

# Public Agency of the Republic of Slovenia for Railway Transport

## ANNUAL SAFETY REPORT 2014



September 2015



# ***CONTENT***

<b>A.</b>	<b>SCOPE OF THE REPORT</b>	<b>4</b>
<b>B.</b>	<b>INTRODUCTORY SECTION</b>	<b>5</b>
<b>C.</b>	<b>ORGANISATION</b>	<b>7</b>
<b>D.</b>	<b>THE DEVELOPMENT OF RAILWAY SAFETY</b>	<b>12</b>
<b>E.</b>	<b>IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS</b>	<b>18</b>
<b>F.</b>	<b>THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION</b>	<b>19</b>
<b>G.</b>	<b>SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS</b>	<b>24</b>
<b>H.</b>	<b>REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT</b>	<b>27</b>
<b>I.</b>	<b>ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME</b>	<b>28</b>
<b>J.</b>	<b>NSA CONCLUSIONS ON THE REPORTING YEAR - PRIORITIES</b>	<b>28</b>
<b>K.</b>	<b>SOURCES OF INFORMATION</b>	<b>29</b>
<b>L.</b>	<b>ANNEXES</b>	<b>30</b>

## A/ SCOPE OF THE REPORT

The Annual Safety Report for 2014 presented by the Public Agency of the Republic of Slovenia for Railway Transport (AŽP) results in the area of railway safety in Slovenia as it is demanded from Directive 2004/49/EC, Directive 2009/149/EC, Commission Regulation 352/2009, Commission Regulation 445/2011 and the Railway Transport Act.

The report is based on the template developed by the European Railway Agency (ERA), and contains all the items indicated in Article 18 of the Directive 2004/49/EC.



## **B/ INTRODUCTORY SECTION**

### **1/ Introduction to the report**

Annual safety report for 2014 includes data from the area of safety and safety management for all participants that are involved in public railway system of Slovenia.

### **2/ Railway Structure Information (Annex A)**

#### **Network map (Annex A.1.)**

The attached maps are showing the entire railway network in the Republic of Slovenia.

The rail network in the Republic of Slovenia is divided into:

- main and regional lines,
- single and double track lines,
- electrified and non-electrified lines.

#### **List of Railway Undertakings (RUs) and Infrastructure Managers (IMs) (Annex A.2.)**

The annex provides Railway Undertakings which had a valid Safety Certificate part A and part B and the Infrastructure Manager which had a valid Safety Authorisation in 2014.



### 3/ Summary—General Trend Analysis (e.g. trends in the development of railway safety, certification, etc.)

In the year 2014 the number of accidents and incidents (96) decreased for 15,0% in accordance to the year 2013 (113).

The number of suicides increased from 13 in the year 2013 to 18 in 2014 which is 38,5% more.

The number of persons who were seriously injured decreased from 10 in the year 2013 to 8 in 2014 which is 20,0% less.

The number of fatalities decreased from 5 in the year 2013 to 3 in 2014 which is 40,0% less.

In accordance with the Railway Transport Act, which implemented the provisions of Directive 2004/49/EC and Commission Regulation 653/2007, which provides for issuing Safety Certificates Part A and Part B for Railway Undertakings and issuing Safety Authorisations for Infrastructure Managers was in 2014 renewed two Safety Certificates Part A (Adria Transport, d.o.o. and Luka Koper, d.d.), renewed three Safety Certificates Part B (Adria Transport, d.o.o., Luka Koper d.d. and Rail Cargo Austria AG) and issued one new Safety Authorisation (SŽ-Infrastruktura, d.o.o.).



## C/ ORGANISATION

### 1/ Introduction to the organisation

Current organization of AŽP lasts from 31st of July 2007. AŽP is a public institution for Safety Authority Tasks and Allocation Authority Tasks in Republic of Slovenia.

AŽP has had (in year 2014) 28 employees, 12 were employed in National Safety Authority (NSA).

AŽP legal duties based on:

- Railway Transport Act;
- Railway Traffic Safety Act;
- Ruling on the establishment of the Railway Transport;
- Public Agencies Act;
- Decree on the allocation of train paths and the user fees for the use of public railway infrastructure;
- Decree on the Elaboration of the Network Timetable for Public Railway Infrastructure;
- Decree on the qualification procedure for the licensing of Railway Undertakings, the withdrawal of a licence or extension of its validity, and the notification procedure of foreign licensing authorities;
- Law about organization and systematization of employment in AŽP;
- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
- Commission Regulation No 653/2007 of 13 June 2007 on the use of a common European format for safety certificates and application documents in accordance with Article 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC;
- Commission Regulation No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council;
- Commission Regulation No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) No 653/2007.

Organization structure of AŽP stayed the same in 2014. Government accepted the Decision number 00729-39/2013/3 of 25 July 2013 about amending the Decision establishing the Public Railway Transport Agency of the Republic of Slovenia. On basis of this Decision the Law about organization and systematization of employment in AŽP number 100-1/2013 ZP 3 was accepted on 30.7.2013.

In 2014 employees in AŽP participated in working meetings of international organizations:

- The European Railway Agency (ERA);
- RailNetEurope (RNE);
- Joint Network Secretariat;
- ILLGRI;
- OTIF.

additionally they got involved into proceedings of establishing corridors (RFC 5 in RFC 6) that have to be in reliance with Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.

AŽP consists three (3) divisions:

- division for Implementation of Allocation Authority Tasks;
- division for Implementation of Safety Authority Tasks;
- division for Legal, Financial, Personnel and General Affairs.



Division for Implementation of Safety Authority Tasks in accordance with the Railway Transport Act performs the tasks of national safety authority for railway sector. For performing the tasks of national safety authority AŽP consists three sections with defined tasks.

Organizational sections are:

- Safety Section;
- Section for National Regulations and Technical Specifications;
- Interoperability Section.

Safety Section:

- surveillance over the up keeping of the railway transport safety level and over its continuous improvement,
- issuing, extending, amending and revoking definite parts of the safety certificates of Railway Undertakers,
- issuing, extending, amending and revoking definite parts of the safety authorisations of railway Infrastructure Managers,
- issuing, extending, amending, invalidating or temporary withdrawal of the Railway Undertakers' licenses,
- managing and updating of a register of issued licenses, safety certificates and safety authorisations in the framework of the European railway Agency,
- organisation, preparation and development of procedures for professional technical audit of the workshops for maintenance of railway vehicles and/or particular components and devices,
- issuing, extending, amending, invalidating and temporary withdrawal of the authorisations of the workshops for maintenance of railway vehicles and/or particular components and devices,
- managing and updating of the register of the workshops, authorised for maintenance of railway vehicles and/or particular components and devices,
- preparation of annual reports on safety conditions and safety indicators related to the railway system in the Republic of Slovenia,
- official publication of the procedure and other information necessary for the acquirement of a license for a railway operative employee,
- issuing, updating, providing of duplicates, temporary revocation and withdrawal of a licence of a railway operative employees,
- managing, publication and updating of the register of licences, issued to operative railway employees, and the register of training entities,
- issuing, temporary revocation or withdrawal of authorisations of entities performing the training of railway operative employees,
- supervision of the performance or regular tests of psychical and physical capabilities and permanent technical training of railway operative employees,
- providing of permanent supervision over the activities in the field of quality standards related to the training and assessment of employees' capabilities, as well as updating of licensing and certificates, with exception of those activities, included within the Safety Management System,
- checking of issued licenses and certificates in the entire territory of the railway infrastructure of the Republic of Slovenia.

#### Section for National Regulations and Technical Specifications:

- preparation of by-laws in the field of railway transport safety and their harmonising from time to time, with the technical specifications for interoperability,
- monitoring, enhancing, putting into effect and fostering of the regulatory framework, inclusively the system of national regulations,
- participation in working groups of the ERA and EU Commission in the preparation of new TSIs or of the modifications and amendments of the existing TSIs for conventional and high speeds,
- incorporation of provisions of particular TSIs into national regulations,
- establishing, managing and updating of a register of national safety regulations in the field of railways.

#### Interoperability Section:

- monitoring of the use of TSIs in the implementation of subsystems: railway rolling stock, infrastructure, power supply, supervision, control and signalling during the construction, upgrading and/or completion,
- conducting of procedures intended for issuing licenses for new or essentially modified railway vehicles,
- issuing of operating permits for structural subsystems, for which TSIs are still not available,
- issuing of operating permits for parts of the structural subsystems: infrastructure, power supply, supervision, control and signalling,
- establishing and managing of a national register of railway vehicles,
- carrying out of the registration and surveillance over the adequacy of the registration of the railway rolling stock in the national railway vehicle register and inspection of all safety parameters within the register.

In the role of Safety Authority AŽP is also a member of European Railway Agency (ERA), at which it cooperates at preparing some legal facts basically technical specifications of interoperability (TSI) and it participates ERA's activities.

Internal organizational chart is shown in Annex B.



## 2/ Organisational flow - relationship (diagram) between the national safety authority (NSA) and other national bodies, e.g. National Investigation Bodies, National Regulatory Bodies, Ministry, etc. (Annex B)

AŽP is organised in legal form of entities of public law in order to ensure the functioning of market and achieving EU safety standards in rail transport. It's a public authority which issues individual administrative acts, to decide on administrative matters within their competence.



# D/ THE DEVELOPMENT OF RAILWAY SAFETY

## 1/ Initiatives to maintain/improve safety performances

AŽP got eight (8) recommendations by National Investigational Body (NIB) in 2014:

- 1 is based on decreasing speed limits of trains across level crossings at which there is no sufficient visibility assured onto the rail for participants of road traffic;
- 3 of them are based on Infrastructure Manager which must constantly careful about vegetation grown above the rail, which decreases visible area even more to the participants of road traffic. Another important thing of the Infrastructure Manager is to anchorage of rocks with cracking at the area of high rock walls or let mechanically remove critical crumbling mass and also removing the disturbing elements at the area of houses so that visibility of the tracks will improve;
- 1 is based on replacing existing signs at the main signals with more appropriate ones which will be larger and coloured with reflective colours;
- 1 is based on establishing the evidence in the centre for remote controlling of the traffic in which the rails and numbers of the trains will be written and on which they will import;
- 1 is based on breaking the national legislation according to placing the road mirror;
- 1 is based on making the operative regulation which will help at the proceeding of protecting the users of public railway passenger traffic.

*Table D.1.1 – Safety measures triggered by accidents/precursors to these*

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	
/	/	/	/

*Table D.1.2 – Safety measures (or voluntary measures) with other triggers than accidents/precursors*

Description of the area of concern	Description of the trigger	Safety measure decided
/	/	/
/	/	/

## 2/ Detailed data trend analysis

### Calculation of the methodology and definitions

For the preparation of the analyse in the annual safety report following data are used:

- Data about the accidents and incidents, in accordance to Regulation (EC) No 91/2003 of European Parliament and Count from the day of 16.December 2001 about the statistics of railway traffic,
- Cost of material damages to rolling stock or infrastructure, calculated on basis of real expenses for exchange of or repairing of damaged vehicles and railway structure,
- Calculation of economic impact of the accidents in accordance to methods from Directive 2009/149/EC

### Analyse of the trend

In the year 2014 there were made 20,522 million train km, passenger trains made 696,700 million passenger km.

There were fifteen (15) accidents:

- Four (4) collisions of trains,
- One (1) derailment of trains,
- Nine (9) accidents at level-crossings,
- One (1) fire on rolling stock.

In 2014 there were eighteen (18) suicides.

Seriously injured persons were eight (8):

- One (1) passenger,
- Seven (7) level crossing users.

Three (3) persons died:

- Three (3) level crossing users.

In comparison with the previous year (2013) the number of accidents in 2014 increased by 2 accidents, which is 15,4% more.

In 2014 there were 81 incidents which is 19,0% of decrease in comparison to the year 2013 (100 incidents).

The number of persons who were seriously injured decreased from 10 in the year 2013 to 8 in 2014 which is 20,0% less.

The number of fatalities decreased from 5 in the year 2013 to 3 in 2014 which is 40,0% less.

In 2014 the prescribed national reference values were not exceeded taking into concern and use of Commission Decision (2009/460/EC) 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 and Commission implementing decision of 11 December 2013 amending Decision 2012/226/EU on the second set of common safety targets for the rail system.



### 3/Results of safety recommendations

In the year 2014 the National Investigation Body (NIB) published 8 recommendations:

Date of the accident	Type of the accident	Place of the accident	Issued recommendations
16. 9. 2013	Collision of passenger train into a road vehicle	Between station Stranje and Imeno Level crossing (km 46+990)	2
19. 9. 2013	Collision of international freight train into the dam at the end of the dead-end track	Station Podnart	2
30. 9. 2013	Collision of international freight train into rock mass	Between station Hrpelje Kozina and fork Prešnica	1
21. 11. 2013	Collision of passenger train into a road vehicle	Between station Ruše and MB Studenci Level crossing (km 9+879)	2
29. 1. 2014	Passenger train collided into a person	Train-annunciating point Dolga Gora	1



### 1. *Collision of passenger train N. 38077 into a road vehicle*

At 6.17 on the 16th of September 2013 the passenger train N. 38077 which was driving from station Stranje to station Imeno collided on the level crossing marked with road signs, in km 46+990, single-track line Grobelno – Imeno national border, into a road vehicle.

Issued recommendations with measures:

1. It is recommended that the speed of trains is decreased across level crossings at which there is no assurance of enough visibility on the rail for participants in the traffic .
2. Infrastructure Manager needs to take care of the area above the rail so that the vegetation is not on the rail which decreases the visibility of the participants on to the rail.

The performed measures:

Infrastructure Manager has lowered the train speed across the level crossing onto 20km/h.

### 2. *Collision of international freight train N. 49497 into the dam at the end of the dead-end track*

At 22.24 on the 19th of September 2013 on the rail N.4a railway station Podnart, international freight train N. 49497 collided into ground dam at the end of the dead-end track in km 604+198 and derailed

Issued recommendations with measures:

1. It is recommended to replace existing signs of main signals with more appropriate ones on all the main signals. Those will be larger and coloured with reflective colours.
2. It is recommended that into the district control office the evidence is set where all the trails and numbers of trains, which will import, will be written.

The performed measures:

Measures have not been fulfilled yet. Infrastructure Manager is still trying to find the most appropriate solutions.

