

Assessment of achievement of safety targets – 2026

Main figures based on CSI data (up to 2024)

March 2026

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1. Reference documents

<i>N°</i>	<i>Description</i>	<i>Reference</i>
[1]	Commission Decision of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of the European Parliament and of the Council	2009/460/EC (CSM CST)
[2]	Commission Decision of 23 April 2012 on the second set of common safety targets as regards the rail system	2012/226/EU
[3]	Commission implementing decision of 11 December 2013 amending Decision 2012/226/EU on the second set of common safety targets for the rail system	2013/753/EU
[4]	Directive 2004/49/EC of the European Parliament and of the Council on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive - In force until 31 October 2020).	2004/49/EC
[5]	Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast of the Railway Safety Directive)	(EU) 2016/798

2. List of terms and abbreviations

<i>Term / Abbreviation</i>	<i>Definition</i>
Agency	European Union Agency for Railways (formerly European Railway Agency, ERA)
CSI	Common Safety Indicator
CSM	Common Safety Method
CST	Common Safety Target
EC	European Commission
ERAIL	European Railway Accident Information Links (Agency safety database)
Eurobase	Eurostat dissemination database
EU	European Union
MS	Member State
MWA	Moving Weighted Average
NSA	National Safety Authority
NRV	National Reference Value
OBS	Annual observation

3. Executive summary

This report presents the seventeenth assessment of Achievement of Safety Targets carried out by the European Union Agency for Railways (“ERA” or “the Agency”) in accordance with the Common Safety Method (CSM) as defined in Commission Decision 2009/460/EC [3]. It is the fourteenth assessment using the second set of Common Safety Targets (CSTs) and National Reference Values (NRVs). The assessment uses CSI data for the years 2020-2024 for the 25 EU Member States that have a railway system plus Norway.

The assessment shows that railway safety performance remains acceptable at EU level for all categories of railway users, but at Member State level it shows:

- ‘Probable’ deterioration for the risk category “Others” in Germany and “Employees” in Sweden, and
- ‘Possible’ deterioration for the risk category “Employees” in Bulgaria and Slovakia, and for the risk category “Others” in Belgium and Portugal.

In accordance with Article 5 of the Method [3], the Member States for which there is a ‘possible deterioration in safety performance’ in any category of railway user, shall send to the Commission a report explaining the likely causes of the results obtained.

The Agency refers the readers of this report to the ex-post evaluation¹ of the CSM CST to better interpret the results and to find several recommendations to improve the Method. Notably, the NRVs were set using Eurostat data while the current calculations are performed using CSI Data only, which implies some differences in measurement that influence the results. Combined with the fact that the NRVs have not been revised since 2013, an update of the NRVs is recommended.

¹ https://www.era.europa.eu/system/files/2022-11/report_ex-post_csm_cst_final_public_en.pdf?t=1769503108.

4. Introduction

Common safety targets ('CSTs') and CSMs have been gradually introduced to ensure that safety is maintained at a high level and, when and where necessary and reasonably practicable, improved. They should provide tools for the assessment of the safety and performance of operators at Union level as well as in the Member States. Common safety indicators ('CSIs') have been established in order to assess whether systems comply with the CSTs and to facilitate the monitoring of railway safety performance².

This report presents the results of the annual assessment of achievement of NRVs and CSTs as set out in Article 7 of the Railway Safety Directive (EU) 2016/798 [2] and in accordance with the CSM defined in Decision 2009/460/EC (hereafter referred to as the Method).

The current assessment is the fourteenth carried out by the Agency using the second set of NRVs/CSTs published as Commission Decision 2012/226/EU.

5. Method for assessing achievement of safety targets

5.1. Data

According to point 3.1.4 of the Annex of the Method [3], the assessment shall be carried out annually by the Agency taking into consideration the five most recent reported years. Therefore, the current assessment uses Eurostat and CSI data for the years 2020-2024.

Until 2015, the CSI data was compared to the Eurostat data derived from Eurostat's Common Questionnaire, and the latter would have precedence. Annex 3 highlights the instances where 2015 data was not available in Eurobase and CSI traffic data had to be used instead. As from 2016, Eurostat extracts rail safety data directly from the CSI dataset, meaning that there is one single data source.

Concerning the Eurostat data, it is noted that the numbers for the categories 'level crossing users', 'unauthorised persons' and 'others' were inferred³, as they were not directly available in Eurobase⁴. The NRVs were set using this data. The ex-post evaluation of the CSM CST that can be found on the ERA website, reflects on how the results of this assessment should be interpreted in light of such data limitations.

