INFORMATION

ON CONSTANT SPEED REDUCTIONS IN THE TRAIN TIMETABLE 2026/2027

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

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

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

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

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

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

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

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

No.	FROM STATION	TO STATION	TRACK No.	POSITION		FRONT (m)	SPEED		REASONS FOR REDUCTION
				from km	to km		KR	reduction	
16	Kyustendil	Gyueshevo		77+670	77+700	30	40	15	Dismantled level crossing
17	Kyustendil	Gyueshevo		78+500	78+700	200	40	15	Falling rocks
18	Kyustendil	Gyueshevo		83+000	83+030	30	40	15	Dismantled level crossing
19	Kyustendil	Gyueshevo		87+740	87+770	30	40	15	Dismantled level crossing
61 railway line Razmenna - Batanovtsi									
1	Razmenna	Batanovtsi		49+050	56+420	7 370	40	25	Weak subgrade
VII railway line Mezdra - Vidin									
1	Mezdra	Ruska Byala		0+000	0+600	600	90	40	Switches at Mezdra station
2	Mezdra	Ruska Byala		0+600	2+270	1 670	90	80	Technical parameters of the railway are speed V = 80 km/h
3	Mezdra Yug	Ruska Byala		0+600	2+270	1 670	90	80	Technical parameters of the railway are speed V = 80 km/h
4	Ruska Byala	Vratsa	1	16+794	17+432	638	90	60	KIRS at Vratsa station
5	Ruska Byala	Vratsa	2	16+794	17+432	638	90	60	KIRS at Vratsa station
6	Vratsa	Beli Izvor		17+432	18+029	597	90	60	KIRS Vratsa station and curves with short transition curves
7	Boychinovtsi	Marchevo		57+780	58+280	500	80	65	Curve with short transition curves
8	Marchevo	Medkovets		61+740	62+040	300	80	70	Curve for speed V=110 km/h
9	stop Gabrovnitsa	stop Dolno Tserovene		73+600	74+500	900	80	70	Reprocessed curves for RZD wagons
10	Medkovets	Brusartsi		92+640	93+800	1 160	80	65	Reprocessed curves for RZD wagons
11	Medkovets	Brusartsi		93+800	94+333	533	80	40	Activated switch elements and failed sleepers at Brusartsi station
12	Brusartsi	Drenovets		94+333	94+633	300	70	40	Activated switch elements and failed sleepers at Brusartsi station
13	Brusartsi	Drenovets		103+790	104+166	376	70	60	KIRS at Drenovets station
14	BP Vodnyantsi	Drenovets		104+460	104+526	66	70	60	KIRS at Drenovets station
15	Dimovo	Oreshets		126+329	126+395	66	70	60	KIRS at Oreshets station
16	Oreshets	Dimovo		133+560	133+700	140	70	40	Weak subgrade
17	Oreshets	Dimovo		139+453	139+531	78	70	60	KIRS at Dimovo station
18	Sratsimir	Dimovo		139+949	140+215	266	70	60	KIRS at Dimovo station
19	Dimovo	Sratsimir		151+723	151+801	78	70	60	KIRS at Sratsimir station
20	Vidin	Sratsimir		152+423	152+501	78	70	60	KIRS at Sratsimir station
21	Sratsimir	BP Vidbol		169+303	169+822	519	70	60	Reprocessed curve for RZD wagons and KIRS at Vidbol station
22	Vidin Patnicheska station			180+345	181+265	920	70	25	Destination station Vidin
23	Vidin Tovarna	BP Kapitanovtsi		0+670	1+260	590	160	95	Curve with radius R=460 m
24	Vidin Tovarna	BP Kapitanovtsi		6+900	7+000	100	160	25	Disinfection frame
71 railway line Boychinovtsi - Berkovitsa									
1	Boychinovtsi	Montana		13+000	13+087	87	65	60	KIRS at Montana station
2	stop Borovtsi	Montana		13+512	13+590	78	65	60	KIRS at Montana station
3	Montana	stop Borovtsi		14+150	14+500	350	65	25	Degraded technical condition of the rail sleeper grid
4	Montana	stop Borovtsi		16+900	17+000	100	65	40	Landslide
5	Montana	stop Borovtsi		19+800	19+850	50	65	50	Dismantled level crossing
72 railway line Brusartsi - Lom									
1	Brusartsi	Lom		0+000	0+300	300	90	40	Activated switch elements and failed switch sleepers
2	Brusartsi	Lom		0+300	2+000	1 700	90	60	Reprocessed curves for RZD wagons
3	Brusartsi	Lom		22+322	22+821	499	90	25	Lom station without signalling equipment
VIII railway line Plovdiv - Filipovo -Burgas									
1	Plovdiv	Filipovo		5+080	5+652	572	50	25	Switches at Filipovo station
2	Filipovo	Skutare		5+652	6+090	438	80	25	Switches at Filipovo station
3	Skutare	Manole		19+450	21+735	2 285	120	90	Curves with radius R=515 п, R=525 m and R =400 m
4	Svoboda	Mihaylovo		71+530	80+800	9 270	80	60	Curve with R=300 m for V=60 km/h and deformations of the subgrade (Plovdiv – Burgas project)
5	Kaloyanovets	Stara Zagora	1	104+810	104+950	140	130	100	Switches at Stara Zagora station