### 3. *Collision of international freight train N. 48404 into the rock mass*

At 21.40 on the 30th of September 2013 the international freight train N. 48404 between the station Hrpelje Kozina and fork Prešnica, in km 16+030, collided into the rock mass and derailed with the first bogie of the train locomotive 363-020

Issued recommendations with measures:

1. It is recommended to start with anchoring in safety management system of railway traffic in the rail section between the stations Divača and Črnotiče on the area with high rock walls that can be broken off and can fill up the rail or can preponderate into its profile

The performed measures:

Measures have not been fulfilled yet. Infrastructure Manager is still trying to find the most appropriate solutions.

#### 4. *Collision of the passenger train N. 4007 into a road vehicle*

At 11.13 on the 21st of November 2013, the passenger train N. 4007 collided into a road vehicle, between the stations Ruše and Maribor Studenci where the train was driving from Ruše to Maribor, in km 9+879, on the signed level crossing in km 46+990, of single-track line Maribor - Prevalje national border.

Issued recommendations with measures:

1. It is recommended that the Infrastructure Manager orders removing the fence along the rails to the owner of the house at level crossing which will provide higher visibility of the rail.
2. It is recommended that the Infrastructure Manager informs the manager of local road N. 861601 that he broke the regulations of 4th provision, Article 33 of the Rules on railway level crossings (UL RS N. 85/208, dated 19.8.2008), by placing the road mirror.

The performed measures:

Measures have not been fulfilled yet. Infrastructure Manager is still trying to find the most appropriate solutions.

#### 5. *Collision of passenger train N. 519 into the person*

At 6.56 on the 29th of January 2014, the passenger train N. 519, which was driving from station Poljčane to train-annunciating point Dolga Gora collided into a student, who was crossing the rails at closed level crossing barriers. The train was on the right rail with half-barriers of protected level crossing in train-annunciating point Dolga Gora, in km 552+838 when it hit the student with the left side of the front part DMG 711-016.

Issued recommendations with measures:

1. It is recommended that operative rule is prepared where the proceeding of protecting the users of public railway passenger traffic on the level crossing in km 552+838, between the stations Poljčane and Ponikva will be mentioned.

The performed measures:

Infrastructure Manager has not executed any measurements since the construction of existing level crossing and subway for passengers is being done on the train-annunciating point Dolga Gora

## E/ IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS

To implement measures to increase safety and adapt the rules of the EU in 2014 have not been supplemented or amended national legislation.



# **F/ THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION**

## **1/ National legislation - starting dates - availability**

1.1. Starting date for issuing Safety Certificates according to Article 10 of the RSD /1/ (if necessary, distinguish between Part A and Part B).

The legislation basis is the Railway Transport Act which determines 5.July 2007 as the starting date for issuing the Safety Certificates which is determined in Directive. It determines also all the already issued Safety Certificates to be updated in accordance to Directive 2004/49/EC not later than 31. 12. 2010.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of the RSD /1/.

Starting date for issuing Safety Authorisations according to Directive 2004/49/EC is the same as the date of issuing the Safety Certificates, which is 5.July 2007.

1.3. Availability of national safety rules (NSR) or other relevant national legislation to RUs and IMs (website, paper documentation on request, etc.).

Relevant legislation is available on following websites:

- [www.azp.si](http://www.azp.si) (Official website of the Public Agency for Rail Transport of RS ),
- [www.uradni-list.si](http://www.uradni-list.si) (Official website of Official Gazette of the Republic of Slovenia).

## 2/ Numerical data (Annex E)

Number of valid Safety Certificates in the end of year 2014:

- SŽ-Tovorni promet, d. o. o., Kolodvorska ul. 11, SI-1506 Ljubljana;
- SŽ-Potniški promet, d. o. o., Kolodvorska ul. 11, SI-1506 Ljubljana;
- Adria transport d. o. o., Vojkovo nabrežje 38, SI-6501 Koper;
- Luka Koper, d. d., pristaniški in logistični sistem, Vojkovo nabrežje 38, SI-6501 Koper;
- Rail Cargo Austria AG, Edberger Lände 40-48, A-1030 Wien.

Number of valid Safety Authorisations in the end of year 2014:

- SŽ-Infrastruktura, d. o. o., Kolodvorska ul. 11, SI-1506 Ljubljana.



## 3/ Procedural aspects

### 3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Safety Certificates (e.g. variation in type of service, extent of traffic, size of company, etc.).

In 2014 two Safety Certificates Part A were renewed.

3.1.2. Main reasons for cases when the issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

The waiting period for the issuance of a Safety Certificates Part A for none of the applicants was longer than 4 months from the date, when the application was completed.

3.1.3. Overview of the requests from other NSAs to verify/access information relating the Part A Safety Certificate of a RU that has been certified in your country but applies for a Part B certificate in the other MS.

We did not get any demands of other National Safety Authorities.

3.1.4. Summary of issues with the mutual acceptance of the Community-wide valid Part A Safety Certificate.

No problems were noticed in 2014.

3.1.5. NSA charging fee for issuing a Part A Safety Certificate (Yes/No – Cost).

The charging fee in 2014 was 1.812,20 EUR.

3.1.6. Summary of the issues with using the harmonised formats for Part A Safety Certificates, specifically in relation to the categories for type and extent of service.

No problems were noticed in 2014.

3.1.7. Summary of the common issues/difficulties for the NSA in application procedures for Part A Safety Certificates.

No problems were noticed in 2014.

3.1.8. Summary of the issues mentioned by RUs when applying for a Part A Safety Certificate.

No problems were noticed in 2014.

3.1.9. Feedback procedure (e.g. questionnaire) that allows RUs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2014 we did not get any suggestions from the Railway Undertakings.

## 3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Safety Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.).

In 2014 were renewed three Safety Certificates Part B and one Safety Certificate Part B was updated. The reason for updating was the change in the scope of activities of the Railway Undertaking.

3.2.2. Main reasons for cases when the issuing time for Part B Safety Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

The waiting period for the issuance of a Safety Certificate Part B for none of the applicants was longer than 4 months from the date, when the application was completed.

3.2.3. NSA charging fee for issuing a Part B Safety Certificate (Yes/No – Cost).

The charging fee in 2014 was 1.812,20 EUR.

3.2.4. Summary of the issues with using the harmonised formats for Part B Safety Certificates, specifically in relation to the categories for type and extent of service.

No problems were noticed in 2014.

3.2.5. Summary of the common issues/difficulties for the NSA in application procedures for Part B Safety Certificates.

No problems were noticed in 2014.

3.2.6. Summary of the issues mentioned by RUs when applying for a Part B Safety Certificate.

No problems were noticed in 2014.

3.2.7 Feedback procedure (e.g. questionnaire) that allows RUs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2014 we did not get any suggestions from the Railway Undertakings.

### 3.3. Safety Authorisations

#### 3.3.1. Reasons for updating/amending Safety Authorisations.

No Safety Authorisations updated/amended or revoked in 2014, but issued one new Safety Authorisation.

#### 3.3.2. Main reasons for cases when the issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

Waiting period of issuing the Safety Authorisation was not longer than 4 months from the received the application.

#### 3.3.3. Summary of the issues/difficulties in application procedures for Safety Authorisations.

No problems were noticed in 2014.

#### 3.3.4. Summary of the issues mentioned by IMs when applying for a Safety Authorisation.

No problems were noticed in 2014.

#### 3.3.5. Feedback procedure (e.g. questionnaire) that allows IMs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2014 we did not get any suggestions from Infrastructure Manager.

#### 3.3.6. NSA charging fee for issuing a Safety Authorisation (Yes/No – Cost).

No administrative cost set in Public Administrative Act, because Infrastructure Manager tasks are executed as public service.

## G/ SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

### **1/ Description of the supervision of RUs and IMs**

#### 1.1. Audits/Inspections/Checklists

In the year 2014 there were no supervision made by AŽP.

#### 1.2. Vigilance aspects/sensitive points to be followed by the NSA

In the year 2014 there were no supervision made by AŽP.



## 2/ Description of the coverage of the legal aspects within the annual reports from the RUs and IMs - availability of the annual reports before 30 June according to Article 9(4) of the RSD /1/

AŽP received an annual report to 30 June 2015 from:

- Five (5) Railway Undertakings;
- One (1) Infrastructure Manager.

## 3/ Number of inspections of RUs/IMs for 2014

Inspections		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of inspections	Planned	/	/	/	/
	Unplanned	/	/	/	/
	Carried out	/	/	/	/

Inspections in the Republic of Slovenia performs Inspectorate of infrastructure. These data are not available.

## 4/ Number of audits of RUs/IMs for 2014

Audits		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of audits	Planned	/	/	/	/
	Carried out	/	/	/	/

## 5/ Summary of the relevant corrective measures/ actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections

In the year 2014 there were no supervision made by AŽP.

## 6/ Short summary/description of the complaints from IMs concerning RUs related to conditions in their Part A/Part B Safety Certificate

None

## 7/ Short summary/description of the complaints from RUs concerning IMs related to conditions in their Safety Authorisation

None



## **H/ REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT**

### **1/ NSA experiences of the use of CSM on risk assessment**

On basis of the Railway Traffic Safety Act, National Safety Authority has the mission to deal with tasks of Assessment Body in RS for cases determined in Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council. Applicants give the assessment together with technical documentation. Assessment Body inside the National Safety Authority makes safety assessment reports in compliance with Commission Regulation (EC) No 352/2009 and Commission implementing regulation (EU) No 402/2013.

### **2/ Is there any procedure that allow RUs and IMs to express their experiences on the EC regulation on CSM on risk assessment**

The Infrastructure Manager and the Railway Undertakings share its opinions in the Annual Report.

### **3/ Compliance with the requirements of Regulation 352/2009 of the CSM on risk assessment in the national safety regulations**

/

## **I/ ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME**

Not applicable in 2014.

## **J/ NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES**

Annual Safety Report is a presentation of basic data about safety at public railway infrastructure in Slovenia. The methodology of collecting and processing of the data is based on common safety indicators, using the methods and recommendations of ERA. The same methodology is used by all national safety authorities at the whole area of EU.

In the year 2014 there were made 20,522 million train km, 10,827 million km were made by passenger trains and 9,695 million km by freight trains.

Public Railway Infrastructure had 787 level crossings on the 31st of December 2014 and from those:

- 284 protected with automatic user-side protection and warning;
- 21 protected with automatic user-side warning;
- 23 protected with manual user-side protection and warning;
- 8 protected with manual user-side protection;
- 451 protected with road signs.

Comparison of the data in 2013 and 2014 shows that number of accidents increased in 2014 in Republic of Slovenia in comparison of 2013, but decreased the number of accidents at level crossings since there were 9 in 2014, in 2013 there were 11. In the Republic of Slovenia is allocated a maximum of activities to reduce the number of passive level crossings.

On the basis of safety indicators for individual Member States made the common safety indicators and these indicators are the measurement for Republic of Slovenia at achieving common safety assessment in the State. On basis of comparison of the indicators for 2014 and national reference values, the safety level stays at the level of the year before.

## K/ SOURCES OF INFORMATION

The content of the annual safety report for the year 2014 consists of:

- Report on emergency events in 2014 ;
- Data from the Infrastructure Manager and the Railway Undertakings;
- Data from the Investigation Body for 2014;
- Internal information.



## L/ ANNEXES

Annex A: Railway Structure Information

Annex B: Organisation chart (s) of the National Safety Authority

Annex C: CSIs data – definitions applied

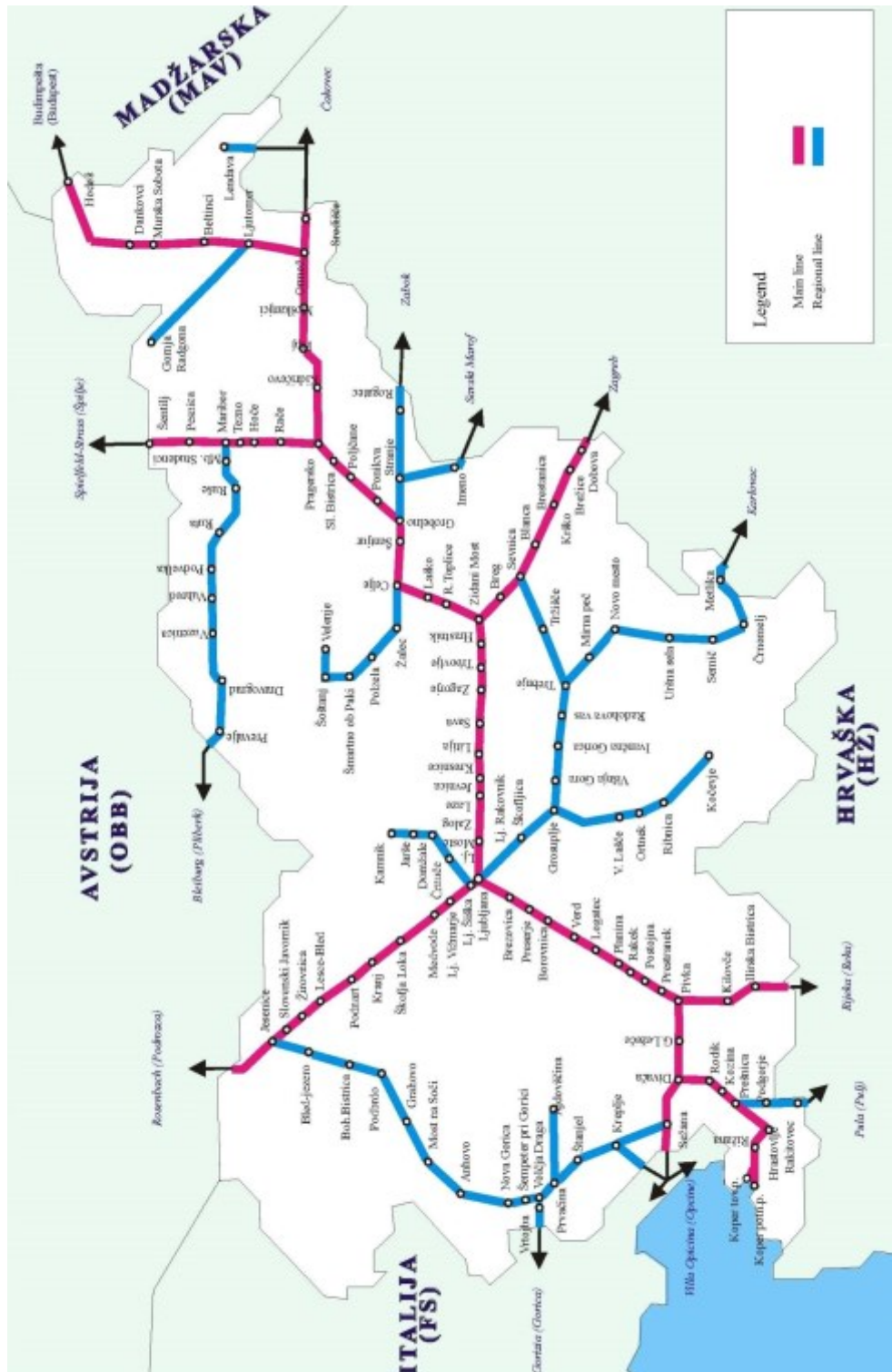
Annex D: Important changes in legislation and regulation