5.2. Definitions

The following definitions are used in the assessment:

- › **'fatalities and weighted serious injuries (FWSIs)'** means a measurement of the consequences of significant accidents combining fatalities and serious injuries, where 1 serious injury is considered statistically equivalent to 0.1 fatalities;
- › **'passengers'** means all persons, excluding members of the train crew, who make a trip by rail, including passengers trying to embark onto or disembark from a moving train for accident statistics only;
- › **'staff including employees or contractors'** means any persons whose employment is in connection with a railway and is at work at the moment of the accident; it includes the crew of the train and persons handling rolling stock and infrastructure installations;
- › **'level crossing users'** means all persons using a level crossing to cross the railway line by any means of transportation or by foot;

² (EU) 2016/798 Recital 11 [2]. For a comprehensive overview of information, reports and data linked to CSIs please see: [Common Safety Indicators \(CSIs\) | European Union Agency for Railways](#).

³ As described in the Annex of the "Report on the development of the second set of CSTs".

⁴ In Eurobase only the following 3 categories of victims were available: passengers, employees and others.

- › **'others'** means all persons not defined as 'passengers', 'staff including employees or contractors', 'level crossing users' or 'trespassers';
- › **'trespassers'** means any persons present on railway premises where such presence is forbidden, with the exception of level crossing users, and
- › **'societal risks'** means the collective risk to all categories of persons listed in Article 7(4)(a) of Directive 2004/49/EC [1] and Article 7 (1)(a) of Directive (EU) 2016/798 [2].

5.3. Four-step assessment procedure

The four-step assessment procedure described in chapter 3 of the Annex of the Method [3] was applied to each of the six risk categories⁵:

- › Passengers (1.1 and 1.2),
- › Staff including employees or contractors (2),
- › Level crossing users (3.1)⁶,
- › Others (4)⁷,
- › Trespassers (5),
- › Societal risk (6).

The four steps of the assessment procedure are described in the flowchart in Figure 1, adapted from Appendix 2 to the Method [3]. The positive decisional arrows correspond to a passed result and the negative decisional arrows correspond to a failed result of the different assessment steps.

The first step and first part of the second step are performed autonomously by the Agency using the Eurostat/CSI data. In the second part of the second step, the Agency contacts the national safety authority of the concerned Member States to retrieve information on the single highest-consequence accident in the five most recently reported years, and asks whether that accident was more severe than the most severe single accident included in the data used for setting the NRVs/CSTs (period 2004-2009).

The third and fourth steps are carried out autonomously by the Agency with Eurostat/CSI data and the outcomes of previous assessments. A detailed description of the content of each step is available in chapter 3.2 of the Annex to the Method [3].

⁵ This report uses the risk categories' names defined in (EU) 2016/798. Annex 2 provides the correspondence of risk categories' names across the applicable legislation.

⁶ The NRVs and CSTs for the risk category 3.2 were not established in the second set of NRVs/CSTs due to the lack of reliable data.

⁷ This includes the CSIs 'other person at a platform' and 'other person not at a platform'.

