started 100 km
11	Maintenance of selector (conference) post (including maintenance of port of selector (conference) distributor, line - pairs (canals) and selector (conference) apparatus
12	Conducting a selector (conference) meeting of a railway undertaking or its division (the price is for 1 participating subscriber for 1 meeting for each 30 minutes started)
13	Maintenance and use of a secondary clock from the NRIC network
14	Discover and configure a local area network for data transmission over a high-speed network
15	Monthly subscription for using a local network service for data transmission over a high-speed network