Annex E: The development of safety certification and authorisation – numerical data

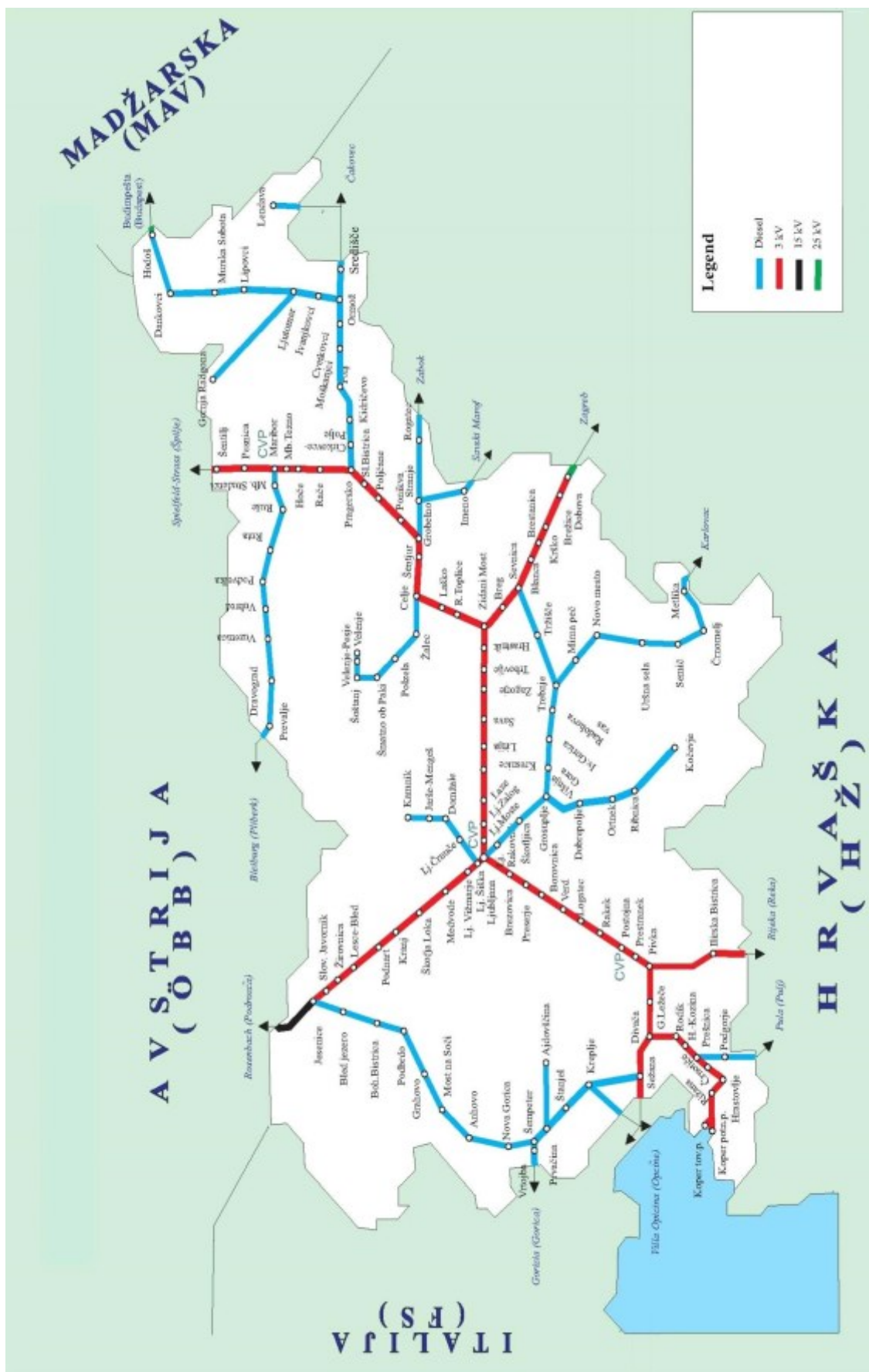


# Annex A: Railway Structure Information

## A.1. Network map







## A.2. List of Railway Undertakings (RUs) and Infrastructure Managers (IMs)

### A.2.1. Infrastructure Managers

Name	Address	Website/ Network Statement Link	Safety Authorisation (Number/ Date)
SŽ-Infrastruktura, d.o.o.	Kolodvorska ulica 11, SI-1506 Ljubljana	<a href="http://www.slo-zeleznice.si/sl/podjetje/infrastruktura">http://www.slo-zeleznice.si/sl/podjetje/infrastruktura</a>	SI 21 2014 0001/ 20.5.2014

### A.2.2. Railway Undertakings

Name	Address	Website	Safety Certificate 2001/14/EC (Number/ Date)	Safety Certificate A-B 2004/49/EC (Number/ Date)
SŽ-Potniški promet, d.o.o.	Kolodvorska ulica 11, SI-1000 Ljubljana	<a href="http://www.slo-zeleznice.si/sl/potniki">http://www.slo-zeleznice.si/sl/potniki</a>	/	SI 11 2013 0002 29.8.2013 SI 12 2013 0006 29.8.2013
SŽ-Tovorni promet, d.o.o.	Kolodvorska ulica 11, SI-1000 Ljubljana	<a href="http://www.slo-zeleznice.si/sl/tovorni-promet">http://www.slo-zeleznice.si/sl/tovorni-promet</a>	/	SI 11 2013 0001 29.8.2013 SI 12 2013 0005 29.8.2013
Adria Transport, d.o.o.	Vojkovo nabrežje 38 SI-6501 Koper	<a href="http://www.adria-transport.com">www.adria-transport.com</a>	/	SI 11 2014 0004 28.11.2014 SI 12 2014 0003 01.12.2009
Luka Koper, d.d.	Vojkovo nabrežje 38 SI-6501 Koper	<a href="http://www.luka-kp.si">www.luka-kp.si</a>	/	SI 11 2014 0002 9.12.2014 SI 12 2014 0004 9.12.2009
Rail Cargo Austria	Erdberger Lände 40-48, 1030 Wien	<a href="http://www.railcargo.at">http://www.railcargo.at</a>	/	AT 11 2014 0005 27.11.2014 SI 12 2014 0005 9.12.2014

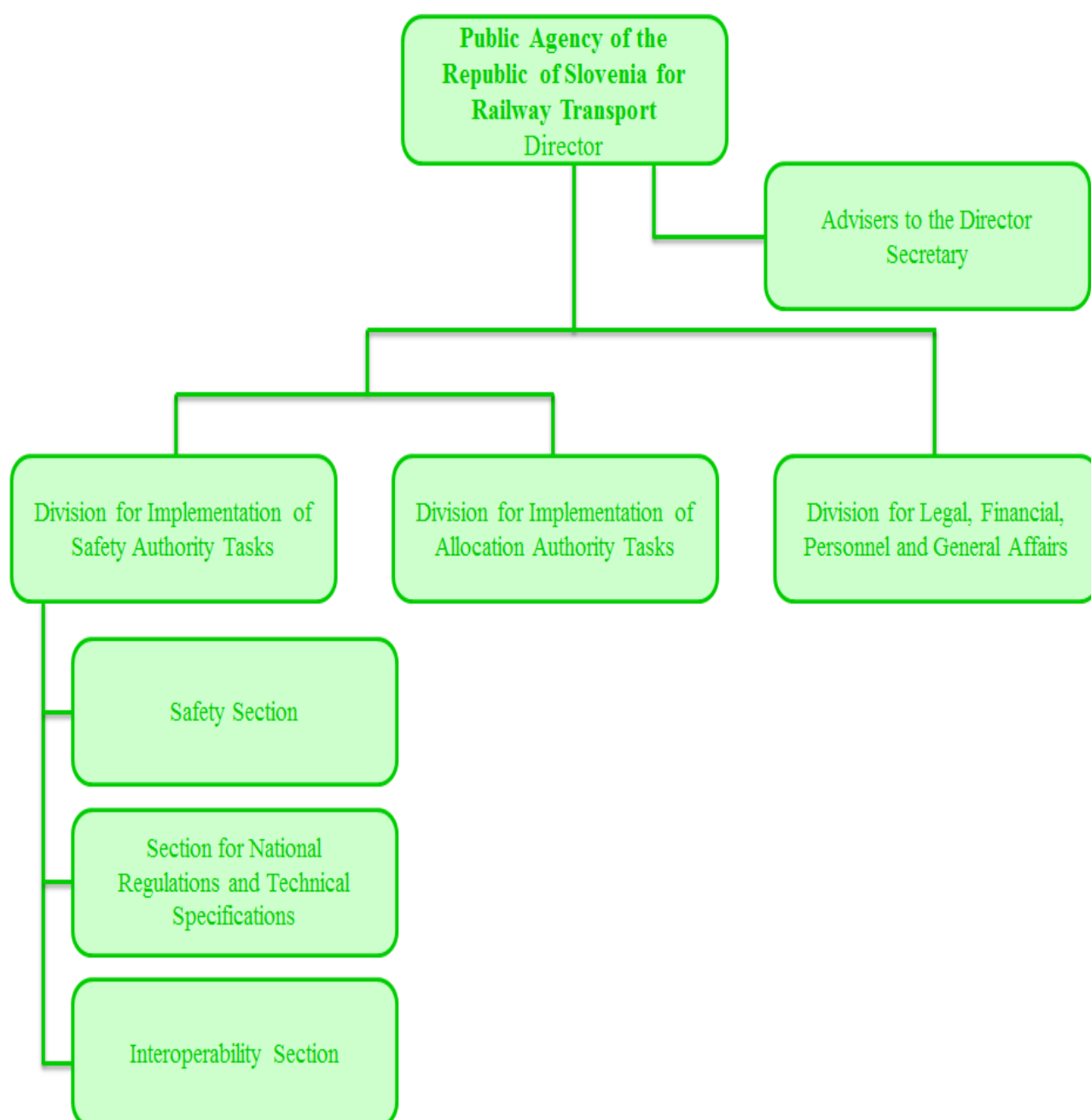
<b>Start date commercial activity</b>	<b>Total Track Length/ Gauge</b>	<b>Electrified Track Length/ Voltages</b>	<b>Total Double/ Simple Track Length</b>	<b>Total Track Length HSL</b>	<b>ATP equipment used</b>	<b>Number of LC</b>	<b>Number of main (light) signals</b>
/	1209/1435	503/3KV DC	330/879	/	Indusi I-60	787	/

<b>Start date commercial activity</b>	<b>Traffic Type (freight, etc.)</b>	<b>Number of Locomotives*</b>	<b>Number Of Railcars/ Multiple Unit-sets*</b>	<b>Number of Coaches/ Wagons*</b>	<b>Number of train drivers/ safety crew*</b>	<b>Volume of passenger transport</b>	<b>Volume of freight transport</b>
/	Passenger	/	/	/	/	> 200 mil	/
/	Freight	/	/	/	/	/	> 500 mil
/	Freight	/	/	/	/	/	< 500 mil
/	Freight/ Shunting only	/	/	/	/	/	/
/	Freight	/	/	/	/	/	< 500 mil