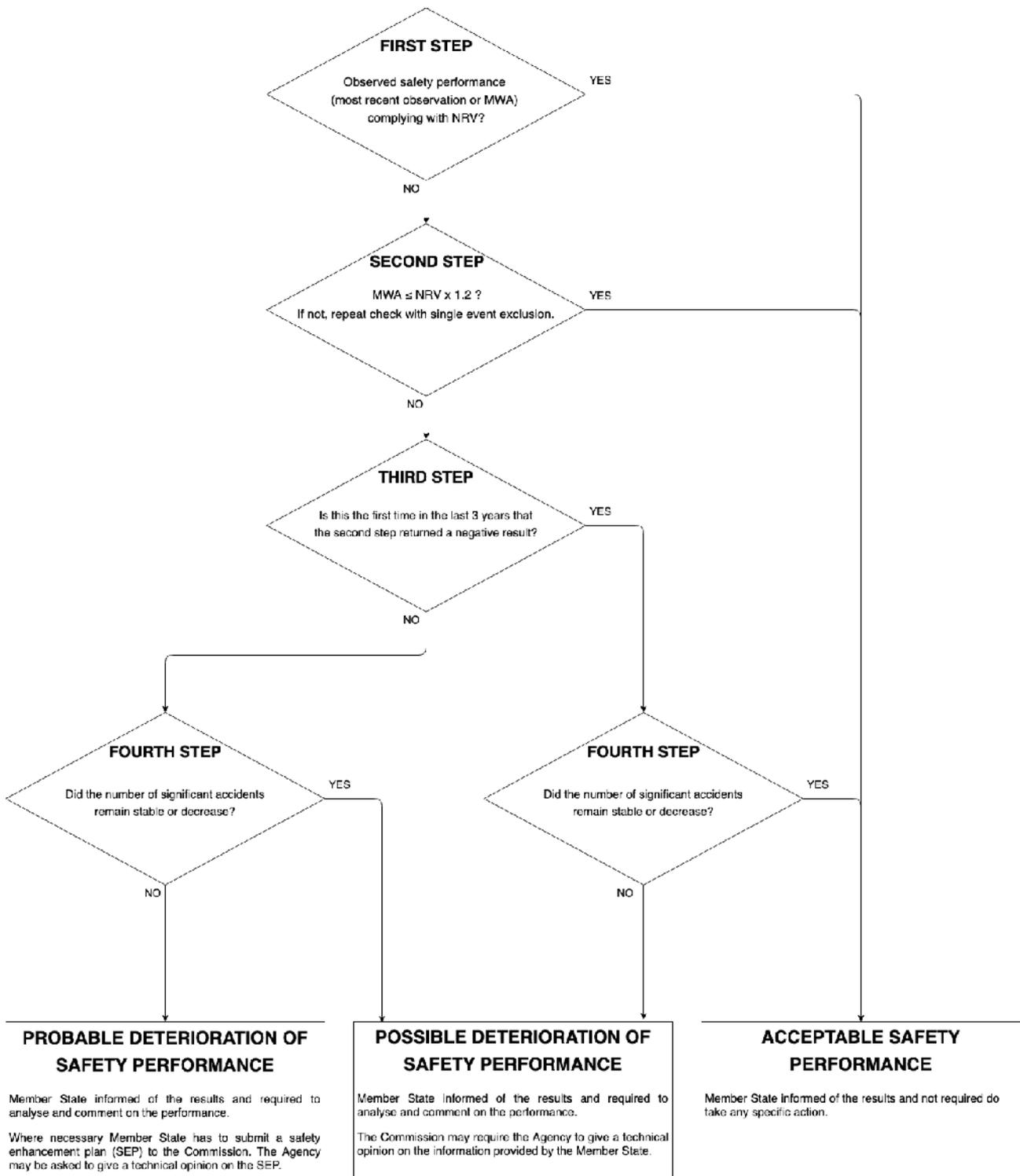


Figure 1 : Decision flowchart for assessing achievement of NRVs and CSTs. (adapted from Appendix 2 to the Method [3])

6. Results of the assessment

6.1. First and second steps of the assessment procedure

The majority of Member States achieved a ‘passed’ result at either the first or second steps of the assessment for all risk categories considered, indicating acceptable safety performance. For eight Member States there was a ‘failed’ result in one specific risk category in the first part of the second step, as show in Table 1.

Table 1 : Intermediate results of the assessment: Member States failing after the first part of the second step (i.e. after applying the 20% tolerance)

Risk category						
Passengers		Staff including employees or contractors	Level crossing users	Others	Trespassers	Societal risk
1.1	1.2	2	3.1	4	5	6
		Bulgaria Sweden Slovakia Denmark	Norway	Belgium Germany Portugal	-	Norway

According to the Annex of the Method [3], if the 20 % tolerance is not met, the Agency shall ask the national safety authority (NSA) of the Member State concerned to provide the specifics of the single highest-consequence accident (in terms of FWSIs) in the five most recent years of observation, here the period 2019-2023. This accident shall be excluded if it is more severe, in terms of consequences, than the most severe single accident included in the data used for setting the NRVs/CSTs (period 2004-2009).

The concerned NSAs were contacted to identify the single highest-consequence accident. For Germany, the NSA indicated that one accident in 2024 involved 2 FWSI “other”, whereas all accidents in the reference period used to set the NRVs (2004–2009) involved only 1 FWSI, which is typical for this type of event. As such, in line with the CSM CST Methodology as set in Annex point 3.2.3, this highest-ranking accident was excluded from the statistics and the MWA recalculated.

The detailed results of the second step of the assessment are summarized in the Annex 3.

6.2. Third and fourth steps of the assessment procedure

The application of the third step identified that in the case of Belgium, Bulgaria, and Portugal, it was the second time in the last three years that the second step returned a negative result. For Germany and Slovakia, the second step returned a negative result in all three of the last three years.

The fourth step of the assessment procedure was applied to examine the data on the number of significant accidents. Results show no negative assessment for Belgium, Bulgaria, Portugal and Slovakia, and no increase in the number of significant accidents was identified for any Member State except Germany and Sweden, where an increase was observed.

The final results of the assessment are summarised in Table 3.

Table 3 : Result of the assessment after applying all four steps of the assessment method – ‘Probable/Possible deterioration of safety performance’

<i>Risk category</i>						
<i>Passengers</i>		<i>Staff including employees or contractors</i>	<i>Level crossing users</i>	<i>Others</i>	<i>Trespassers</i>	<i>Societal risk</i>
<i>1.1</i>	<i>1.2</i>	<i>2</i>	<i>3.1</i>	<i>4</i>	<i>5</i>	<i>6</i>
Germany Sweden	Germany Sweden	Bulgaria Germany Sweden Slovakia	-	Belgium Germany Portugal Sweden	Germany Sweden	Germany Sweden

This completes the assessment of achievement of safety targets using the second set of NRVs/CSTs.