No.	FROM STATION	TO STATION	TRACK No.	POSITION		FRONT (m)	SPEED		REASONS FOR REDUCTION
				from km	to km		KR	reduction	
6	Kaloyanovets	Stara Zagora	2	104+770	104+810	40	130	100	Switches at Stara Zagora station
7	Stara Zagora	Kalitinovo	1	106+498	106+760	262	160	75	Switches at Stara Zagora station
8	Stara Zagora	Kalitinovo	2	106+498	106+760	262	160	75	Switches at Stara Zagora station
9	Stara Zagora	Kalitinovo	1	106+760	107+386	626	160	130	Curve for speed V=130 km/h
10	Stara Zagora	Kalitinovo	2	106+760	107+386	626	160	130	Curve for speed V=130 km/h
11	Kalitinovo	Han Asparuh		119+381	119+718	337	160	120	Curve for speed V=120 km/h
12	Han Asparuh	Nova Zagora		137+666	138+591	925	160	130	Curve for speed V=130 km/h
13	Nova Zagora	Konyovo		149+538	150+540	1 002	160	110	Curve for speed V=110 km/h
14	Bezmer	Yambol	1	180+666	183+256	2 590	160	110	Curve for speed V=110 km/h
15	Bezmer	Yambol	2	180+666	183+256	2 590	160	110	Curve for speed V=110 km/h
16	Yambol station		1	183+256	184+183	927	100	75	Switches Yambol station
17	Yambol station		2	183+256	184+183	927	100	75	Switches Yambol station
18	Yambol	Zavoy		191+130	192+150	1 020	100	70	Curve R=400 m with short transition curves
19	Zavoy station			192+250	192+740	490	160	100	Switches Zavoy station
20	Zavoy	Zimnitsa		198+199	198+731	532	160	40	Technical condition of switches for V=40 km/h Zimnitsa station
21	Zimnitsa	Straldzha	1	198+731	199+294	563	140	40	Technical condition of switches for V=40 km/h Zimnitsa station
22	Zimnitsa	Straldzha	2	198+731	199+294	563	140	40	Technical condition of switches for V=40 km/h Zimnitsa station
23	Zimnitsa	Straldzha	1	205+635	206+060	425	140	130	Curve with R=800 m
24	Zimnitsa	Straldzha	2	205+635	206+060	425	140	130	Curve with R=800 m
25	Aytos	Balgarovo	1	269+817	270+833	1 016	130	120	Curve for speed V=120 km/h
26	Aytos	Balgarovo	2	269+822	270+829	1 007	130	120	Curve for speed V=120 km/h
27	Balgarovo	Druzhba	1	274+300	274+950	650	130	60	KIRS Druzhba station
28	Balgarovo	Druzhba	2	274+300	274+950	650	130	60	KIRS Druzhba station
29	Druzhba	Dolno Ezerovo	1	274+950	275+600	650	130	60	KIRS Druzhba station
30	Druzhba	Dolno Ezerovo	2	274+950	275+600	650	130	60	KIRS Druzhba station
31	Dolno Ezerovo	BP Lozovo	1	281+400	281+550	150	130	90	Slip switch
32	BP Lozovo	Vladimir Pavlov	1	289+203	289+758	555	130	90	Curve with 498 m with short transition curves
33	BP Lozovo	Vladimir Pavlov	2	289+219	289+732	513	130	80	Curve with 510 m with short transition curves
34	Vladimir Pavlov (Lozovo side)		1	289+758	290+000	242	130	60	KIRS Vladimir Pavlov
35	Vladimir Pavlov (Lozovo side)		2	289+732	290+000	268	130	60	KIRS Vladimir Pavlov
36	Vladimir Pavlov	Burgas	3	291+550	292+450	900	60	15	Stub station Burgas TS
37	Vladimir Pavlov	Burgas	1	291+600	292+450	850	60	25	Stub station Burgas PS
38	Vladimir Pavlov	Burgas	2	291+600	292+450	850	60	25	Stub station Burgas PS
81 railway line Filipovo - Panagyurishte									
1	Filipovo	Saedinenie		0+000	1+250	1 250	40	25	Switches Filipovo station
2	Filipovo	Saedinenie		10+000	10+500	500	65	25	SOR Stop Benkovski
3	Filipovo	Saedinenie		20+450	20+950	500	65	60	Curve R=300 m
4	Saedinenie station			20+950	21+490	540	60	30	Switches KIRS at Saedinenie station
5	Saedinenie	Strelcha		21+490	22+380	890	80	60	Curve R=300 m and unequipped level crossing km 22+360 **(only for Desiro)**
6	stop Topolov Dol	Strelcha		31+750	31+780	30	80	70	Dismantled level crossing at km 31+767 (only for Desiro)
7	Strelcha	Panagyurishte		70+850	70+920	70	40	25	KIRS Panagyurishte
82 railway line Filipovo - Karlovo									
1	Filipovo	Trud		0+300	0+850	550	100	40	Curves with R=200 m
2	Kaloyanovo	Dolna Mahala		20+700	25+000	4 300	85	60	Weak subgrade
3	Kaloyanovo	Dolna Mahala		26+900	28+000	1 100	85	60	Weak subgrade
83 railway line Nova Zagora - Simeonovgrad									
1	Simeonovgrad	Lyubenovo Predavatelna		1+350	1+420	70	55	40	Non-signalized level crossing
2	Simeonovgrad	Lyubenovo Predavatelna		9+420	9+470	50	60	40	Non-signalized level crossing

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

It is not a main track

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