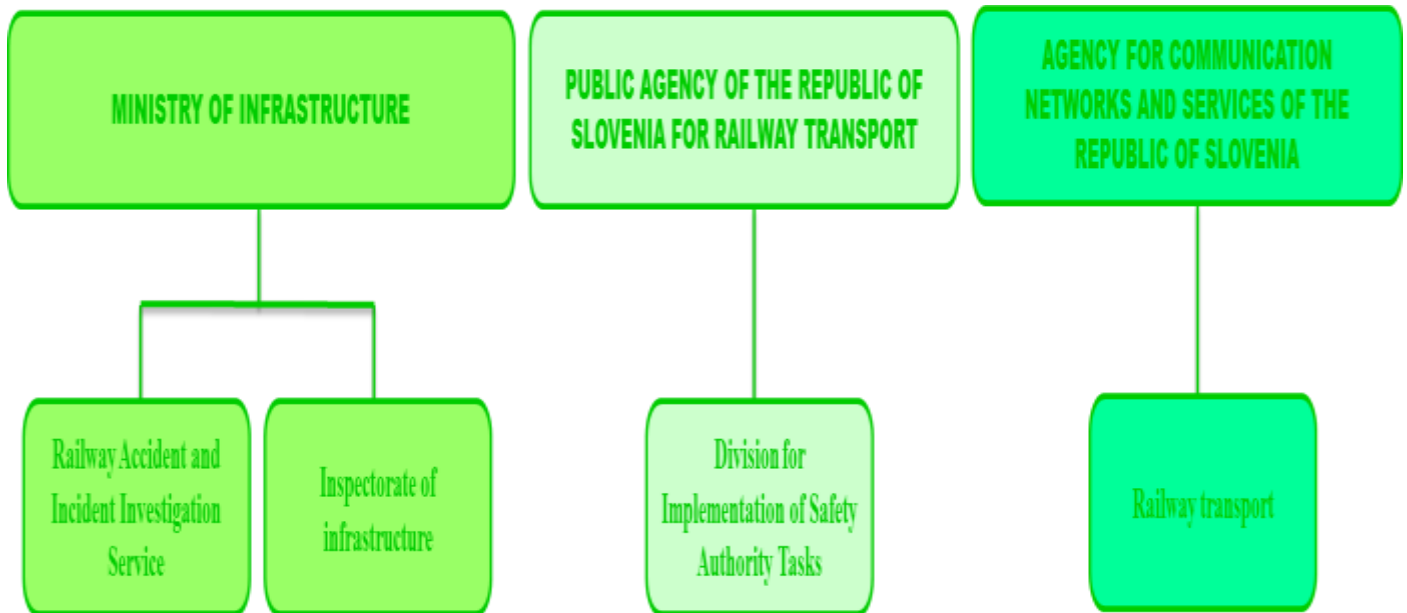
\* sensitive economic information

## Annex B: Organisation chart(s) of the NSA

### B.1. Chart: Internal organisation



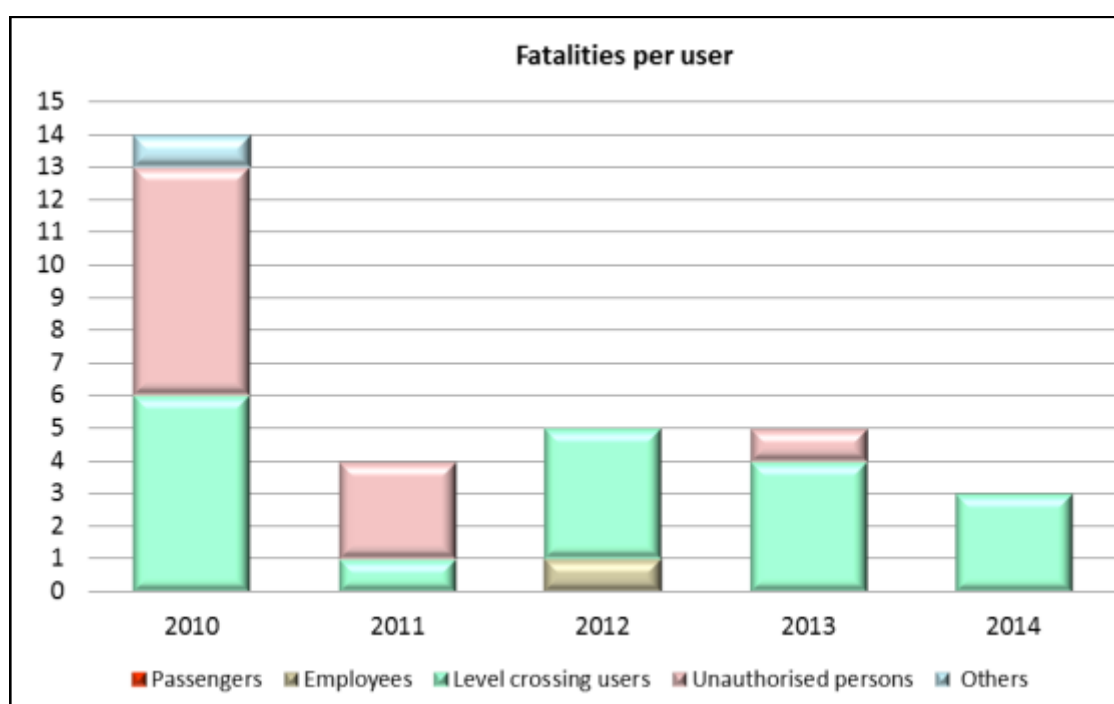
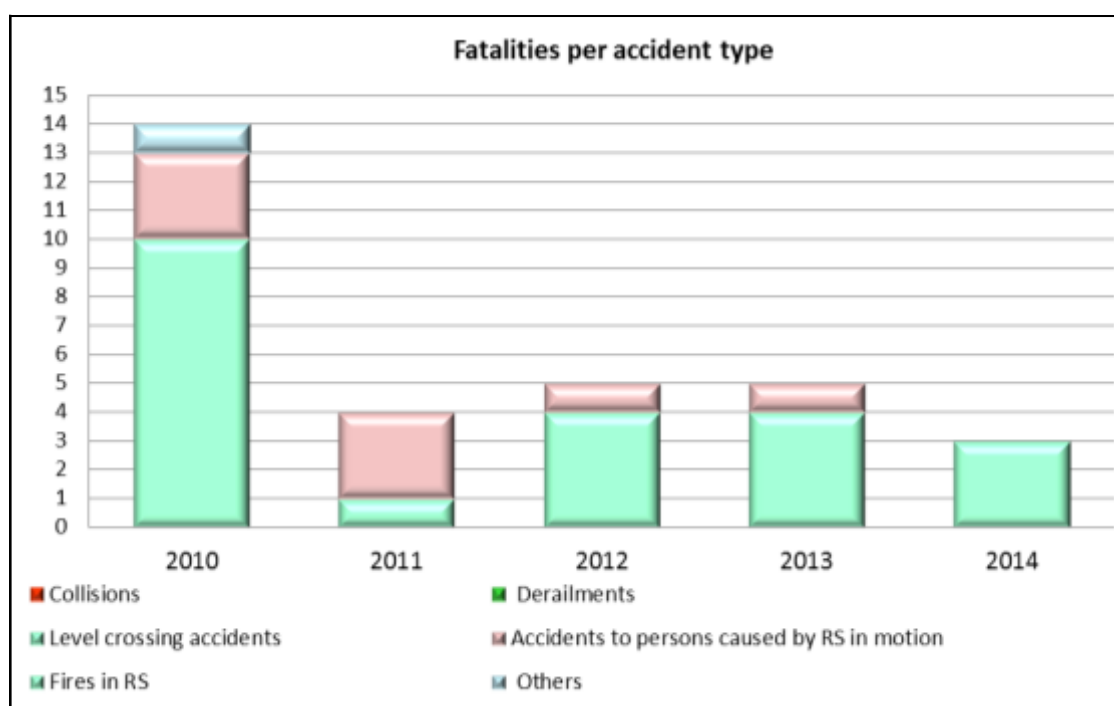
## B.2. Chart: Relationship with other National Bodies

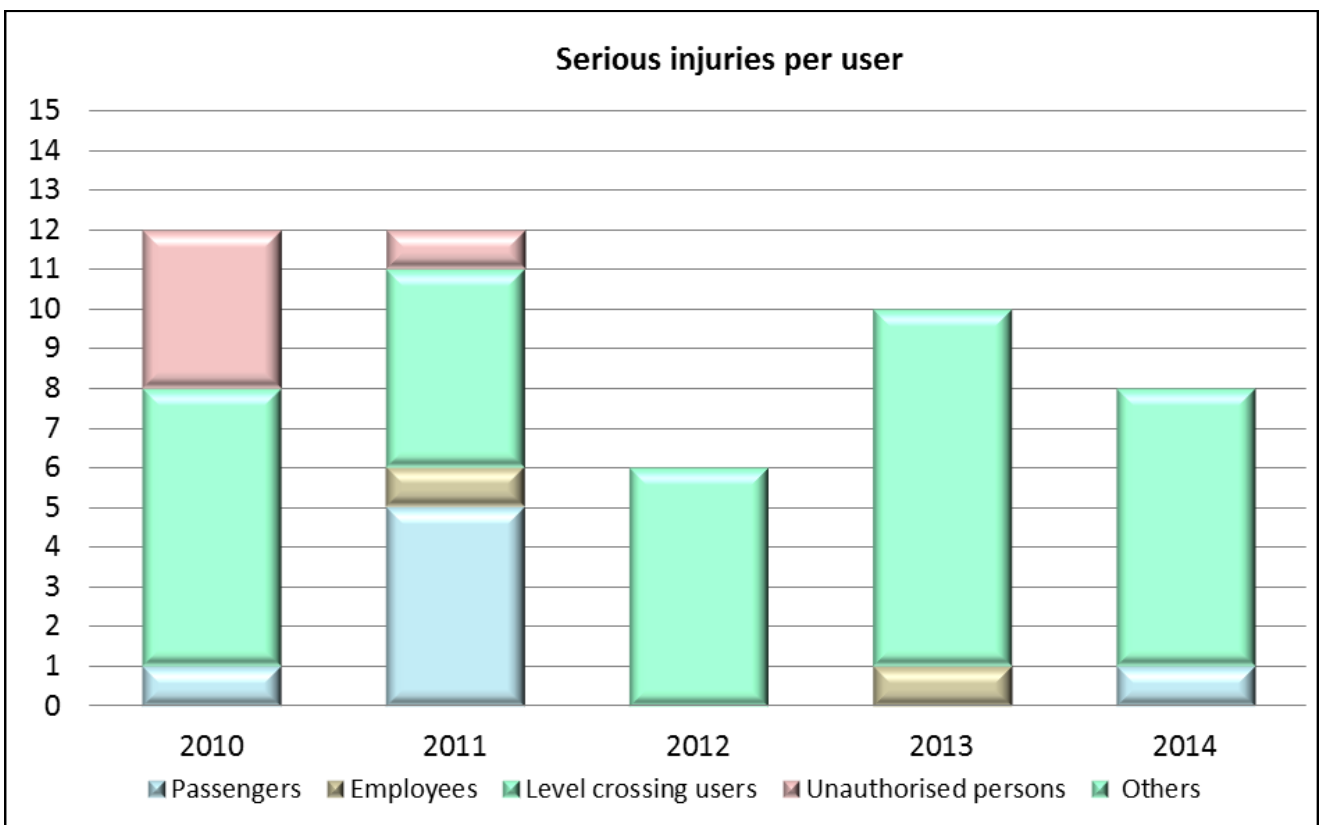
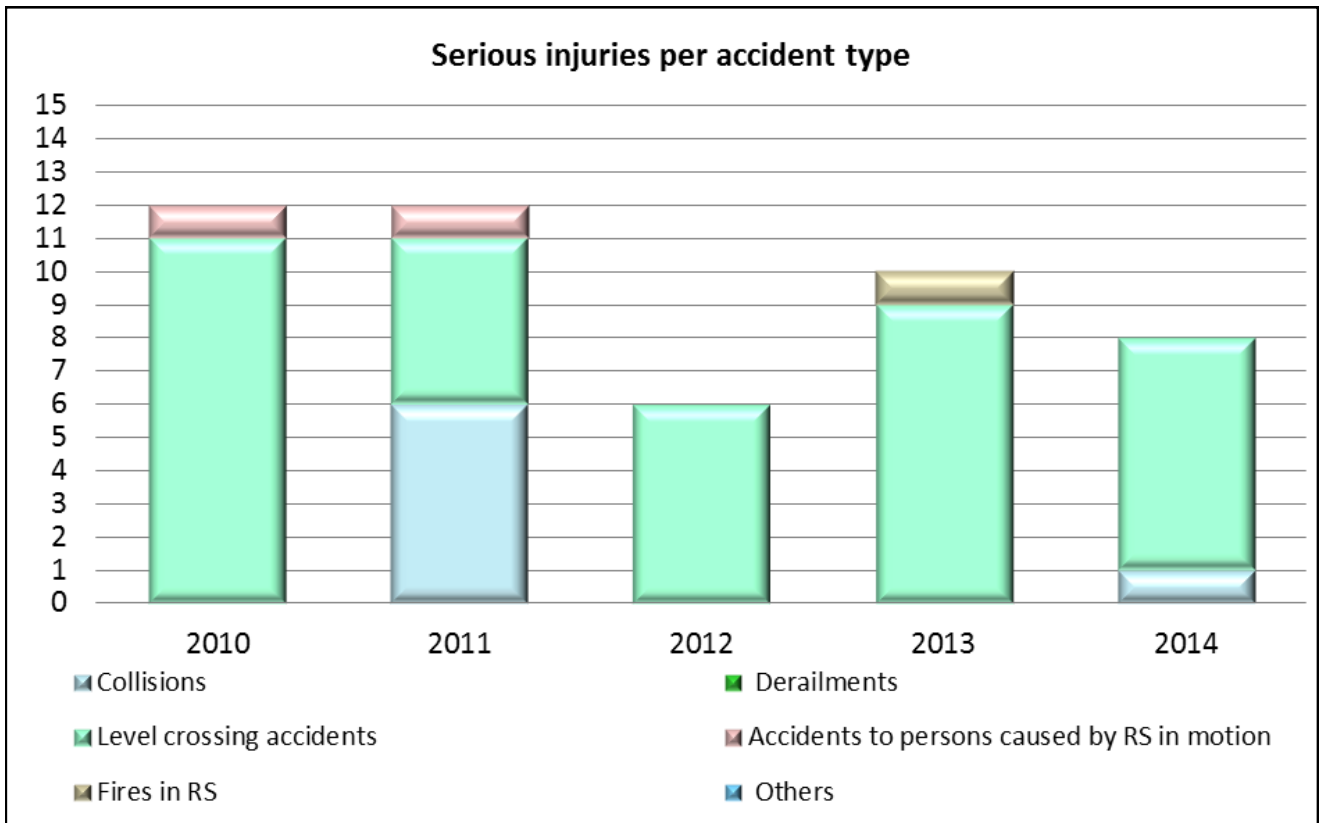


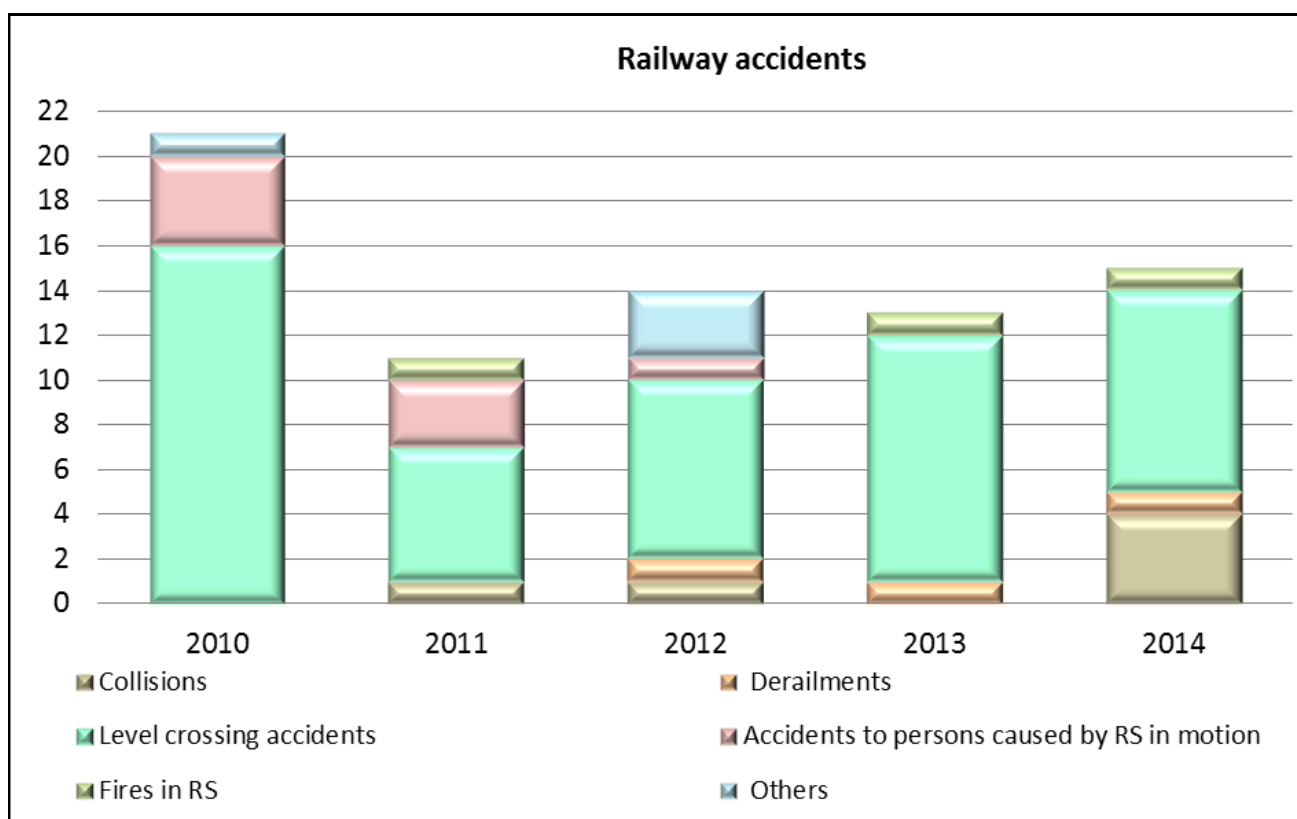
## Annex C: CSIs data - definitions applied