6.3. Analysis of the results

The seventeenth annual assessment of achievements of safety targets identified the acceptable safety performance in the categories of passengers (both 1.1 and 1.2), level crossing users, trespassers, and societal risks in all Member States.

The assessment shows that railway safety performance remains acceptable at EU level for all categories of railway users, but at Member State level it shows:

- ‘Probable’ deterioration for the risk category “Others” in Germany and “Employees” in Sweden, and
- ‘Possible’ deterioration for the risk category “Employees” in Bulgaria and Slovakia, and for the risk category “Others” in Belgium and Portugal.

6.3.1. Data limitations

The second set of NRVs was established using 2004-2009 safety data. The accuracy of the data from that period is lower than that of more recent years. Notably, the safety data for certain categories reported for years 2004 and 2005 were not fully harmonised and there have been cases of underreporting in the category ‘others’.

It is also noted that railway safety data available in Eurobase was used in the assessments for the years until 2015. The CSI data available in ERAIL is used for the years as of 2016. Whilst the differences in data from these sources are generally small, an effect on the results has been observed in some instances, notably on the number of deteriorations that are noted under the category ‘others’.

The ex-post evaluation on the CSM CST, which can be found on the ERA website, explains these limitations in greater detail and provides recommendations to address them.

6.3.2. Method limitations

The 2026 assessment confirms that negative results are more likely to be obtained when the FWSI is small (e.g. in the category of staff or others). This points to a particular limitation of the method, which would become more pertinent if a new set of NRVs (using more recent and generally lower FWSI values) were to be

used. The aforementioned ex-post evaluation on the Method expands on such methodological limitations as well.

7. Conclusions

This assessment of the Achievement of Safety Targets identified a “possible deterioration of safety performance” in four Member States for two categories of railway users, and a “probable deterioration of safety performance” in two Member States for two categories of railway users”.

It was found that railway safety in the EU remains acceptable for all categories of users. The Agency emphasizes nevertheless the enduring need to improve safety performance across the EU.

In accordance with Article 5 of the Method, the Member States with a possible deterioration in safety performance shall send to the Commission a report explaining the likely causes of the results obtained.

The Agency refers the readers of this report to the ex-post evaluation of the CSM CST⁸ to better interpret the results and to find several recommendations to improve the Method. In order to resolve issues related to outdated NRVs (particularly concerning the category ‘Others’) the Agency recommends a revision of the NRVs.

⁸ [report_ex-post_csm_cst_final_public_en.pdf](#).

Annex 1 Overview of annual assessments

This is the seventeenth assessment of achievement of CSTs carried out by the Agency. The table below provides an overview of the specificities of all previous assessments made by the Agency.

CST report	Publication year	Year																							
		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024			
1	2010	1st set of CSTs/NRVs				MWA (4 years)				OBS															
2	2011	1st set of CSTs/NRVs				MWA (4 years)				OBS															
3	2012	2nd set of CSTs/NRVs				MWA (5 years)					OBS														
4	2013	2nd set of CSTs/NRVs				MWA (5 years)					OBS														
5	2014	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
6	2015	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
7	2016	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
8	2017	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
9	2018	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
10	2019	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
11	2020	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
12	2021	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
13	2022	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
14	2023	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
15	2024	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
16	2025	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														
17	2026	2nd set of CSTs/NRVs (amended)				MWA (5 years)					OBS														

Annex 2 Names of risk categories across the relevant legislation

Risk Category	2004/49/EC	2009/460/EC		2012/226/EU	2013/753/EU	(EU)2016/798
	Art.7	Art. 3	Appendix 1	Annex	Annex	Art. 7
1.1	Passengers					
1.2						
2	Staff including the staff of contractors	'Staff' or 'employees including the staff of contractors'	Employees			Staff including employees or contractors
3	Level crossing users					
4	Others	Others (third parties)	Others	Persons classified as "others"	Persons classified as "others"	Others
5	Unauthorised persons on railway premises					Trespassers
6	Societal risks	Risk to society as a whole	Whole society	Societal risk		

