Annex 5.2.2.

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

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METHODOLOGY FOR CALCULATING INFRASTRUCTURE CHARGES 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, supplemented by Issue 44 dated 14 June 2022, effective from 14 June 2022, supplemented by Issue 79 dated 04 October 2022, effective from 04 October 2022.

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" (SE NRIC) directly incurred from the performance of the train service.

2. Estimation of the costs of 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, 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. Determining the access and use charge based on the direct costs for maintenance of the railway infrastructure.

3.1. Determining 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. Determining 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.

3.2.4. 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.

3.5. The amount of rates per train kilometer, gross tonne kilometer and the rate for the use of power supply equipment for traction power, determined in accordance with sub-clauses 3.4.2 and 3.4.3, shall be reduced by 50 percent for the period:

- from January 1, 2022 to June 30, 2022, according to Decree of the Council of Ministers No. 118 of June 9, 2022 to supplement the Methodology for the calculation of infrastructure fees collected by the railway infrastructure manager, adopted by Decree No. 92 of the Council of Ministers of 2012 (Promulgated State Gazette No. 36 of 2012 May 2012, amended and supplemented State Gazette No. 30 and 50 of 2014 and State Gazette No. 91 of 2019) (Decree of the Council of Ministers No. 118 of June 9, 2022), in accordance with Regulation (EU) 2022/312 of the European Parliament and of the Council of 24 February 2022 amending Regulation (EU) 2020/1429 as regards the duration of the reference period for the application of temporary measures concerning the levying of charges for the use of railway infrastructure (Regulation (EU) 2022/312);

- from July 1, 2022 to December 31, 2022, according to Decree of the Council of Ministers No. 304 of September 29, 2022 to supplement the Methodology for the calculation of infrastructure fees collected by the railway infrastructure manager, adopted by Decree No. 92 of the Council of Ministers of 2012 (Promulgated State Gazette No. 36 of 2012 May 2012, amended and supplemented State Gazette No. 30 and 50 of 2014 and State Gazette No. 91 of 2019)(Decree of the Council of Ministers No. 304 of September 29, 2022), in accordance with Commission Delegated Regulation (EU) 2022/1036 of June 29, 2022 amending Regulation (EU) 2020/1429 of the European Parliament and to the Council, as regards the extension of the reference period. (Delegated Regulation (EU) 2022/1036).

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

4.1. The pass-along charge the railway infrastructure is calculated using the following formula:

$$Т_{прем} = Т_{бркм} + Т_{влкм},$$

where:

$Т_{прем}$ is the charge for the actual use of the railway infrastructure;

$Т_{бркм}$ – the charge for the realized gross ton kilometers along the passed-over route;

$Т_{влкм}$ – 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:

$$\mathrm{T}_{\text{брткм}}=\sum \quad L_{ij} \quad * Q_{ij} * \mathrm{C}_{\text{брткм}},$$

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;

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

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

$$\mathrm{T}_{\text{влкм}}=L * \mathrm{C}_{\text{влкм}},$$

where:

L is the length in kilometers of the actually passed route;

$\mathrm{C}_{\text{влкм}}$ – 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:

$$\mathrm{T}_{\text{ерп}}=\mathrm{C}_{\text{ерп}} * \sum_1^z Q_{MWh} \quad ,$$

where:

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

$\mathrm{C}_{\text{ерп}}$ – the charge rate for use of traction power supply equipment;

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

z – the number of locomotives.

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

$$\mathrm{T}_{\text{ди}} = \mathrm{T}_{\text{прем}} + \mathrm{T}_{\text{ерп}},$$

where:

$\mathrm{T}_{\text{ди}}$ is the charge for access and use;

$\mathrm{T}_{\text{прем}}$ – a pass-along charge;

$\mathrm{T}_{\text{ерп}}$ – 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 undertakings, 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.

7.4. The charge under item 7 for requested and unused capacity is not collected for the period:

- from January 1, 2022 to June 30, 2022, according to Decree of the Council of Ministers No. 118 of June 9, 2022, in accordance with Regulation (EU) 2022/312;
- from July 1 to December 31, 2022, according to Decree of the Council of Ministers No. 304 of September 29, 2022, in accordance with Delegated Regulation (EU) 2022/1036.

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

$$Т_{кап}=L * С_{кап},$$

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;

$С_{кап}$ – 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 charge for access and use;

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 dated February 2, 2015, amended by a decision of the Management Board dated November 24, 2021; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology:

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

II. Benefits:

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

III. General provisions:

The price in this methodology shall be determined based 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 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 (in Euro)	Quantity	Unit	Cost (in Euro)
1.	Water	0.75	0.076	m^3	0.06
2.	Disinfection means	6.41	0.5	l	3.21
3.	Fuel for heating (coal)	0.20	0	kg	0.00
4.	Electricity	0.08	15.53	kW	1.29
5.	Ecology costs	1.02	1		1.02
6.	Costs for maintenance of machines and equipment		35%	%	1.94
	TOTAL				7.53