### C.1. CSIs data

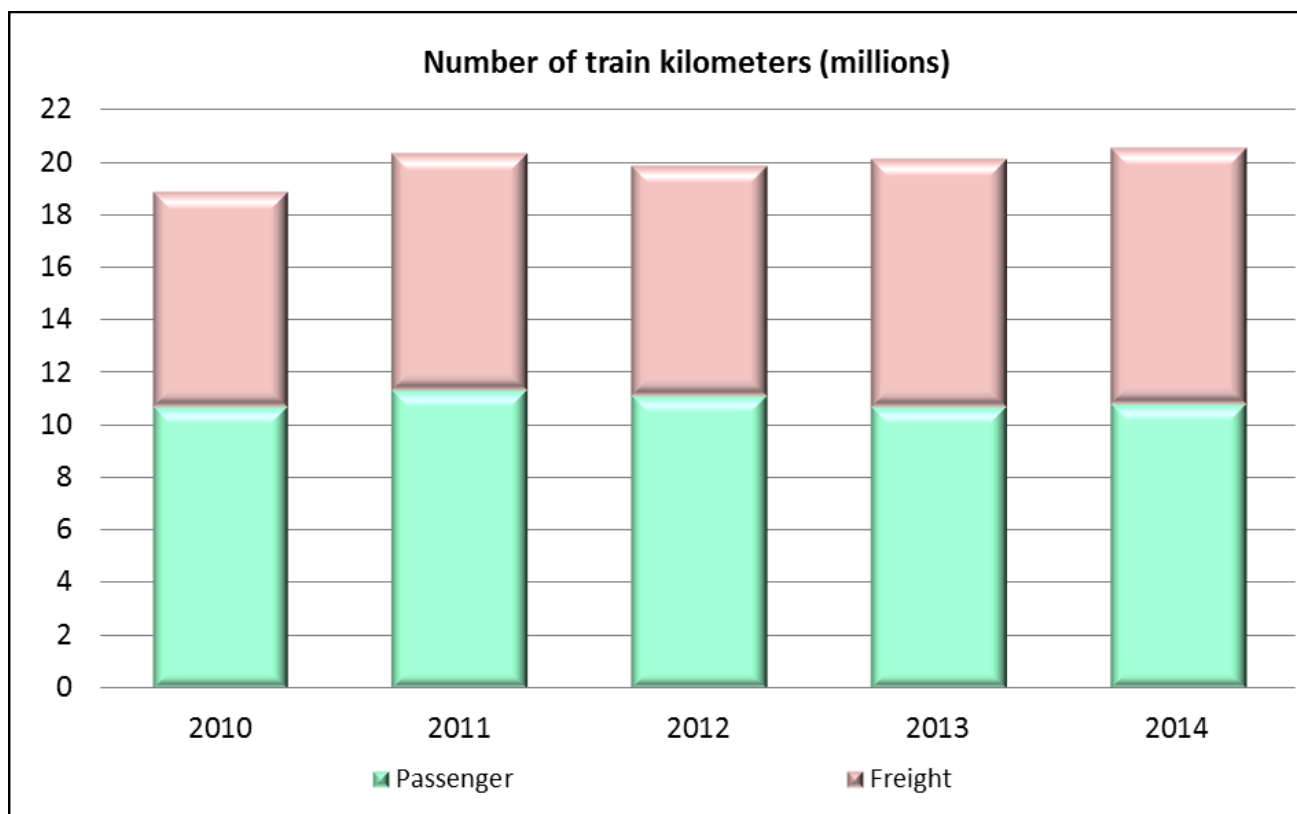
#### Outcomes

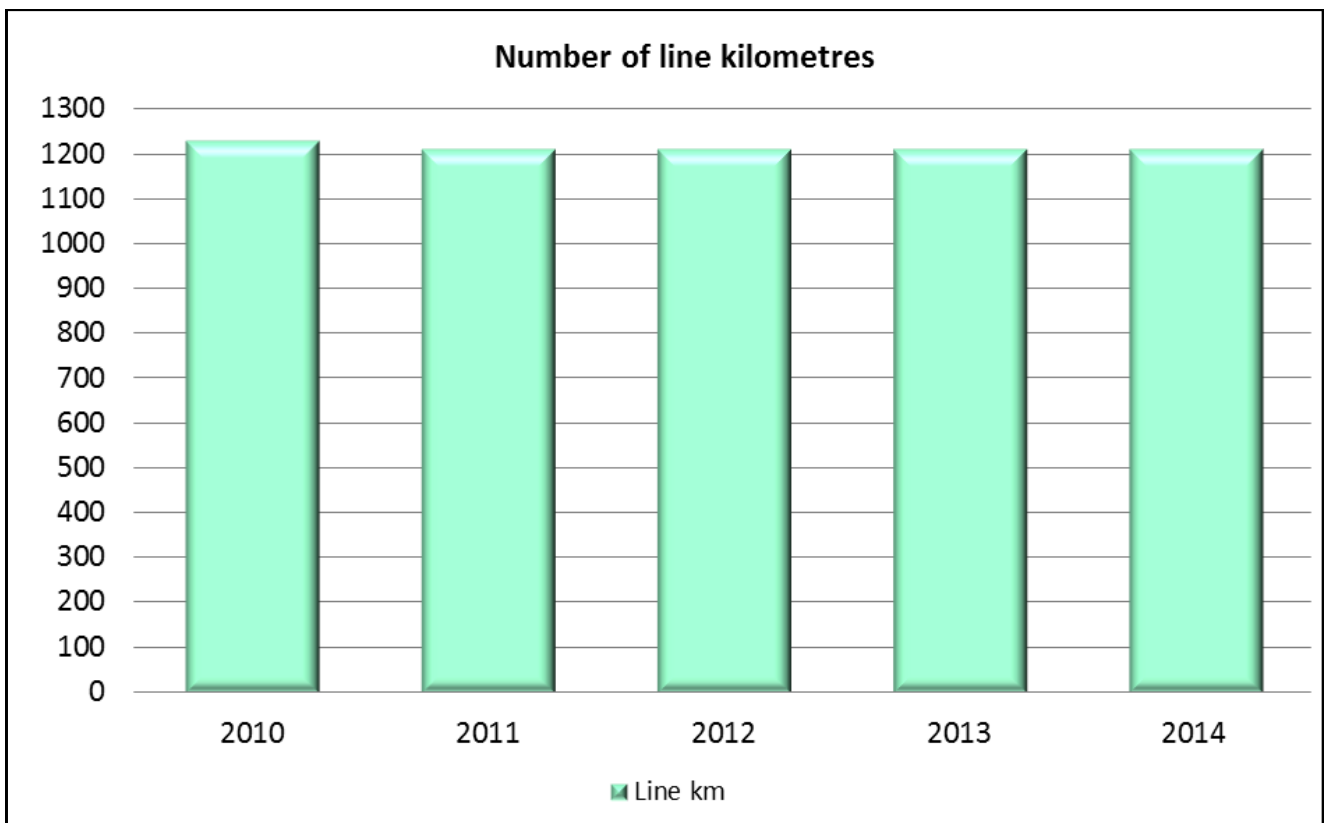
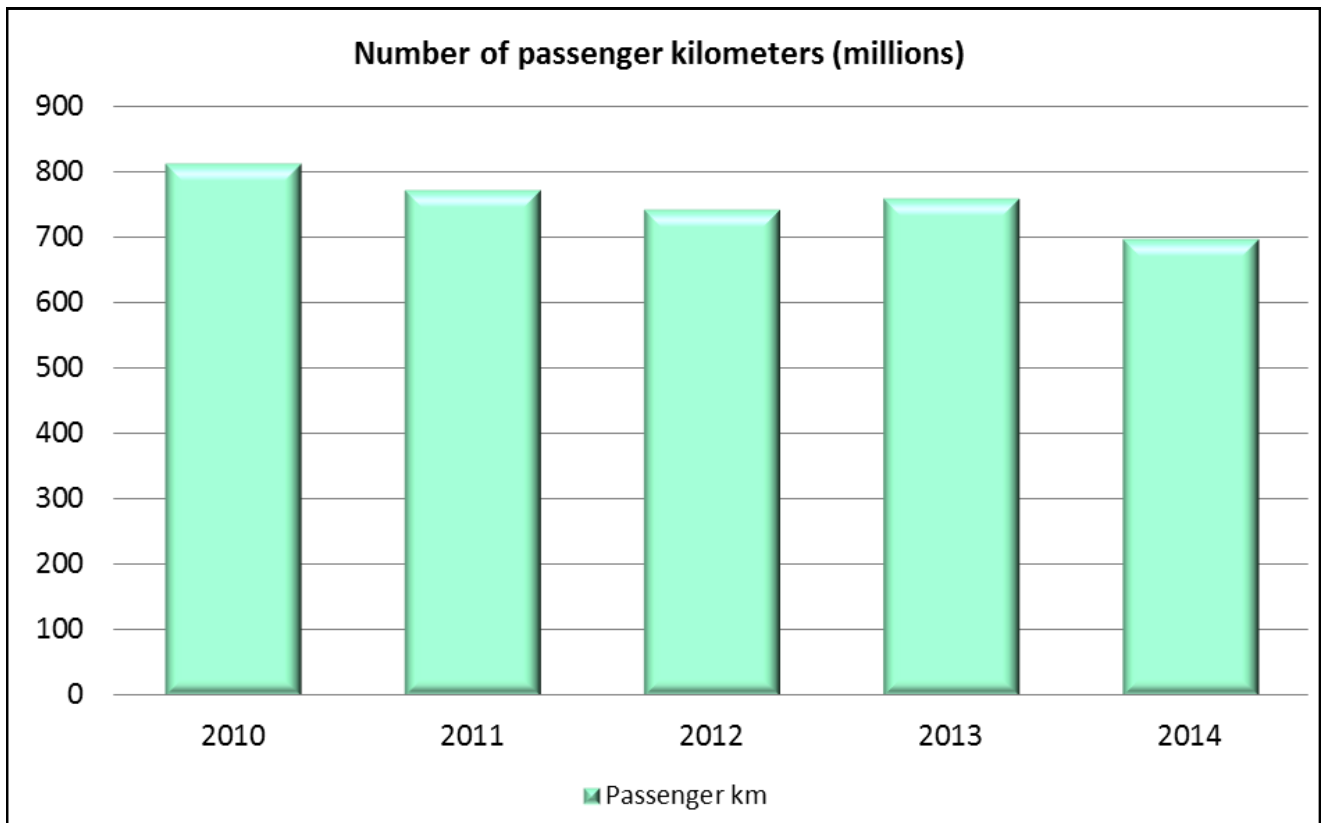