Annex 3 Results after the 2nd step of the assessment

Member State	Risk category 1.1 – ‘Passengers’				
	NRV (*10e-9) [2004-2009]	OBS (*10e-9) [2024]	OBS ≤ NRV Yes/No	MWA (*10e-9) [2020-2024]	MWA ≤ NRV*1,2 Yes/No
Belgium (BE)	37,26	1,11	Yes	0,07	Yes
Bulgaria (BG)	207,00	46,82	Yes	37,01	Yes
Czechia (CZ)	46,49	28,78	Yes	18,17	Yes
Denmark (DK)	9,03	16,23	No	0,95	Yes
Germany (DE)	8,13	1,19	Yes	1,95	Yes
Estonia (EE)	78,18	0,00	Yes	8,26	Yes
Ireland (IE)	2,74	0,00	Yes	0,00	Yes
Greece (EL)	54,67	0,00	Yes	516,74	No
Spain (ES)	29,19	5,55	Yes	5,51	Yes
France (FR)	22,53	3,16	Yes	5,52	Yes
Croatia (HR)	176,90	7,52	Yes	11,34	Yes
Italy (IT)	38,10	5,98	Yes	3,64	Yes
Latvia (LV)	78,18	0,00	Yes	0,00	Yes
Lithuania (LT)	97,16	33,16	Yes	1,95	Yes
Luxembourg (LU)	23,81	12,73	Yes	4,04	Yes
Hungary (HU)	170,18	53,41	Yes	18,51	Yes
Netherlands (NL)	7,43	0,00	Yes	0,33	Yes
Austria (AT)	26,25	0,00	Yes	3,18	Yes
Poland (PL)	116,13	0,49	Yes	6,12	Yes
Portugal (PT)	41,82	0,00	Yes	6,24	Yes
Romania (RO)	57,40	0,00	Yes	4,97	Yes
Slovenia (SI)	25,27	0,00	Yes	0,49	Yes
Slovakia (SK)	62,05	53,91	Yes	21,28	Yes
Finland (FI)	9,03	5,75	Yes	2,61	Yes
Sweden (SE)	3,54	1,55	Yes	1,15	Yes
Norway (NO)	2,83	0,00	Yes	0,15	Yes
Scaling basis - Passenger train-km per year					

Member State	Risk category 1.2 – ‘Passengers’				
	NRV (*10 ⁻⁹) [2004-2009]	OBS (*10 ⁻⁹) [2024]	OBS ≤ NRV (Yes/No)	MWA (*10 ⁻⁹) [20209-2024]	MWA ≤ NRV*1.2 (Yes/No)
Belgium (BE)	0,32	0,01	Yes	0,00	Yes
Bulgaria (BG)	1,91	0,67	Yes	0,52	Yes
Czechia (CZ)	0,82	0,87	No	0,41	Yes
Denmark (DK)	0,11	0,19	No	0,01	Yes
Germany (DE)	0,08	0,01	Yes	0,02	Yes
Estonia (EE)	0,67	0,00	Yes	0,12	Yes
Ireland (IE)	0,03	0,00	Yes	0,00	Yes
Greece (EL)	0,50	0,00	Yes	4,54	No
Spain (ES)	0,27	0,03	Yes	0,04	Yes
France (FR)	0,11	0,01	Yes	0,02	Yes
Croatia (HR)	1,14	0,09	Yes	0,20	Yes
Italy (IT)	0,26	0,04	Yes	0,03	Yes
Latvia (LV)	0,67	0,00	Yes	0,00	Yes
Lithuania (LT)	0,76	0,37	Yes	0,02	Yes
Luxembourg (LU)	0,18	0,18	No	0,08	Yes
Hungary (HU)	1,65	0,24	Yes	0,24	Yes
Netherlands (NL)	0,09	0,00	Yes	0,00	Yes
Austria (AT)	0,29	0,00	Yes	0,04	Yes
Poland (PL)	0,85	0,00	Yes	0,05	Yes
Portugal (PT)	0,31	0,00	Yes	0,07	Yes
Romania (RO)	0,61	0,00	Yes	0,07	Yes
Slovenia (SI)	0,36	0,00	Yes	0,01	Yes
Slovakia (SK)	0,88	0,53	Yes	0,24	Yes
Finland (FI)	0,11	0,00	Yes	0,03	Yes
Sweden (SE)	0,03	0,01	Yes	0,01	Yes
Norway (NO)	0,03	0,00	Yes	0,00	Yes
Scaling basis - Passenger train-km per year					