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 Euro)
I.	**DIRECT COSTS**		8.57
1	Wage Fund with social insurances and increments		0.94
1.1	Wage Fund for 20 minutes	290.00	0.72
	Class	24.80%	
1.2.	Social insurances and increments (charged over the Wage Fund)	31.40%	
	per 20 minutes		0.22
2.	Materials		7.53
2.1	Water		0.06
2.2	Disinfection Agents		3.21
2.3	Fuel for heating		0.00
2.4	Electricity		1.29
2.5	Ecology costs		1.02
2.6	Costs for maintenance of machines and equipment		1.95
II.	**NON-DIRECT COSTS**	**42%**	0.30
III.	**TOTAL**		8.77
IV.	**PROFIT**	**15%**	1.32
V.	**SERVICE COST WITHOUT VAT**		10.09

The final price of the service is determined by adding a profit percentage for the enterprise to all 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 October 27, 2021, effective from March 1, 2022; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

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 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 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 SE NRIC.

IV. General provisions

The charge in this methodology shall be determined based 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:
  - detergent;
  - 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 price of the service

The cost price of the service **Свдi** is the sum of the direct costs directly related to the provision of the service and of the indirect costs, and is determined by the following formula:

$$\mathbf{С_{вдi} = Р_{пi} + Р_{нi},}\ \text{EUR/wagon or EUR/container (1)}$$

where:

- **i** – type of wagon/container in Table 1, rows 1 – 5, where i = [1;5];
- **Свдi** – cost price of the service performed for the i-th type of wagon/container [EUR/wagon or EUR/container];
- **Рпi** – direct costs related to the performance of the service for the i-th type of wagon/container [EUR/wagon or EUR/container];
- **Рнi** – indirect costs related to the provision of the service for the i-th type of wagon/container [EUR/wagon or EUR/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 cost price **„Твдi“** is determined by the following formula:

$$\mathbf{Т_{вдi} = С_{вдi} + С_{вдi}*10\%,}\ \text{[EUR/wagon or EUR/container] (2)}$$

where:

- **i** – type of wagon/container in Table 1, rows 1 – 5, where i = [1;5];
- **Свдi** – cost price of the service performed for the i-th type of wagon/container [EUR/wagon or EUR/container].

Table 1

No.	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 November 24, 2021, effective from March 1, 2022; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

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 SE NRIC".

II. Designation and scope

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

IV. General provisions

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

1.1. Direct costs related to the performance of the service:

- for labor remuneration of employees of the disinfection station who perform internal disinfection;
- production costs for:
  - detergent;
  - 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 cost price 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 price of the service

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

$$\mathbf{Сп_{ij} = Рп_{ij} + Рн_{ij},}\ \text{EUR/wagon or EUR/container (1),}$$

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];
- **Спij** – cost price of the service performed for the i-th type of wagon/container with pollution of degree j [EUR/wagon or EUR/container];
- **Рпij** – direct costs related to the performance of the service for the i-th type of wagon/container with pollution of degree j [EUR/wagon or EUR/container];
- **Рнij** – indirect costs related to the provision of the service for the i-type wagon/container with pollution of degree j [EUR/wagon or EUR/container].

VII. Determining the charges for the service

When determining the charge for the service "Cleaning of wagons and containers at disinfection stations owned by SE NRIC", 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 cost price $\mathbf{Тп_{ij}}$ is determined by the following formula:

$$\mathbf{Тп_{ij} = Сп_{ij} + Сп_{ij}*10\%,}\ \text{EUR/wagon or EUR/container (2)}$$

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];
- $\mathbf{Сп_{ij}}$ – cost price of the service performed for the i-th type of wagon/container with pollution of degree j [EUR/wagon or EUR/container].

Table 1

No.	Type of wagon/container - i	Charge for the service [EUR/wagon or EUR/container]	
		polluted	heavily polluted
		j = 1	j = 2
1	Wagon – Grain carrier	$Тп_{ij}$	$Тп_{ij}$
2	Wagon – tank	$Тп_{ij}$	$Тп_{ij}$
3	Wagons series H, G, R, S, E and I	$Тп_{ij}$	$Тп_{ij}$

4	Large capacity containers	$Тп_{ij}$	$Тп_{ij}$
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 November 24, 2021, effective from March 1, 2022; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

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 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 SE NRIC".

III. Benefits

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

IV. General provisions

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

1.1. Direct costs for the performance of the service:

- for labor remuneration of employees of a disinfection station who perform the service "complex cleaning and disinfection";
- production costs for:
  - biocidal product;
  - materials, external services, maintenance of facilities 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 cost price 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 price of the service

The cost price of the service **Сκij** 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:

$$\mathbf{С\kappa_{ij} = Р\pi_{ij} + Р\text{н}_{ij},}\ \text{EUR/wagon or EUR/container}\ \mathbf{(1)}$$

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];
- ***Сκij*** – cost price of the service performed for the i-th type of wagon/container with pollution of degree j [EUR/wagon or EUR/container];
- **Рπij** – direct costs related to the performance of the service for the i-th type of wagon/container with pollution of degree j [EUR/wagon or EUR/container];
- **Рнij** – indirect costs related to the provision of the service for the i-type wagon/container with pollution of degree j [EUR/wagon or EUR/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 cost price **Тκij** is determined by the following formula:

$$\mathbf{Т\kappa_{ij} = С\kappa_{ij} + С\kappa_{ij}*10\%,}\ \text{EUR/wagon or EUR/container}\ (2)$$

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];
- ***Сκij*** – cost price of the service performed for the i-th type of wagon/container with pollution of degree j [EUR/wagon or EUR/container].