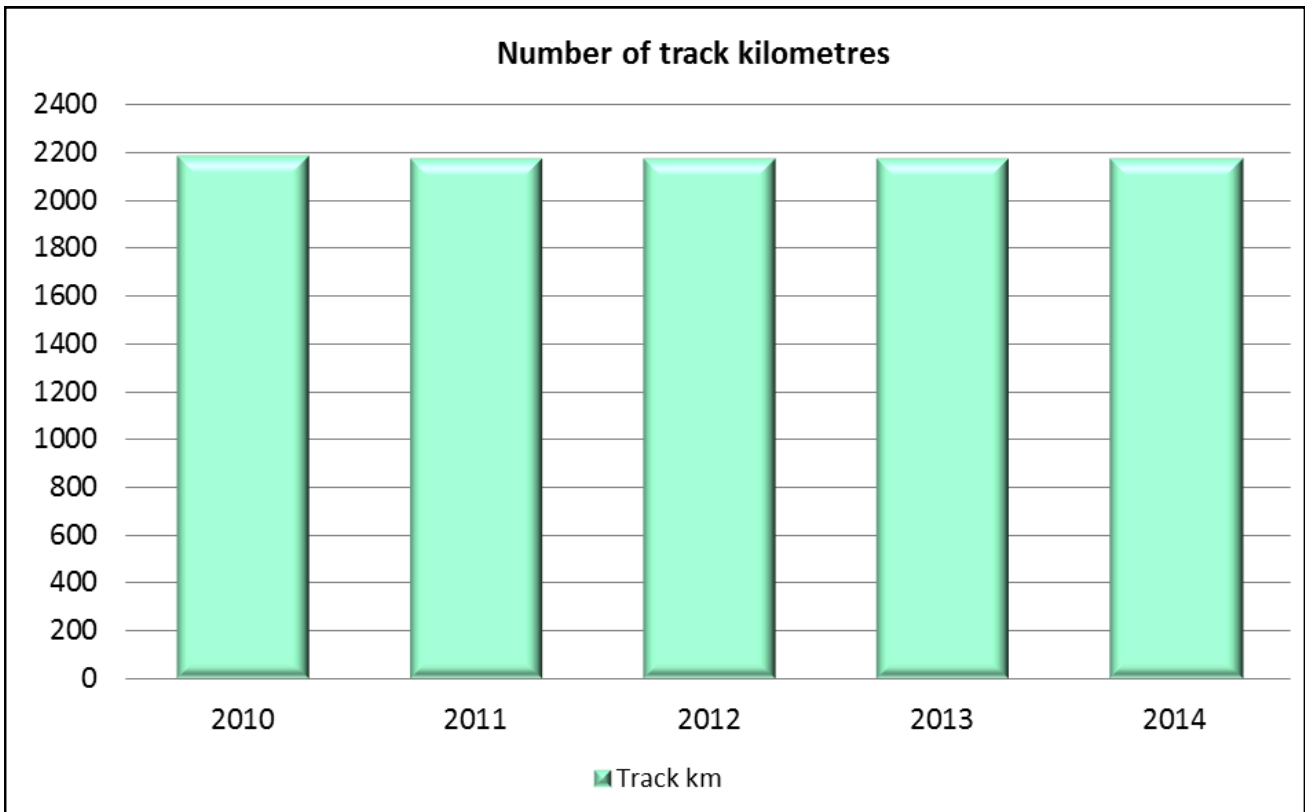




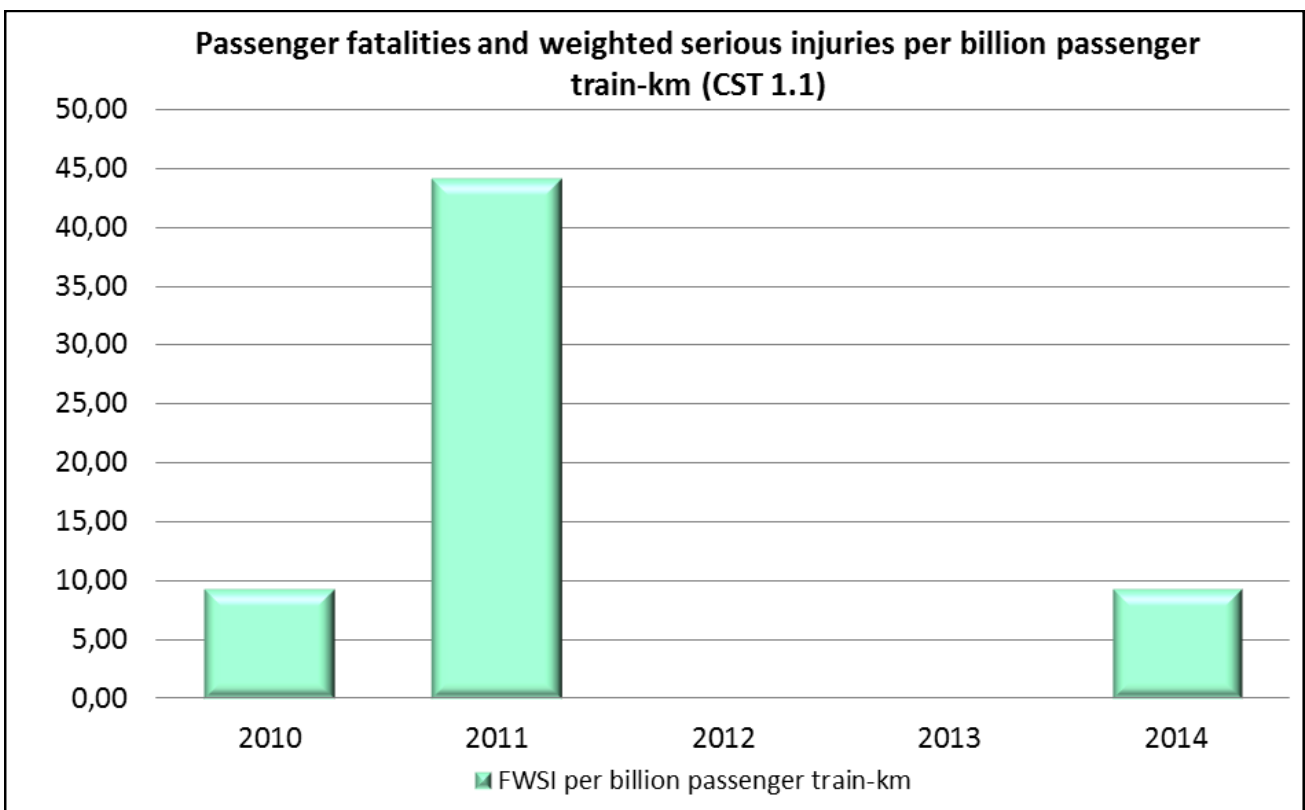
### *Exposure data*

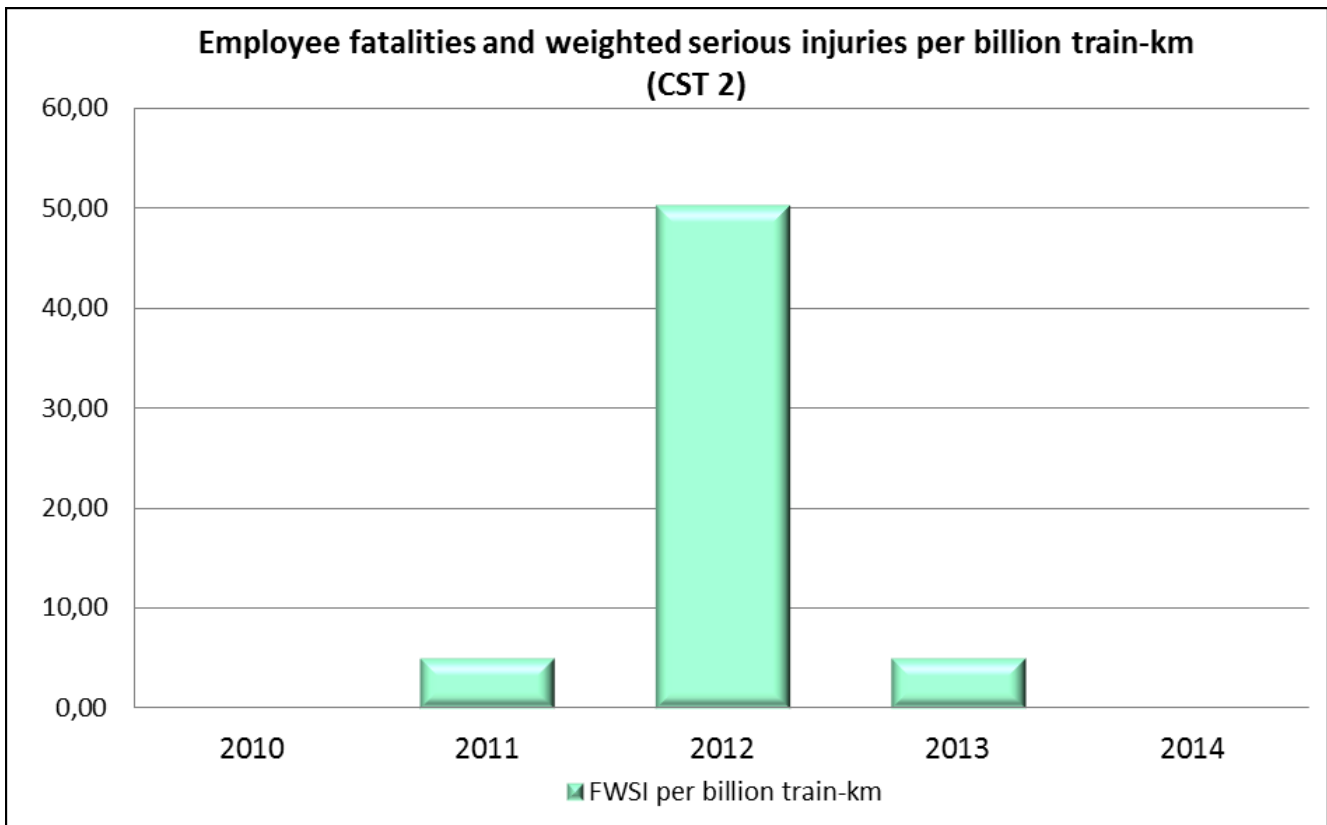
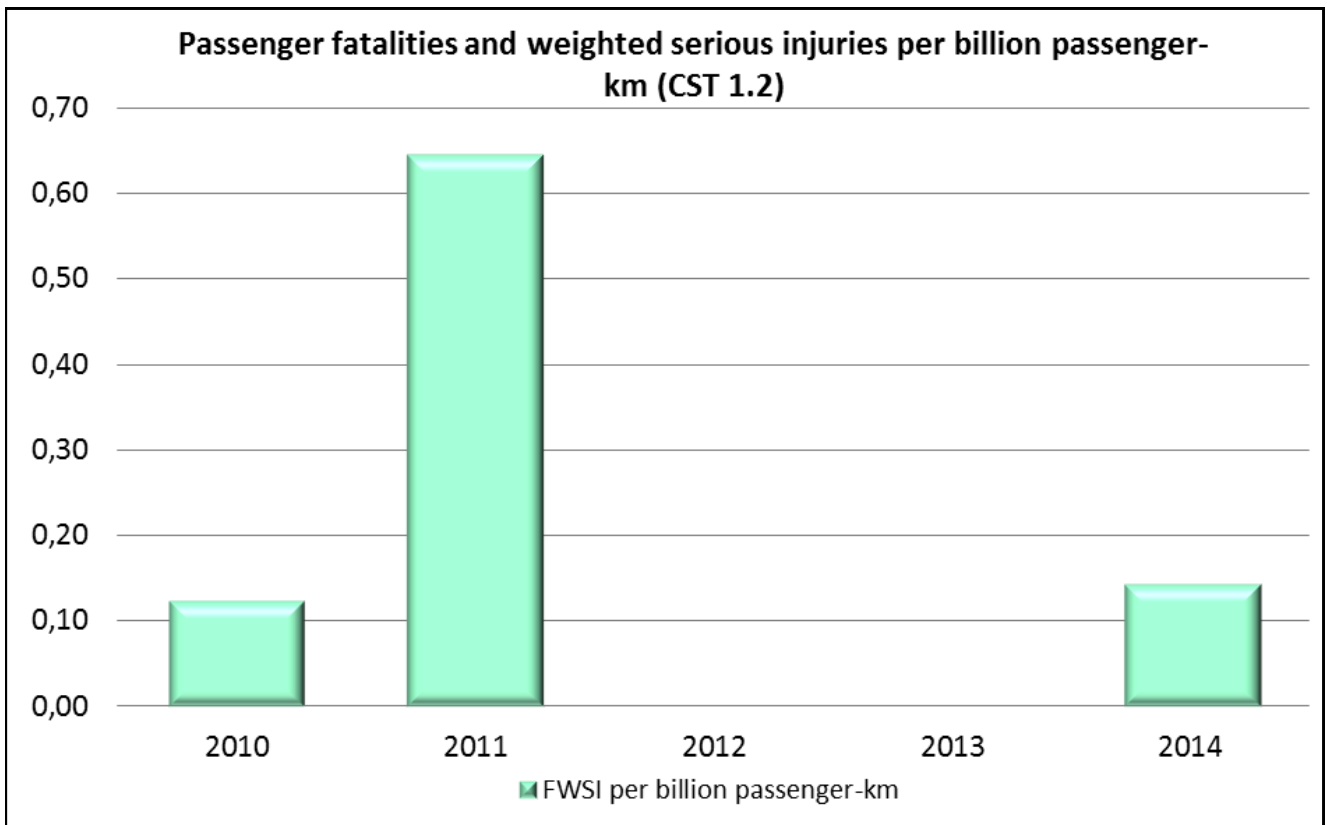


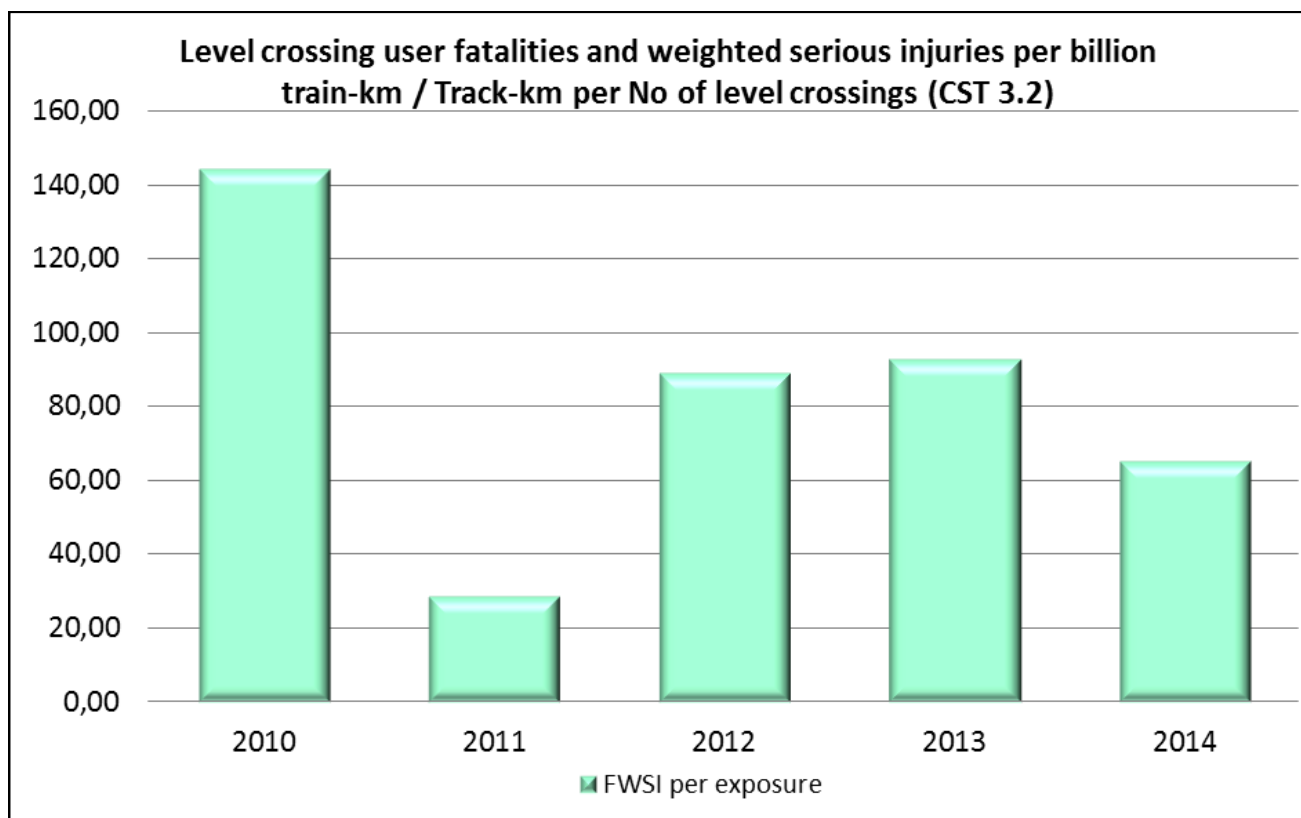
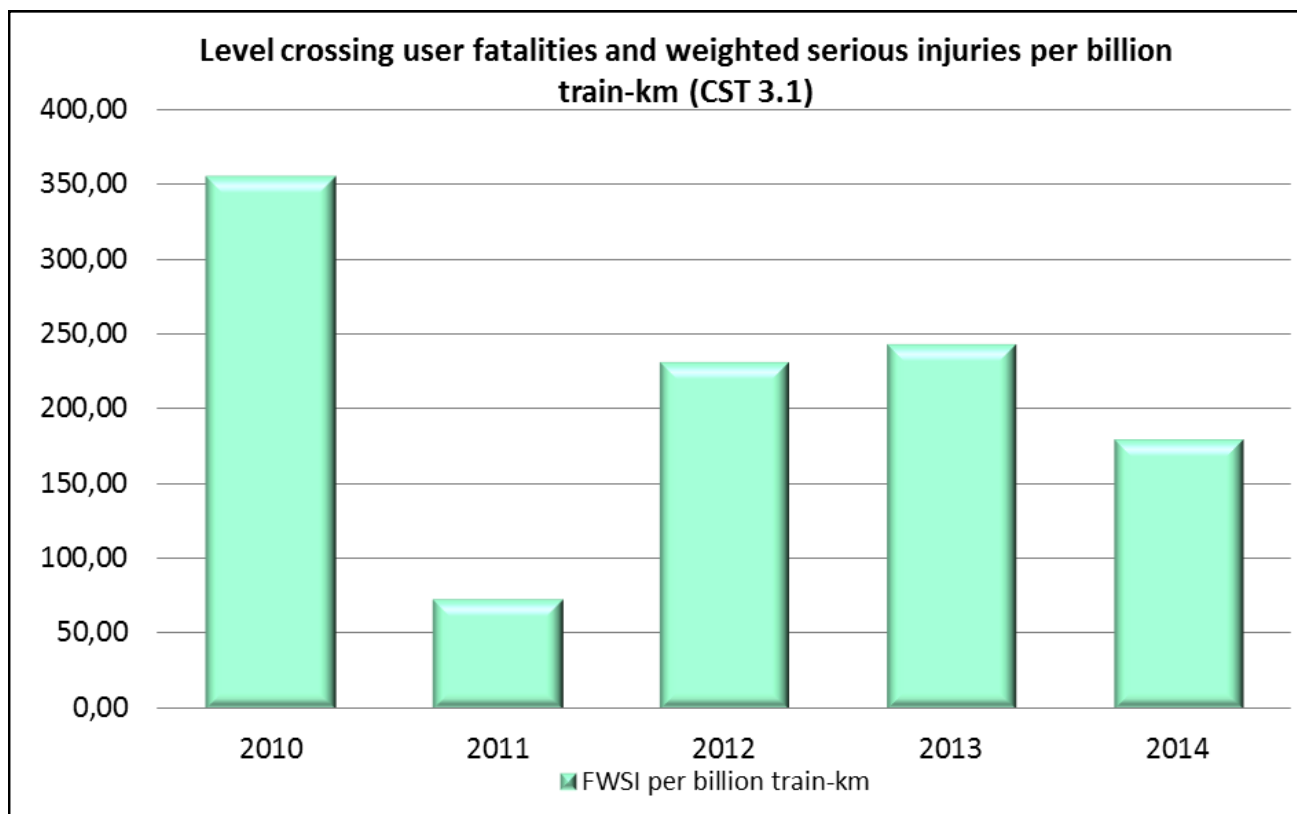