Member State	Risk category 2 - 'Staff including employees or contractors'				
	NRV (*10 ⁻⁹) [2004-2009]	OBS (*10e-9) [2024]	OBS ≤ NRV (Yes/No)	MWA (*10e-9) [2020-2024]	MWA ≤ NRV*1.2 (Yes/No)
Belgium (BE)	24,63	0,98	Yes	3,88	Yes
Bulgaria (BG)	20,40	153,85	No	69,72	No
Czechia (CZ)	16,45	3,71	Yes	13,46	Yes
Denmark (DK)	9,10	17,11	No	12,10	No
Germany (DE)	12,56	6,89	Yes	7,82	Yes
Estonia (EE)	64,83	0,00	Yes	8,78	Yes
Ireland (IE)	5,22	0,00	Yes	0,66	Yes
Greece (EL)	77,87	0,00	Yes	71,12	Yes
Spain (ES)	8,81	0,00	Yes	1,16	Yes
France (FR)	6,06	2,50	Yes	3,10	Yes
Croatia (HR)	73,65	0,00	Yes	32,86	Yes
Italy (IT)	18,85	7,82	Yes	9,24	Yes
Latvia (LV)	64,83	0,00	Yes	5,77	Yes
Lithuania (LT)	41,01	0,00	Yes	0,38	Yes
Luxembourg (LU)	11,99	0,00	Yes	3,78	Yes
Hungary (HU)	9,31	10,50	No	10,12	Yes
Netherlands (NL)	5,97	6,34	No	5,78	Yes
Austria (AT)	20,29	6,55	Yes	2,48	Yes
Poland (PL)	17,18	18,03	No	11,25	Yes
Portugal (PT)	53,09	0,00	Yes	23,77	Yes
Romania (RO)	22,30	0,00	Yes	20,47	Yes
Slovenia (SI)	40,88	0,00	Yes	13,20	Yes
Slovakia (SK)	2,71	3,73	No	22,67	No
Finland (FI)	9,21	41,15	No	9,83	Yes
Sweden (SE)	2,86	14,56	No	10,86	No
Norway (NO)	2,82	22,88	No	1,35	Yes
Scaling basis - Train-km per year					

Member State	Risk category 3.1 - 'Level crossing users'				
	NRV (*10 ⁻⁹) [2004-2009]	OBS (*10e ⁻⁹) [2024]	OBS ≤ NRV (Yes/No)	MWA (*10e ⁻⁹) [20209-2024]	MWA ≤ NRV*1.2 (Yes/No)
Belgium (BE)	138,00	56,10	Yes	89,33	Yes
Bulgaria (BG)	141,60	121,79	Yes	172,39	No
Czechia (CZ)	237,76	39,43	Yes	96,98	Yes
Denmark (DK)	65,43	15,55	Yes	14,43	Yes
Germany (DE)	67,76	25,87	Yes	26,94	Yes
Estonia (EE)	399,88	164,18	Yes	178,21	Yes
Ireland (IE)	23,57	0,00	Yes	0,00E+00	Yes
Greece (EL)	710,26	375,67	Yes	295,98	Yes
Spain (ES)	108,72	39,01	Yes	35,76	Yes
France (FR)	78,72	43,73	Yes	46,53	Yes
Croatia (HR)	611,30	129,35	Yes	241,49	Yes
Italy (IT)	42,87	8,07	Yes	12,69	Yes
Latvia (LV)	239,16	122,99	Yes	93,94	Yes
Lithuania (LT)	521,65	0,00	Yes	6,84	Yes
Luxembourg (LU)	95,90	0,00	Yes	37,76	Yes
Hungary (HU)	274,20	136,55	Yes	173,04	Yes
Netherlands (NL)	126,54	72,29	Yes	41,86	Yes
Austria (AT)	160,16	21,29	Yes	63,03	Yes
Poland (PL)	277,30	149,73	Yes	189,23	Yes
Portugal (PT)	460,58	122,85	Yes	184,61	Yes
Romania (RO)	542,00	153,83	Yes	222,40	Yes
Slovenia (SI)	364,15	4,50	Yes	134,69	Yes
Slovakia (SK)	309,00	265,13	Yes	201,19	Yes
Finland (FI)	163,75	2,06	Yes	63,94	Yes
Sweden (SE)	63,98	38,83	Yes	35,96	Yes
Norway (NO)	21,61	57,20	No	30,40	No
Scaling basis - Train-km per year					