Table 1

No.	**Type of wagon/container - i**	**Service charge [EUR/wagon or EUR/container]**	
		polluted	**heavily polluted**
		j = 1	j = 2
1	Wagon – Grain carrier	$Т\kappa_{ij}$	$Т\kappa_{ij}$
2	Wagon – tank	$Т\kappa_{ij}$	$Т\kappa_{ij}$
3	Wagons series H, G, R, S, E and I	$Т\kappa_{ij}$	$Т\kappa_{ij}$
4	Large capacity containers	$Т\kappa_{ij}$	$Т\kappa_{ij}$
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"

(Amended and supplemented by a decision of the Management Board dated October 27, 2021, effective from March 1, 2022; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology

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

II. Designation and scope

The methodology is intended for the 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 SE NRIC.

IV. General provisions

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

1. Direct costs related to performance of the service:
   - for labor 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 price of the service

The cost price of the service Св 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:

$$\mathbf{Св = Рп + Рн} \quad (1),$$

where:

- **Св** – cost price of the service "Use of wagon scales for measurement of one wagon" [EUR/wagon];

- **Рп** – direct costs related to the performance of the service “Use of wagon scales for measurement of one wagon” [EUR/wagon];
- **Рн** – indirect costs related to the provision of the service “Use of wagon scales for measurement of one wagon” [EUR/wagon].

VI. Determining the charges for the service

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

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

$$\mathbf{Тв = Св + Св*10\% \ [EUR/wagon]} \quad (2)$$

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 dated February 02, 2015, effective from February 02, 2015; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology:

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

II. Benefits:

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

III. General provisions:

The service for "Technical maintenance and metrological control of a 120-ton wagon scale owned by enterprises external to SE NRIC provided on the basis of concluded contracts between SE 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. Determining the labor costs:

Labour costs upon provision of the particular service are determined based on the average gross rate per day to one person and social insurances and additions for one day per person and number of participants.

Table No. 1 shows a detailed: **Calculation of the price for subscription maintenance of a 120t wagon scale, owned by companies external for SE NRIC.**

I.	**DIRECT COSTS**	**In Euro**
1.	Gross rate per 1 day per 1 person	15.55
2.	Social insurances and additions per 1 day per 1 person	5.11
3.	Working salary and insurances per 2 days per 1 person	41.32
II.	**NON-DIRECT COSTS /42%/**	13.06
III.	**COST PRICE**	54.38
IV.	**Profit - 15%**	8.16
V.	**TOTAL**	62.54

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 No. 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 SE NRIC.**

I.	**DIRECT COSTS**	**In Euro**
1.	Gross rate per 1 day per 1 person	17.03
2.	Social insurances and additions per 1 day per 1 person	5.37
3.	Working salary and insurances per 1 days per 5 persons	112.00
II.	**NON-DIRECT COSTS /42%/**	35.76
III.	**COST PRICE**	147.76
IV.	**RENT OF A SCALE TRAIN PER 1 DAY**	120.26
	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 Unified Tariff for Carriage of Goods by Rail in the Republic of Bulgaria (ETPT)	
V.	**Profit – 15 %**	40.20
	TOTAL	308.22

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 dated January 23, 2020, effective from March 1, 2022; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

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 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 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 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 SE NRIC.

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

1. Written statement to the Director General of 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**.

3. Declaration by the staff servicing locomotives, multiple units and SSPRM following a template according to a safety form - **SF 2.07 – 03**.

4. Information on the technical parameters of the vehicle directly related to the SE NRIC's infrastructure under 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 price 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 the 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** (*EUR*), 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** *hours* – 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** (*EUR*), with permanent costs is formed by the activities and the time **0.8** *hrs*, needed for the experts of 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)* – is a variable value determined depending on the number of vehicles for which is required movement authority according to Safety Procedure 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 price of the service **A** (*EUR*) is calculated for each particular case under the following formula:

A=B+XC *(EUR) 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.

When determining the cost of service “Permit for a single pass of a railway vehicle, which is not included in the National Vehicle Register”, the cost price of the estimated profit shall be included, in the amount of 10%, which corresponds to the one specified in item 20, § 1 of the Additional Provisions of Ordinance No. 41.

METHODOLOGY FOR ASSIGNING PRICES FOR PROVISION OF SERVICES "ACCESS TO TELECOMMUNICATIONS NETWORKS"

(Adopted by a decision of the Management Board dated 27 October2021, 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 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 SE NRIC.