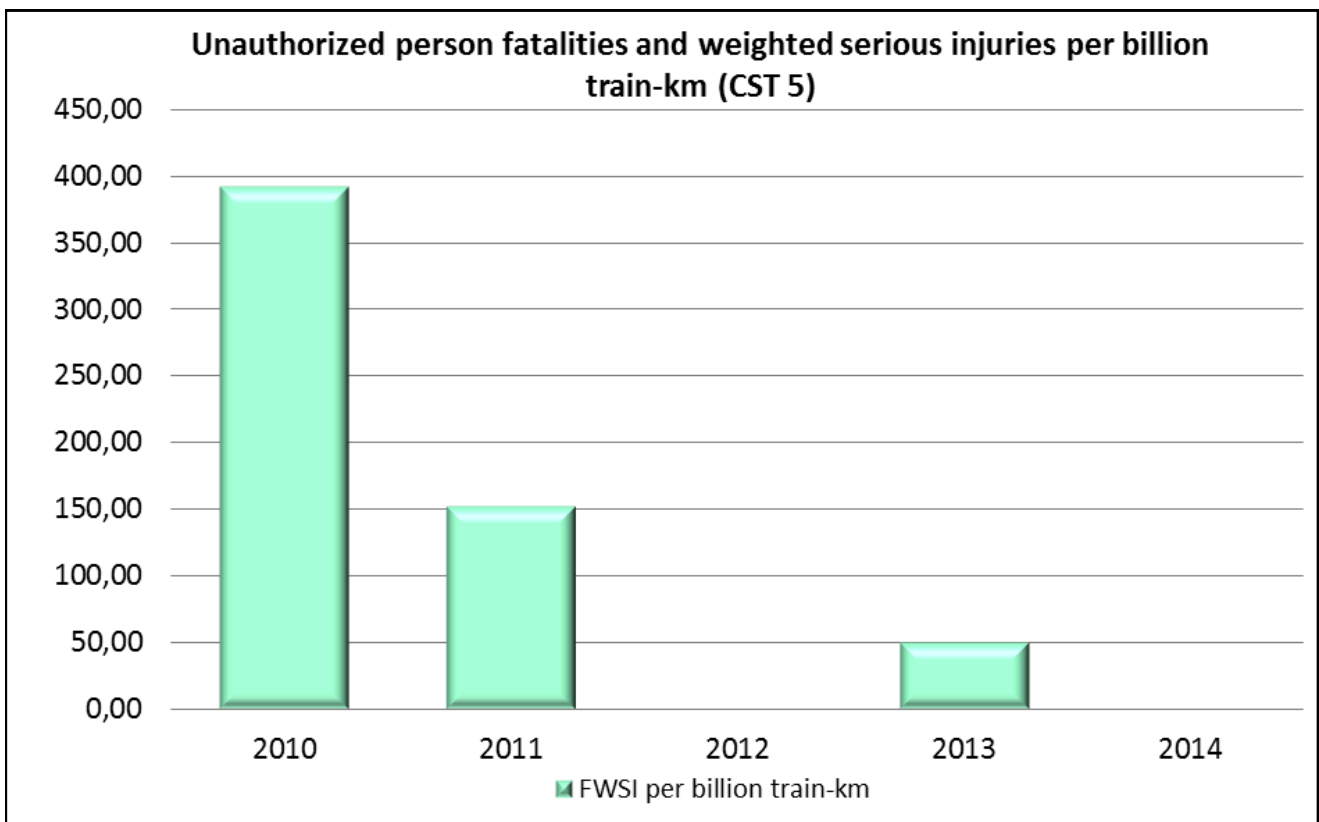
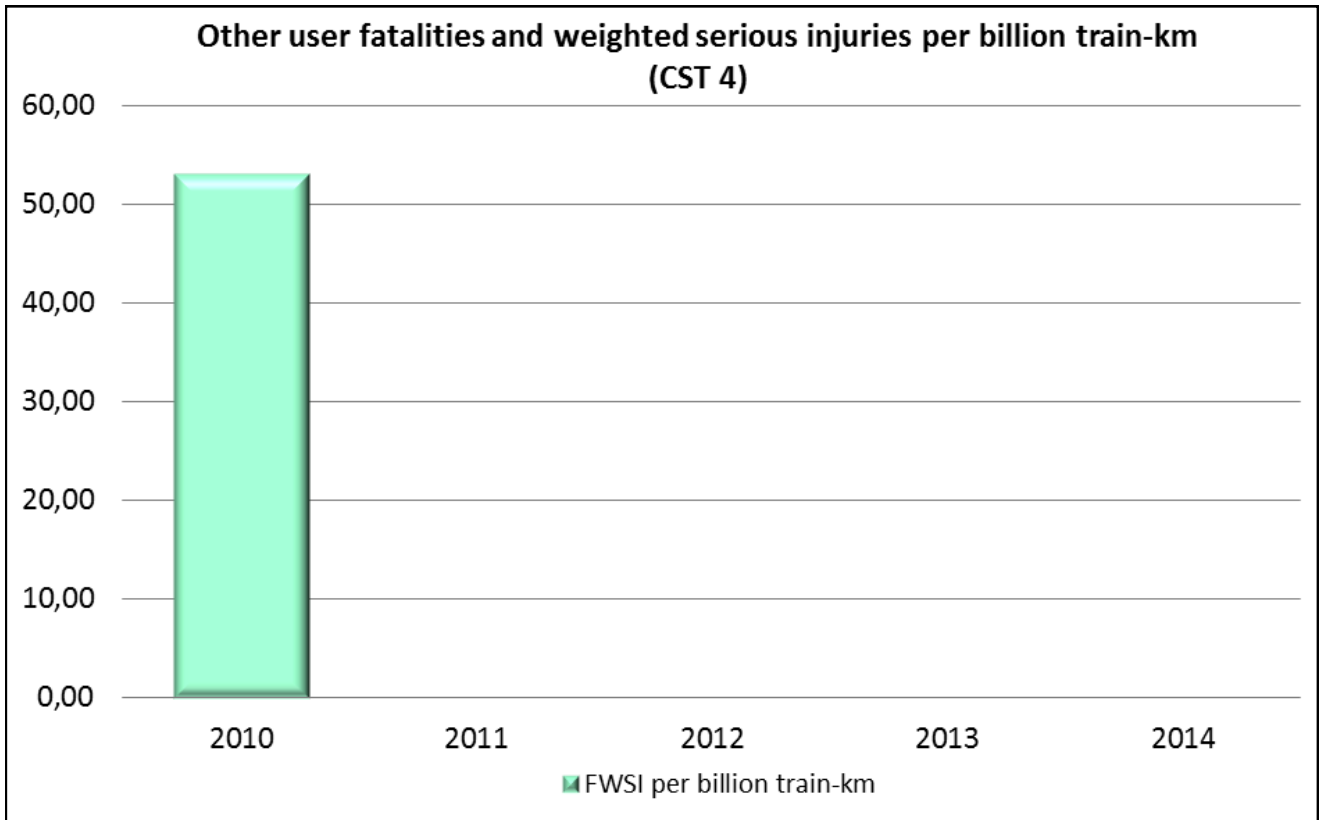