Member State	Risk category 4 - 'Others'				
	NRV (*10 ⁻⁹) [2004-2009]	OBS (*10e ⁻⁹) [2024]	OBS ≤ NRV (Yes/No)	MWA (*10 ⁻⁹) [2020-2024]	MWA ≤ NRV*1.2 (Yes/No)
Belgium (BE)	2,86	29,53	No	10,53	No
Bulgaria (BG)	35,47	0,00	Yes	9,98	Yes
Czechia (CZ)	2,41	0,57	Yes	5,42	No
Denmark (DK)	14,15	3,11	Yes	4,31	Yes
Germany (DE)	3,05	13,25	No	8,01	No
Estonia (EE)	11,64	0,00	Yes	0,00	Yes
Ireland (IE)	7,00	0,00	Yes	0,00	Yes
Greece (EL)	4,51	0,00	Yes	0,00	Yes
Spain (ES)	5,54	4,82	Yes	8,63	No
France (FR)	7,71	4,37	Yes	8,82	Yes
Croatia (HR)	7,28	0,00	Yes	0,28	Yes
Italy (IT)	6,70	0,00	Yes	0,00	Yes
Latvia (LV)	11,64	0,00	Yes	5,25	Yes
Lithuania (LT)	11,64	0,00	Yes	0,00	Yes
Luxembourg (LU)	5,46	0,00	Yes	7,35	No
Hungary (HU)	4,51	0,00	Yes	0,05	Yes
Netherlands (NL)	4,70	0,00	Yes	0,60	Yes
Austria (AT)	11,09	0,55	Yes	1,09	Yes
Poland (PL)	11,64	0,35	Yes	3,58	Yes
Portugal (PT)	5,54	88,57	No	39,59	No
Romania (RO)	2,83	0,00	Yes	0,00	Yes
Slovenia (SI)	14,48	0,00	Yes	0,00	Yes
Slovakia (SK)	2,41	1,87	Yes	23,22	No
Finland (FI)	14,15	0,00	Yes	0,12	Yes
Sweden (SE)	14,15	1,21	Yes	1,08	Yes
Norway (NO)	14,15	0,00	Yes	0,00	Yes
Scaling basis - Train-km per year					

Member State	Risk category 5 - 'Trespassers'				
	NRV (*10 ⁻⁹) [2004-2009]	OBS (*10e ⁻⁹) [2024]	OBS ≤ NRV (Yes/No)	MWA (*10e ⁻⁹) [2020-2024]	MWA ≤ NRV*1.2 (Yes/No)
Belgium (BE)	72,64	52,17	Yes	55,08	Yes
Bulgaria (BG)	900,20	301,28	Yes	312,48	Yes
Czechia (CZ)	301,26	22,57	Yes	40,61	Yes
Denmark (DK)	116,24	34,21	Yes	67,90	Yes
Germany (DE)	113,08	90,60	Yes	82,23	Yes
Estonia (EE)	1547,95	29,85	Yes	72,56	Yes
Ireland (IE)	85,23	51,55	Yes	66,68	Yes
Greece (EL)	722,94	363,55	Yes	336,99	Yes
Spain (ES)	167,83	39,49	Yes	59,10	Yes
France (FR)	67,16	85,59	No	74,80	Yes
Croatia (HR)	676,30	213,93	Yes	212,51	Yes
Italy (IT)	119,25	130,17	No	133,35	Yes
Latvia (LV)	1314,28	350,05	Yes	497,56	Yes
Lithuania (LT)	2045,34	1134,20	Yes	602,45	Yes
Luxembourg (LU)	79,92	0,00	Yes	14,24	Yes
Hungary (HU)	588,06	242,39	Yes	262,89	Yes
Netherlands (NL)	15,93	19,66	No	13,79	Yes
Austria (AT)	119,03	25,12	Yes	25,51	Yes
Poland (PL)	1213,09	413,00	Yes	415,29	Yes
Portugal (PT)	834,33	382,85	Yes	325,39	Yes
Romania (RO)	1388,20	680,04	Yes	743,54	Yes
Slovenia (SI)	236,44	0,00	Yes	0,28	Yes
Slovakia (SK)	1758,00	464,92	Yes	370,01	Yes
Finland (FI)	248,74	41,15	Yes	40,98	Yes
Sweden (SE)	94,83	67,95	Yes	30,91	Yes
Norway (NO)	91,81	40,04	Yes	27,86	Yes
Scaling basis - Train-km per year					

Member State	Societal risk (6)				
	NRV (*10e-9) [2004-2009]	OBS (*10e-9) [2024]	OBS ≤ NRV (Yes/No)	MWA (*10 ⁻⁹) [2020-2024]	MWA ≤ NRV*1,2 (Yes/No)
Belgium (BE)	275,05	139,76	Yes	156,87	Yes
Bulgaria (BG)	1440,00	608,97	Yes	597,47	Yes
Czechia (CZ)	591,22	89,16	Yes	161,19	Yes
Denmark (DK)	217,92	85,54	Yes	100,43	Yes
Germany (DE)	203,16	139,30	Yes	131,01	Yes
Estonia (EE)	2107,86	194,03	Yes	329,36	Yes
Ireland (IE)	114,43	51,55	Yes	69,72	Yes
Greece (EL)	1535,77	739,21	Yes	1245,48	Yes
Spain (ES)	322,57	88,14	Yes	105,31	Yes
France (FR)	179,94	138,90	Yes	138,00	Yes
Croatia (HR)	1467,00	348,26	Yes	528,30	Yes
Italy (IT)	230,95	151,11	Yes	159,29	Yes
Latvia (LV)	1658,79	473,04	Yes	567,09	Yes
Lithuania (LT)	2587,94	1153,26	Yes	620,35	Yes
Luxembourg (LU)	209,70	11,54	Yes	120,34	Yes
Hungary (HU)	1020,00	431,45	Yes	470,11	Yes
Netherlands (NL)	148,17	98,29	Yes	68,00	Yes
Austria (AT)	329,01	53,51	Yes	102,96	Yes
Poland (PL)	1590,22	582,91	Yes	600,70	Yes
Portugal (PT)	1361,81	594,27	Yes	591,73	Yes
Romania (RO)	1704,36	833,87	Yes	1002,18	Yes
Slovenia (SI)	697,89	4,50	Yes	161,37	Yes
Slovakia (SK)	1131,08	772,99	Yes	645,86	Yes
Finland (FI)	416,98	84,36	Yes	99,89	Yes
Sweden (SE)	169,19	123,16	Yes	83,14	Yes
Norway (NO)	50,87	120,13	No	77,91	No
Scaling basis - Train-km per year					