IV. General provisions

The price in this methodology shall be determined based 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 price of the service

The cost price of the service $\mathbf{C_{дтмі}}$ 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:

$$\mathbf{C_{дтмі} = P_{пі}+P_{ні}} \quad (1)$$

where:

- $\mathbf{C_{дтмі}}$ – cost price of the respective i-th service;
- $\mathbf{P_{пі}}$ – direct costs related to the performance of the i-th service;
- $\mathbf{P_{ні}}$ – indirect costs related to the performance of the i-th service;
- **i** – the service, for which the cost price is determined /rows 1 – 15 of Table 1/, i = [1:15];
- $_{\mathbf{дтм}}$ – 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 $\mathbf{Ц_{дтми}}$ is determined by the following formula:

$$\mathbf{Ц_{дтмі} = C_{дтмі} + C_{дтмі}*10\%} \quad (2)$$

No. by row	TYPE OF SERVICE
1	Opening of a telephone from the departmental railway telecommunication network of SE NRIC or a selector (conference) post.
2	Relocation of a telephone from the departmental telecommunication network of SE 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 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 SE NRIC – within the settlement of the station
7	Construction of a direct connecting telecommunication line from the departmental railway telecommunication network of 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 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 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 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 SE 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.

METHODOLOGY FOR DETERMINING THE PRICE FOR THE PERFORMANCE AND PROVISION OF THE SERVICE "SHUNTING OPERATION" AT THE RAILWAY STATIONS

(Adopted by a decision of the Management Board dated July 24, 2008, effective from August 1, 2008; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology.

The methodology aims to determine the price of the "Shunting Operation" service at the railway stations owned by NRIC.

II. Designation and scope.

The methodology is intended to cover non-licensed railway undertakings which use the railway infrastructure and facilities at railway stations owned by SE NRIC, through the industrial railway branches, by performing a shunting operation with their own traction rolling stock in the area of the stations. At the stations, when performing shunting movements related to the loading and unloading of wagons from the industrial branches on tracks owned by SE NRIC, the following shall be used:

- the personnel involved in ensuring the movement of trains and shunting operations at the respective station;
- the personnel engaged in maintaining the station installations and signaling equipment;
- the personnel engaged in maintaining the railway track within the station boundaries.

Tables 1, 2 and 3 show the average number of railway workers and employees at one station who participate in the performance of shunting operations and the maintenance of the railway infrastructure related to it, as well as the cost for each one of them per hour, expressed in salaries, insurance, social benefits and allowances.

III. Benefits

- minimizing the time for performance of shunting operation at the stations;
- Optimization of the technology for performance of the shunting operation;
- minimizing the number of exits to the station tracks;
- additional revenues for SE NRIC;
- possibilities for additional remuneration for the personnel at the stations where the service is performed.

IV. General provisions.

The prices in this methodology are determined on average per station per hour, and the number of stations is 350, with a 24-hour continuous mode of operation of the stations, 6 tracks on average per station, and to perform the shunting operation, an average of 2 tracks per station are used.

V. Determination of labor costs.

1. Determination of the costs for the personnel directly related to the provision of the movement of trains – on average per station per hour.

Table 1

Job position	Number of people in a station	Cost in Euro per hour	Total cost
Station Master	0.70	2.98	2.09

Job position	Number of people in a station	Cost in Euro per hour	Total cost
Deputy station master	0.08	2.88	0.23
Traffic manager	1.60	2.55	4.09
Post switchman	1.60	2.33	3.73
Level crossing keeper	0.40	2.01	0.80
Total			**10.94**

2. Determination of the costs for the personnel related to the maintenance of station installations and signaling equipment – on average per station per hour.

Table 2

Job position	Number of people in a station	Cost in Euro per hour	Total cost
Manager of signaling equipment section.	0.13	2.82	0.37
Mechanical technician of signaling equipment.	1.60	2.56	4.10
Electric fitter of signaling equipment.	0.13	2.09	0.27
Manager of section for communication and connection facilities.	0.04	2.65	0.11
Mechanical technician of communication and connection facilities.	0.57	2.30	1.31
Electric fitter of communication and connection facilities.	0.07	2.09	0.15
Total			**6.31**

3. Determination of the costs for the personnel related to the maintenance of the railway track within the station boundaries – on average per station per hour.

Table 3

Job position	Number of people in a station	Cost in Euro per hour	Total cost
Head of section	0.34	2.87	0.98
Repair group technician	1.10	2.52	2.77
Locksmith	0.56	2.18	1.22
Trackwalker	2.73	2.04	5.57
Senior railway worker	0.85	2.23	1.90
Railway worker	5.83	1.92	11.19
Total			**23.63**
For 2 tracks on average			**7.88**

When taking into account the positions described above in Tables 1, 2 and 3 for the labor costs of the personnel related to the performance of the additional service “Shunting Operation” (such as costs for working salaries, insurance, social benefits, and allowances), the average for a railway station is EUR **25.13 per hour**.