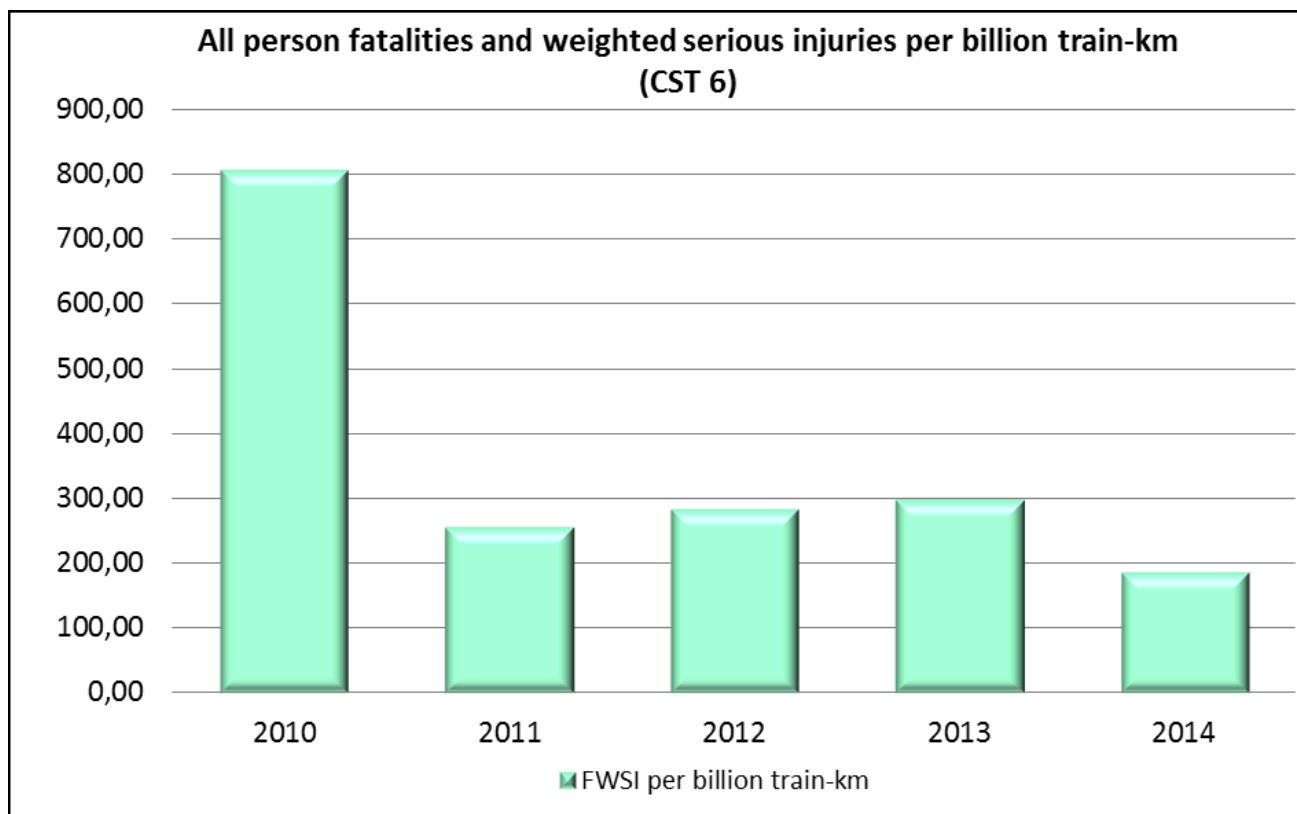
### *Risk indicators*



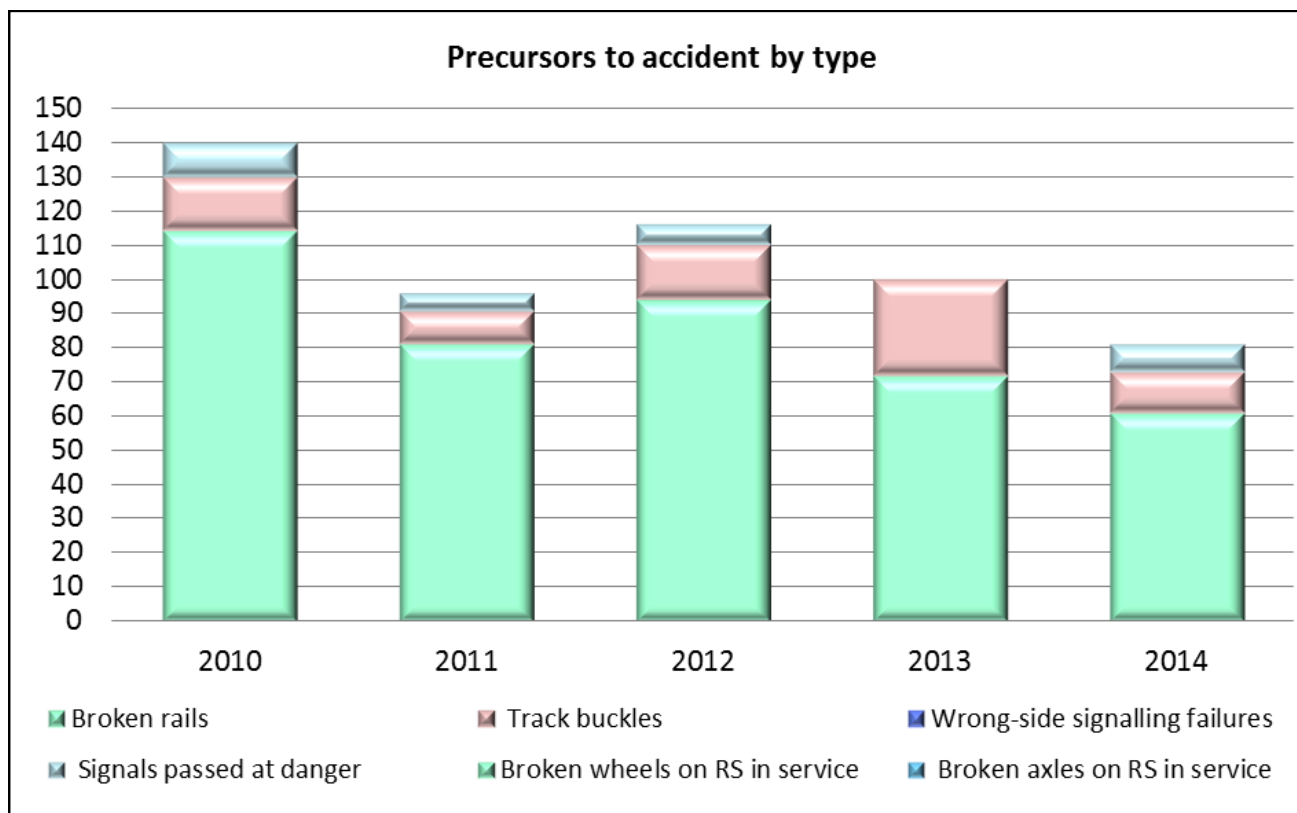




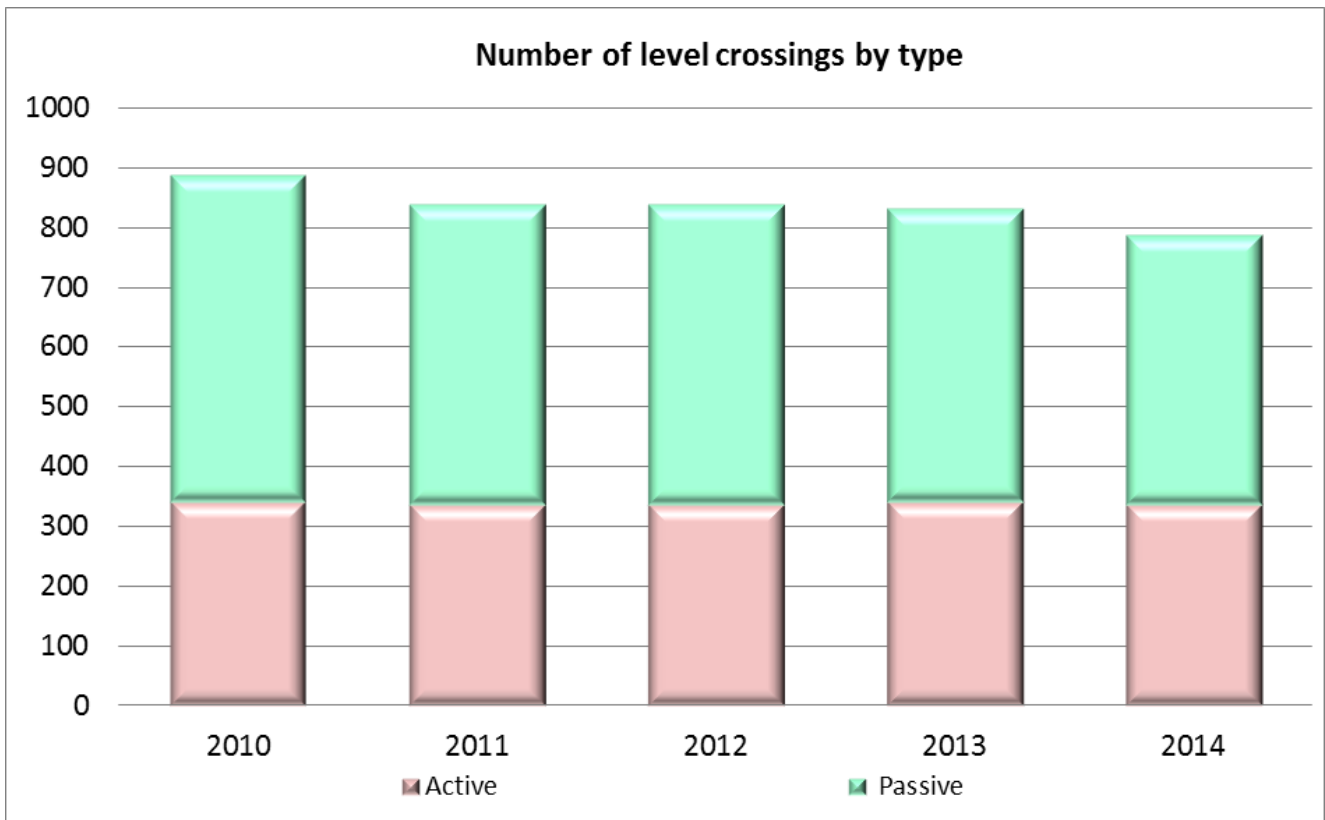
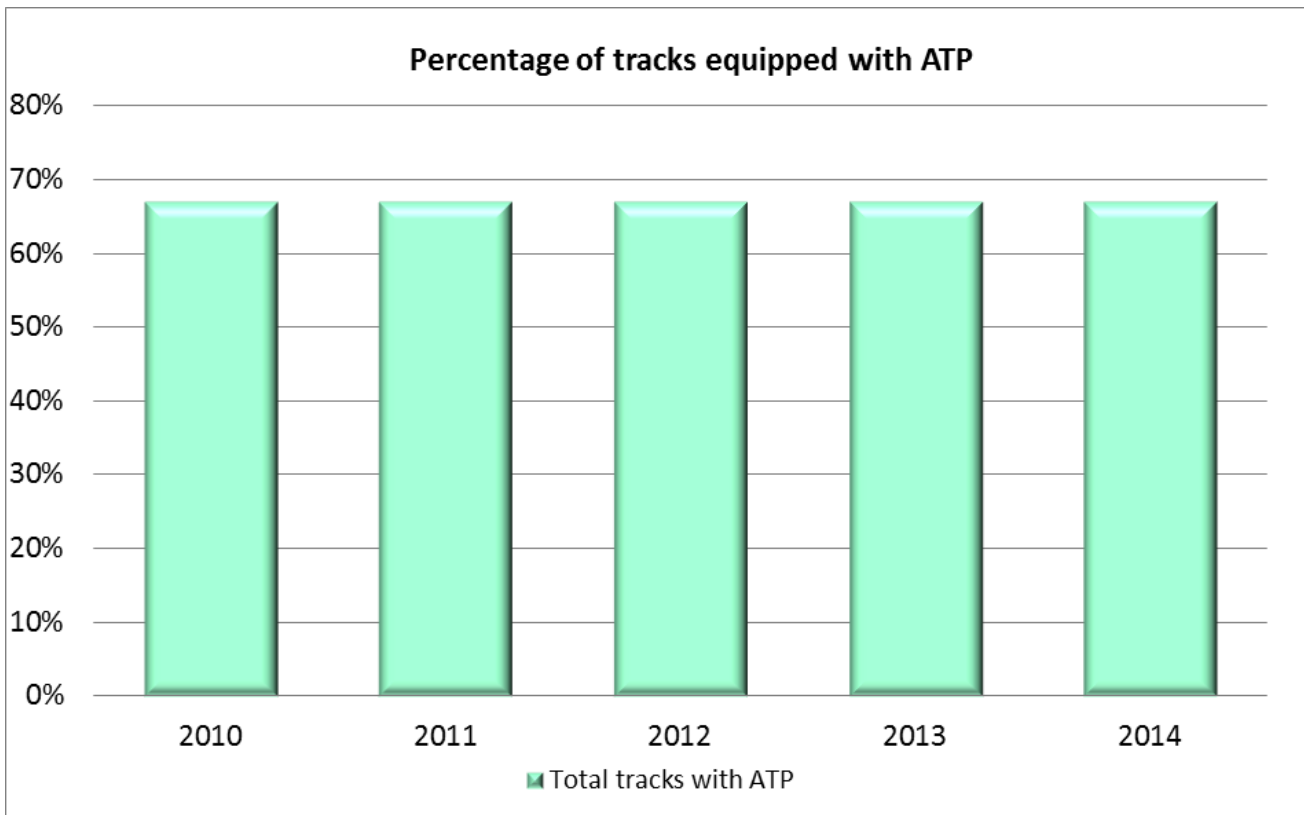




### *Precursor to accidents*



## Infrastructure



## C.2. Definitions used in the annual report

### **safety authority:**

means the national body entrusted with the tasks regarding railway safety in accordance with this Directive or any binational body entrusted by Member States with these tasks in order to ensure a unified safety regime for specialised cross-border infrastructures;

### **infrastructure manager:**

means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure, or a part thereof, as defined in Article 3 of Directive 91/440/EEC, which may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or undertakings;

### **railway undertaking:**

means railway undertaking as defined in Directive 2001/14/EC, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking must ensure traction; this also includes undertakings which provide traction only;

### **common safety methods:**

means the methods to be developed to describe how safety levels and achievement of safety targets and compliance with other safety requirements are assessed;

### **accident:**

means an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions, derailments, level-crossing accidents, accidents to persons caused by rolling stock in motion, fires and others;

### **incident:**

means any occurrence, other than accident or serious accident, associated with the operation of trains and affecting the safety of operation;

### **suicide:**

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority;

### **injuries (seriously injured person):**

means any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides;

### **deaths (killed person):**

means any person killed immediately or dying within 30 days as a result of an accident, excluding suicides;

### **train-km:**

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account;

### **passenger-km:**

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;

### **level crossing:**

means any level intersection between the railway and a passage, as recognised by the infrastructure manager and open to public or private users. Passages between platforms within stations are excluded, as well as passages over tracks for the sole use of employees.

## C.3. Abbreviations

ATP	Automatic Train Protection
AŽP	Public Agency of the Republic of Slovenia for Railway Transport
CSI	Common Safety Indicator
CSM	Common Safety Method
EC	European Commission
ECM	Entities in Charge of Maintenance
EEC	European Economic Community
ERA	European Railway Agency
EU	European Union
IM	Infrastructure Manager
LC	Level Crossing
MS	Member State
NIB	National Investigation Body
NRV	National Reference Value
NSA	National Safety Authorities
RS	Republic of Slovenia
RSD	Railway Safety Directive
RU	Railway Undertaking
SMS	Safety Management System
SŽ	Slovenian Railway
TSI	Technical Specifications of Interoperability



## Annex D: Important changes in legislation, regulations and administrative provisions

ational rules concerning railway safety	Legal reference or Notif-IT code	Date legislation comes into force	Reason for introduction	Description
/	/	/	/	/
/	/	/	/	/
/	/	/	/	/

## Annex E: The development of safety certification and authorisation - numerical data

### E.1. Safety Certificates according to Directive 2004/49/EC

	Total number of certificates	Number of certificates Part A in ERADIS
<b>E.1.1 Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2014</b>	4	4

		Total number of certificates	Number of certificates Part B in ERADIS
<b>E.1.2 Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2014</b>	Number of certificates Part B, for which the Part A has been issued in your Member-State	4	4
	Number of certificates Part B, for which the part A has been issued in another Member-State	1	1

		A	R	P
<b>E.1.3 Number of new applications for Safety Certificates Part A submitted by Railway Undertakings in year 2014</b>	New certificates	-	-	-
	Updated/amended certificates	-	-	-
	Renewed certificates	2	-	-

			A	R	P
<b>E.1.4 Number of new applications for Safety Certificates Part B submitted by Railway Undertakings in year 2014</b>	Where the Part A has been issued in your Member-State	New certificates	-	-	-
		Updated/amended certificates	-	-	-
		Renewed certificates	2	-	-
	Where the Part A has been issued in another Member-State	New certificates	-	-	-
		Updated/amended certificates	-	-	-
		Renewed certificates	1	-	-

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

P = Case is still pending, no certificate was issued so far

	<b>Total number of revoked certificates in the year 2014</b>	<b>Number of revoked certificates in ERADIS (which were revoked in 2014)</b>
<b>E 1.5 Number of certificates Part A revoked in the current reporting year</b>	-	-
<b>E 1.6 Number of certificates Part B revoked in the current reporting year</b>	-	-

### **E.1.7 List of countries where RUs applying for a Safety Certificate Part B in your Member-State have obtained their Safety Certificate Part A**

<b>Name of RU</b>	<b>Member-State where Safety Certificate Part A was issued</b>
RCA AG	Austria

## E.2. Safety Authorisations according to Directive 2004/49/EC

	Total number of safety authorisations
<b>E.2.1 Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2014</b>	1

	A	R	P	
<b>E.2.2 Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2014</b>	New authorisations	1	-	-
	Updated/amended authorisations	-	-	-
	Renewed authorisations	-	-	-

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

<b>E 2.3 Number of Safety Authorisations revoked in the current reporting year</b>	-
--	---



### E.3. Procedural aspects – Safety Certificates part A

	New	Updated/Amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate <b>Part A</b> in year 2014 for Railway Undertakings	-	-	4 month's

### E.4. Procedural aspects – Safety Certificates part B

		New	Updated/Amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate <b>Part B</b> in year 2014 for RUs	Where the part A has been issued in your Member-State	-	-	4 month's
	Where the part B has been issued in another Member-State	-	-	4 month's

### E.5. Procedural aspects – Safety Authorisations

	New	Updated/Amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2014 for IMs	4 month's	-	-





## OTHER USEFUL INFORMATION

### **Contact data**

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