Annex 4 Overview of the final results of all previous annual assessments (2010 – 2026)

Risk category	Passengers		Staff including employees or contractors	Level crossing Users	Others	Trespassers	Societal risks
	1.1 ⁹	1.2 ¹⁰					
2010 Assessment 2008 CSI Data			(Romania)	(Romania)	n.a.	(Romania)	(Romania)
2011 Assessment 2009 CSI Data	Slovakia	Slovakia	Lithuania Romania	Romania	n.a.	Romania Slovakia	Romania Slovakia
2012 Assessment 2010 CSI Data					n.a.	Sweden	
2013 Assessment 2011 CSI Data	Slovakia	Slovakia	Bulgaria Romania Slovakia		Romania	Romania Slovakia Sweden	Romania
2014 Assessment 2012 CSI Data			Bulgaria Romania Slovakia Sweden	Bulgaria	(Croatia ¹¹) (Romania)		[Norway]
2015 Assessment 2013 CSI Data			Romania Slovakia	Bulgaria		Italy [Norway]	Slovakia [Norway]
2016 Assessment 2014 CSI Data			Hungary Romania Slovakia Sweden	Bulgaria [Norway]	Hungary	France Italy [Norway]	Slovakia

Notes: [] refer to the fact that Norway is not a MS. () mean that the result cannot be fully relied upon due to data quality issues. For countries in bold "probable deterioration of safety performance" and for the other cases "possible deterioration of safety performance". The assessment result for countries excluded from the table was "acceptable safety performance".

⁹ Scaling base: passenger train-km per year.

¹⁰ Scaling base: passenger-km per year.

¹¹ Assessment carried out retrospectively for 2010 and 2011.

Risk category	Passengers		Staff including employees or contractors	Level crossing Users	Others	Trespassers	Societal risks
	1.1 ¹²	1.2 ¹³					
2017 Assessment 2015 CSI Data			Bulgaria Slovakia Sweden	[Norway]		Italy [Norway]	Slovakia [Norway]
2018 Assessment 2016 CSI Data			Bulgaria Hungary Slovakia	Bulgaria	Hungary	Italy	
2019 Assessment 2017 CSI Data			Slovakia	[Norway]		France	
2020 Assessment 2018 CSI Data			Bulgaria Slovakia		Czechia Latvia Hungary Portugal	France	
2021 Assessment 2019 CSI Data			Sweden		Belgium Czechia Germany Netherlands Portugal	France	

Notes: [] refer to the fact that Norway is not a MS. () mean that the result cannot be fully relied upon due to data quality issues. For countries in bold "probable deterioration of safety performance" and for the other cases "possible deterioration of safety performance". The assessment result for countries excluded from the table was "acceptable safety performance".

¹² Scaling base: passenger train-km per year.

¹³ Scaling base: passenger-km per year.

Risk category	Passengers		Staff including employees or contractors	Level crossing Users	Others	Trespassers	Societal risks
	1.1 ¹⁴	1.2 ¹⁵					
2022 Assessment 2020 CSI Data			2	3.1	4 Czechia Germany Spain Netherlands Portugal	5 France	6
2023 Assessment 2021 CSI Data			Slovakia		Czechia Germany Portugal Slovakia		
2024 Assessment 2022 CSI Data			Sweden Slovakia		Germany Spain		
2025 Assessment 2023 CSI Data			Bulgaria Sweden Slovakia		Belgium Czechia Germany Portugal Slovakia		
2026 Assessment 2024 CSI Data			Bulgaria Sweden Slovakia		Belgium Germany Portugal		

Notes: [] refer to the fact that Norway is not a MS. () mean that the result cannot be fully relied upon due to data quality issues. For countries in bold "probable deterioration of safety performance" and for the other cases "possible deterioration of safety performance". The assessment result for countries excluded from the table was "acceptable safety performance".

¹⁴ Scaling base: passenger train-km per year.

¹⁵ Scaling base: passenger-km per year.