VI. Non-direct costs on the gross labor remuneration

The non-direct costs, which include costs for auxiliary activities, general production costs, administrative, management and social costs, and are 60% of the gross labor remuneration, are in the amount of **EUR 15.08 per hour** (with a 24-hour continuous mode of operation in the stations).

VII. Determining the price for the “Shunting operation” service

1. The price for the “Shunting operation” service at the stations is determined as **EUR 43.98 per hour**, and the charging is equal to **EUR 21.99** for each 30 minutes started.

2. The price for single feeding or removing of wagons to and from station tracks to and from an industrial branch is determined in the amount of 50% of the price for the “Shunting operation” service, which is **EUR 21.99**.

3. The price for single feeding or removing of wagons to and from the receiving and departure platform owned by the branch owner and serviced by the employees of SE NRIC is determined in the amount of **EUR 15.34**.

METHODOLOGY FOR DETERMINING PRICES OF MACHINE SHIFTS OF SPECIALISED SELF-PROPELLED RAIL MACHINES (SSPRM) FOR THE PROVISION OF SERVICES BY THE SE NRIC - ELECTRICITY DISTRIBUTION DIVISION.

(Adopted by a decision of the Management Board dated July 13, 2022, effective from January 12, 2023; amended and supplemented by a decision of the Management Board dated December 11, 2024, effective from February 1, 2025; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology

The methodology aims to determine the prices of the machine shifts of the Specialized Self-Propelled Rail Machines (SSPRM) for maintenance and measurement of the parameters of the overhead line for the provision of services in:

- securing new construction, repair and maintenance of electrified railway lines;
- securing the passage of vehicles with oversized loads over electrified railway lines;
- measuring the parameters of the overhead line.

II. Designation and scope

The methodology is designed to calculate the cost of machine shifts at all SSPRM, which are used for safety during new construction and repairs on electrified railway lines, for safety during the passage of vehicles with oversized loads over electrified railway lines and when measuring the parameters of the overhead line, when concluding contracts with external clients of SE NRIC.

III. Benefits

- Providing services to railway companies and external clients of SE NRIC;
- Providing funds for maintenance and repair of machines for provision of quality service;
- Realization of revenues for SE NRIC.

IV. General provisions

The prices in this methodology shall be determined based on the costs incurred:

1. Direct costs related to the performance of the service: labor costs of the workers performing provision and maintenance of the machines for the performance of the provided service.

2. Lubricant costs;

3. Other costs – for depreciation of the machine, for major repairs, for technical repairs and maintenance.

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

V. Determining the cost price of the the machine shift

The cost price of the machine shift $\mathbf{C_{мсм\ i}}$ represents the sum of the costs directly related to the provision of the service and is determined by the following formula:

$$\mathbf{C_{мсм\ i} = (P_{труд\ i} + P_{нпр\ i} + P_{см\ i}) * Ч + P_{др\ i}, Euro\ (1)}$$

where:

- $\mathbf{C_{мсмi}}$ – cost price of the machine shift of the respective i-th machine, in Euro;

- **$P_{труд\ i}$** – labor costs for the corresponding i-th machine, in EUR/hour;
- **$P_{см\ i}$** – costs for lubricants for the corresponding i-th machine, in EUR/hour;
- **ч** – the number of hours for which the machine shift is calculated;
- **$P_{др\ i}$** – other costs for the corresponding i-th machine, in Euro;
- **$P_{инр\ i}$** – indirect costs for the corresponding i-th machine, calculated for 1 hour, in EUR/hour;
- **i** – the machine, for which the cost price is determined /rows 1÷20 of Table 1, i=[1:20].

Table 1

No.	NAME OF THE SERVICE - j	NAME OF THE MACHINE - i
1	SSPRM – with 1 machine operator and 1 attendant	DM / AGMu
2	SSPRM – with 1 machine operator and an overhead line group	DM / AGMu
3	SSPRM – with 1 machine operator and 1 attendant	ADM
4	SSPRM – with 1 machine operator and an overhead line group	ADM
5	SSPRM – with 1 machine operator and 1 attendant	GEISMAR
6	SSPRM – with 1 machine operator and an overhead line group	GEISMAR
7	SSPRM – with 1 machine operator and 1 attendant	COMETI
8	SSPRM – with 1 machine operator and an overhead line group	COMETI
9	SSPRM – with 1 machine operator and 1 attendant	PLASSER & THEURER – AMERIKAN - MEASURER
10	SSPRM – with 1 machine operator, 1 attendant and an operator	PLASSER & THEURER – AMERIKAN - MEASURER
11	SSPRM – with 1 machine operator and an overhead line group	PLASSER & THEURER – AMERIKAN - MEASURER
12	SSPRM – with 1 machine operator and 1 attendant	OCPC 401 TESMEC RAIL S.R.L.
13	SSPRM – with 1 machine operator, 1 attendant and an operator	OCPC 401 TESMEC RAIL S.R.L.
14	SSPRM – with 1 machine operator and an overhead line group	OCPC 401 TESMEC RAIL S.R.L.
15	SSPRM – with 1 machine operator and 1 attendant	OCPC 401 TESMEC RAIL S.R.L. with ISKP (ИСКП)
16	SSPRM – with 1 machine operator, 1 attendant and an operator	OCPC 401 TESMEC RAIL S.R.L. with ISKP (ИСКП)
17	SSPRM – with 1 machine operator and an overhead line group	OCPC 401 TESMEC RAIL S.R.L. with ISKP (ИСКП)
18	SSPRM – with 1 machine operator and 1 attendant	SELF-PROPELLED RAIL-ROAD MACHINE - GEISMAR V2R 940 CGR
19	SSPRM – with 1 machine operator and an overhead line group	SELF-PROPELLED RAIL-ROAD MACHINE - GEISMAR V2R 940 CGR

20	SSPRM – with 1 machine operator, 1 attendant and an operator	SELF-PROPELLED RAIL-ROAD MACHINE - GEISMAR V2R 940 CGR

VI. Determining the cost and price for the service

1. Machine shifts do not include costs for business trips and machinery safeguarding;

2. Fuel costs are not included in the machine shifts, as fuel costs are added to the cost price of the service at prices as on the date of conclusion of the service contract.

The service cost price j is determined by the following formula:

$$C_{y\,ji} = C_{мсм\,i} + P_{г\,i}, \text{ in Euro (2)}$$

where:

- **j** – the type of service, for which the cost price is determined/ rows 1 ÷ 20 of Table 1, j=[1:20];
- C_{yji} – cost price of the j-th type of service for the corresponding i-th machine, in Euro;
- $P_{г\,i}$ – fuel costs for the corresponding i-th machine, in Euro;
- $C_{мсмii}$ – cost price of the machine shift of the respective i-th machine, in Euro.

3. When the machines are operated outside the system of SE NRIC, an additional profit of 20% is charged. The price of the service is determined by the following formula:

$$Ц^{в}_{yji} = C_{yji} + C_{yii} * 20\%, \text{ in Euro (3)}$$

- C_{yji} – cost price of the j-th type of service for the corresponding i-th machine, in Euro;
- $Ц^{в}_{yji}$ – price for the j-th type of service for the corresponding i-th machine when using the machines by external companies, in Euro.

VAT at the rate of 20% is charged on the price of service j.

METHODOLOGY FOR DETERMINING THE PRICE FOR THE SERVICE "CATENARY RECONSTRUCTION REQUIREMENTS".

(Adopted by a decision of the Management Board dated July 13, 2022, effective from January 12, 2023; amended and supplemented by a decision of the Management Board dated December 11, 2024, effective from February 1, 2025; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology

The methodology aims to determine the price of the service for the provision by the Electricity Distribution division of output data necessary for the reconstruction of an overhead line.

II. Designation and scope

The methodology is designed to calculate the cost of providing output data from the Electricity Distribution division, necessary for the reconstruction of an overhead line of external customers of SE NRIC, which includes research and analysis related to the engagement of human resources by specialists and experts of the division. The study of the conditions for providing source data to sites is a service that is paid for according to the Price List approved by the Management Board of SE NRIC.

Prices in this methodology are determined based on the following pricing elements:

1. Determining average hourly rate of experts from the division.
2. Hours worked.

1. Determining average hourly rate

The scope of activities necessary for the implementation of the service "Overhead line reconstruction requirements" includes the employment of experts from the Electricity Distribution division, for which an average hourly rate has been determined. The average hourly rate is the sum of the determined gross hourly rate, a percentage of social collateral and benefits costs, and a percentage of indirect costs.

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

2. Determining working hours for provision of output data to prepare an investment project

When determining the necessary hours for the work of experts from the Electrical Distribution division, the following activities are included:

- ✓ Upon receipt of a request for the provision of source data, the same is entered in the registry office, after which it is assigned to the experts.
- ✓ The assigned request is examined by experts in view of its compliance with the minimum requirements of the regulatory documents.
- ✓ If necessary, experts from the Electricity Distribution division make an on-site inspection with a company car.
- ✓ They prepare an opinion based on the additional information obtained from the on-site inspection.
- ✓ Based on the opinion and the source data, the experts prepare a response to the applicant.

III. Determining the cost price of the service

The number of hours worked by experts from the division are given in the following table:

Table 1

No.	**i-th by type of activity**	**Man-hours worked, N_i**
1	Entry in the registry office of a received request for the provision of source data for the reconstruction of an overhead line and assignment.	1
2	Examination of the written request for provision of source data – completeness, compliance with regulatory documents, obtaining additional information, etc.	4
3	Studying the technical requirements for the site of the user.	8
4	On-site survey	8
5	Assessment of the terms for construction of the site of the user.	4
6	Preparation of the technical requirements for the site of the user	8
7	Preparation of a letter (opinion) to the applicant	5

The cost price of the "Overhead line reconstruction requirements" service is calculated according to the following formula:

$$\mathbf{C = \sum_{i=1}^{n} N_i * Ч_{ср}, \text{ in Euro (1)}}$$

where:
- i – type of activity in Table 1, rows 1 – 7, where i = [1:7];
- C – cost price of the service "Overhead line reconstruction requirements";
- N_i – number of hours worked for the i-th type of activity;
- $Ч_{ср}$ – average hourly rate.

The price of the service "Overhead line reconstruction requirements" is determined by adding 20% profit to the cost price of the service and is determined according to the following formula:

$$\mathbf{Ц = C+C*20\%, \text{ in Euro (2)}}$$

where:
- Ц – price of the service "Overhead line reconstruction requirements";
- C – cost price of the service "Overhead line reconstruction requirements".

VAT at the rate of 20% is charged on the set price of the "Overhead line reconstruction requirements" service.

METHODOLOGY FOR DETERMINING PRICES OF MACHINE SHIFTS OF SPECIALISED MOTORISED PLATFORM VEHICLES FOR THE PROVISION OF SERVICES BY THE SE NRIC - ELECTRICITY DISTRIBUTION DIVISION.

(Adopted by a decision of the Management Board dated August 05, 2022, effective from January 12, 2023; amended and supplemented by a decision of the Management Board dated December 11, 2024, effective from February 1, 2025; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology

The methodology aims to determine the prices of the machine shifts of specialized motorised platform vehicles for providing services when using them for new construction, repair, maintenance and safety of electrified railway lines.

II. Designation and scope

The methodology is intended for calculating the price of the machine shifts of all motorised platforms, which are used in the implementation of new construction, repair, maintenance and safety of electrified railway lines and facilities, as well as in the conclusion of contracts with external clients of SE NRIC.

III. Benefits

- Providing services to internal and external clients of SE NRIC;
- Providing funds for maintenance and repair of machines for provision of quality service;
- Realization of revenues for SE NRIC.

IV. General provisions

The prices in this methodology shall be determined based on the costs incurred:

1. Direct costs related to the performance of the service: labor costs of the workers performing provision and maintenance of the machines for the performance of the provided service.

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 and administrative-management expenses.

3. Other costs – for depreciation of the machine, for major repairs, for technical repairs and maintenance.

4. Costs for fuel and lubricants, determined at prices as of the date of conclusion of the contract for the service.

V. Determining the cost price of the machine replacement, excluding costs for fuel and lubricants

The cost price of the service $\mathbf{C_{мсм\ i}}$ 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:

$$\mathbf{C_{мсм\ i} = P_{труд\ i} + P_{непр\ i} + P_{др\ i}}\text{, in Euro (1)}$$

where:

- $\mathbf{C_{мсмі}}$ – cost price of the machine shift for the corresponding i-th motor vehicle, in Euro;

- **$P_{труд\ i}$** – direct labor costs for the respective i-th motor vehicle, in Euro;
- **$P_{др\ i}$** – other costs for the corresponding i-th motor vehicle, in Euro;
- **$P_{нпр\ i}$** – indirect costs for the corresponding i-th motor vehicle, in Euro;
- **i** – a vehicle model, for which the cost price is determined /rows 1 ÷ 3 of Table 1, i=[1:3];

Table 1

No.	NAME OF THE SERVICE	NAME OF THE VEHICLE (i)
1	Specialized motorised platform vehicle – with 1 driver.	IVECO Daily E 4
2	Specialized motorised platform vehicle – with 1 driver	IVECO Daily SAFI-SCA 23
3	Specialized motorised platform vehicle – with 1 driver	FORD TRANSIT

VI. Determining the cost price and prices of the machine shifts of specialized motorised platform vehicles for the provision of services

1. When determining the cost price and prices of the machine shifts of specialized motorised platform vehicles for the provision of services, the expenses for business trips of employees of SE NRIC and collateral of the vehicles are not included.

2. When determining the cost price of the machine shifts $C_{мсм\ i}$, the costs of fuel and lubricants are not included, they are added to the cost price of the machine shift at prices as of the date of conclusion of the service contract.

The service cost price $\mathbf{C_{y\ i}}$ is calculated by the following formula:

$$\mathbf{C_{y\ i} = C_{мсм\ i} + P_{гсм\ i}}\text{, in Euro (2)}$$

where:
- **i** – a vehicle model, for which the cost price is determined /rows 1 ÷ 3 of Table 1, i=[1:3];
- **C_{yi}** – cost price of the service for the corresponding i-th motor vehicle, in Euro;
- **$P_{гсм\ i}$** – costs for fuel and lubricants for the i-th motor vehicle, in Euro;
- **$C_{мсмi}$** – cost price of the machine shift for the corresponding i-th motor vehicle, in Euro.

3. When the vehicles are operated outside the system of the SE "NRIC", an additional profit of 20% is charged. The price of the service $Ц^{в}_{y\ i}$ i is calculated by the following formula:

$$\mathbf{Ц^{в}_{y\ i} = C_{yi} + C_{yi} * 20\%}\text{, in Euro (3)}$$

- **i** – a vehicle model, for which the cost price is determined /rows 1 ÷ 3 of Table 1, i=[1:3];
- **Cyi** – cost price of the service for the corresponding i-th motor vehicle;
- **$Ц^{в}_{y\ i}$ –** price of the service for the corresponding i-th motor vehicle when using the machines by external companies, in Euro.

VAT at the rate of 20% is charged on the price of service.

METHODOLOGY FOR DETERMINING PRICES OF FOR THE PROVISION OF SERVICE "SAFETY IN AN ELECTRIFIED SECTION WITH AN AUTOMOBILE" BY THE SE NRIC - ELECTRICITY DISTRIBUTION DIVISION.

(Adopted by a decision of the Management Board dated December 11, 2024, effective from February 02, 2015; by a letter with a Reg. No. 1303-01-1 dated July 16, 2026, issued by the Railway Administration Executive Agency (RAEA), effective from August 8, 2026).

I. Objective of the methodology

The methodology aims to determine the prices for providing the service "Safety in an electrified section with an automobile", in case of need to disconnect and ground the contact network, in case of new construction, repair and maintenance of electrified railway lines and in case of damage to the roof equipment of electric traction rolling stock.

II. Designation and scope

The methodology is intended for calculating the price for providing the service "Safeguarding in an electrified section with an automobile", when necessary to disconnect and ground the contact network, during new construction, repair and maintenance of electrified railway lines, in case of damage to the roof equipment of electric traction rolling stock and when concluding contracts with external clients of SE NRIC.

III. Benefits

- Providing services to external clients of SE NRIC;
- Providing funds for maintenance and repair of facilities for provision of quality service;
- Realization of additional revenues for SE NRIC.

IV. General provisions

The prices in this methodology shall be determined based on the costs incurred:

1. Direct costs related to the performance of the service: labor costs of the workers performing provision and maintenance of the automobiles for the performance of the provided service.

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 and administrative-management expenses.

3. Other costs – for depreciation of the automobiles, for major repairs, for technical repairs and maintenance.

4. Costs for fuel and lubricants, determined at prices as of the date of performance of the service.

V. Determining the cost price of the service "Safeguarding in an electrified section with an automobile", excluding costs for fuel and lubricants

The cost price of the service "Safeguarding in an electrified section with an automobile" – $\mathbf{C_{o\,i}}$ 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:

$$\mathbf{C_{o\,i} = (P_{труд\,i} + P_{инр\,i})*ч + P_{др\,i}}\text{, in Euro (1)}$$

where:

- **$C_{o\,i}$** – cost price of the service for the corresponding i-th automobile, in Euro;
  - **$Р_{труд\,i}$** – direct labor costs, in Euro;
  - **Ч** – the number of hours for which the machine shift the service is performed;
- **$Р_{др\,i}$** – other costs for the corresponding i-th automobile, in Euro;
- **$Р_{инр\,i}$** – indirect costs, in Euro;
- **i** – a vehicle model, for which the cost price is determined /rows 1 ÷ 2 of Table 1, i = [1:2];

Table 1

No.	NAME OF THE SERVICE	NAME OF THE VEHICLE i
1	Safety in an electrified section with an automobile.	SsangYong Musso
2	Safety in an electrified section with an automobile.	Ford Ranger XLT 2 / 2.5 TD

VI. Determining the cost and price for the service

Fuel costs are not included in the cost price of the service "Safeguarding in an electrified section with an automobile", as fuel costs are added to the cost price of the service at prices as on the date of conclusion of the service contract.

The cost of the service with added fuel costs when using the respective i-th automobile is determined by the following formula:

$$C_{y\,i} = C_{o\,i} + P_{r,}\ \text{in Euro (2)}$$

where:

- **i** – a vehicle model, for which the cost price is determined /rows 1 ÷ 2 of Table 1, i = [1:2];
- **$C_{o\,i}$** – cost price of the service for the corresponding i-th automobile, in Euro;
- **P_r** – fuel price for the use of the corresponding i-th automobile, in Euro;
- **$C_{y\,i}$** – cost of the service with added fuel costs when using the respective i-th automobile, in Euro.

A profit of 20% is additionally charged to the cost of the service "Safeguarding in an electrified section with an automobile". The price of the service $Ц_{y\,i}$ is calculated by the following formula:

$$Ц_{y\,i} = C_{y\,i} + C_{y\,i} * 20\%, \text{ in Euro (3)}$$

- **i** – a vehicle model, for which the cost price is determined /rows 1÷2 of Table 1, i=[1:2];
- **$C_{y\,i}$** – cost of the service with added fuel costs when using the respective i-th automobile i, in Euro;
- **$Ц_{y\,i}$** – cost of the service "Safeguarding in an electrified section with an automobile" with added fuel costs when using the respective i-th automobile, in Euro.

VAT at the rate of 20% is charged on the price of service.