Austria

Annual Report

of the National Safety Authority for the year 2013

bmvit, Department IV, Rail Group, Section Sch 5

in accordance with Article 18 of Directive 2004/49/EC

'Directive on safety on the Community's railways'

transposed by Section 13a Railways Act 1957 (EisbG)

Bundesministerium für Verkehr, Innovation und Technologie

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A.1. Scope of the report

This annual report covers the activities of the national safety authority in respect of the operation of main line railways and the secondary railways connected to them, the operation of rail vehicles on such railways and traffic on such railways in Austria in the year 2013. It falls within the meaning of Directive 2004/49/EC of 29 April 2004 (OJEU L164 of 30 April 2004) 'Directive on safety on the Community's railways' as last amended by 2014/88/EU of 9 July 2014 (OJEU L201 of 10 July 2014) which was transposed by Section 13a Railways Act 1957, the Federal Act concerning railways, rail vehicles on railways and traffic on railways [Bundesgesetz über Eisenbahnen, Schienenfahrzeuge auf Eisenbahnen und den Verkehr auf Eisenbahnen (Eisenbahngesetz)] (EisbG), Federal Law Gazette [Bundesgesetzblatt (BGBl.)] No 60/1957 as last amended by BGBl. I No 205/2013.

A.2. Summary

In Austria general duties for railway undertakings and infrastructure managers are laid down in the Austrian Railway Act: 'Eisenbahngesetz 1957', published in 'Bundesgesetzblatt BGBl No 60/1957', as last amended by 'BGBl. I No 205/2013'. Railway undertakings' detailed regulations concerning the training, behaviour of staff concerned with safety critical tasks are subject to authorisation by the Railway Authority.

The National Investigation Body – 'Sicherheitsuntersuchungsstelle (SUB)' - was set up in accordance with the regulations in the Federal Act concerning Independent Safety Investigation of Accidents and Incidents [Bundesgesetz über die unabhängige Sicherheitsuntersuchung von Unfällen und Störungen (Unfalluntersuchungsgesetz – UUG 2005)],. Those regulations were published in the Bundesgesetzblatt BGBl I No 123/2005 as last amended by BGBl. I No 40/2012. The National Investigation Body started its work as an independent body to investigate accidents and incidents in accordance with Article 21 of the Safety Directive on 1 January 2006. Safety indicators relating to accidents, incidents and near-misses and relating to the technical safety of infrastructure and its implementation are collected by the SUB.

Safety performance at Member State level is controlled by a number of different procedures, for example, by approval processes for subsystems, by rules for maintenance, by accident and incident investigation. Railway undertakings and

infrastructure managers have to fulfil obligations for periodic checking, reviewing and inspections. Furthermore safety performance is individually checked on the occasion of certain incidents.

The Federal Ministry of Transport, Innovation and Technology [Bundesministerium für Verkehr, Innovation und Technologie] (bmvit) as NSA authorises putting subsystems into service, controls the operation of railway undertakings and infrastructure managers, supervises the compliance of technical equipment, authorises bringing new or substantially altered rolling stock into service and monitors, promotes and develops the safety regulatory framework, notwithstanding the general responsibility of the railway undertakings and infrastructure managers themselves.

Existing, new and updated national safety rules are published on the website of the Federal Ministry of Transport, Innovation and Technology (www.bmvit.gv.at/en/verkehr/railway/notifications.html).

The Austrian National Safety Authority's Annual Report concerns its activities in the year 2013 in accordance with the Directive on Safety on the Community's railways (2004/49/EC, Railway Safety Directive).

The report contains comprehensive information on the railway system in Austria. This is shown in Parts A, B and C and also in the related annexes.

Safety recommendations made as the result of the investigation of accidents, incidents and near-misses during the reporting year are listed in Part D.

Part E reports important changes in legislation and regulation concerning railway safety in the year 2013.

The development of safety certification and safety authorisation is shown in Part F.

A description of the results of and experience relating to the supervision of infrastructure managers and railway undertakings is given in Part G.

Part H provides comments on the application of the CSM to risk evaluation and assessment.

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B. Introductory section

1. Introduction to the report

Article 18 of Directive 2004/49/EC, transposed by Section 13a Railways Act 1957, provides the statutory basis for drawing up the annual report:

'Annual report

Section 13a *(1) The Federal Minister for Transport, Innovation and Technology shall prepare a report every year on his activities during the previous year in respect of the operation of main line railways and the secondary railways connected to them, the operation of rail vehicles on such railways and traffic on such railways. The annual report shall be published on the internet on the website of the Federal Minister for Transport, Innovation and Technology at the latest by 30 September of the calendar year following the year to which the report refers and shall also be submitted to the European Railway Agency.*

(2) The annual report shall contain the following information:

1. *an aggregation of the common safety indicators in accordance with Annex I to Directive 2004/49/EC;*
2. *important changes in federal legislation and regulations made on the basis of federal law which relate to the construction or operation of the railways listed in paragraph 1, the operation of rail vehicles on such railways and traffic on railways;*
3. *the development of safety certification and safety authorisation;*
4. *results of and experience relating to the supervision of infrastructure managers and railway undertakings.'*

In addition, in accordance with Article 9 (and Article 18) of Regulation (EC) No 352/2009 of 24 April 2009 (as last amended by Regulation (EU) No 402/2013 of 30 April 2013) on the common safety method for risk evaluation and assessment, the national safety authority is to report on the experience of proposers with the application of the common safety method (CSM) on risk evaluation and assessment, and, where appropriate, its own experience.

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The annual report within the meaning of the directive is based on an evaluation of the Federal Safety Investigation Authority's data in accordance with Section 13a (3) Railways Act:

***'Section 13a** (3) The Federal Safety Investigation Authority (Section 3 Investigation Bureau Act, BGBl. I No 123/2005) shall make available the data necessary for aggregating the common safety indicators for the year to the Federal Minister for Transport, Innovation and Technology at the latest by 30 June of the calendar year following in an electronic form.'*

together with evaluation of the safety reports in accordance with Section 39d Railways Act:

Safety report

***Section 39d.** Railway undertakings which have their registered office in Austria and infrastructure managers which have their registered office in Austria shall submit a safety report every year for the previous calendar year to the authorities before 30 June which shall contain the following:*

1. *information on how the organisation's corporate safety targets are met;*
2. *the Austrian and common safety indicators in so far as they are relevant to the railway undertaking in question;*
3. *the results of internal safety auditing;*
4. *observations on deficiencies and malfunctions which have compromised the safety of railway operations, the operation of rail vehicles on the railway or traffic on the railway.*

The annual report is prepared in accordance with documents issued by the European Railway Agency:

- Template - Structure for the Content of the NSA Annual Safety Report
- Guideline for the Use of the Template - Structure for the Content of the NSA Annual Safety Report

2. Railway structure information

- Annex A.1. shows the rail network map;
- Annex A.2. shows a list of the railway undertakings (RU) and infrastructure managers (IM).

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3. Summary – general trend analysis

The following paragraphs summarise the development of the common safety indicators during 2013.

Seventy-three significant accidents within the scope of the Railway Safety Directive were reported in 2013. This compares with eighty-seven in the previous year (2012). Within these totals, accidents at level crossings (some 51 %) and accidents involving personal injuries caused by moving rail vehicles (some 40 %) formed some 90 % of the total number of significant accidents.

The total number of fatalities in the year in question was twenty-six and the number seriously injured was sixty-two. The figures for 2012 were thirty-three fatalities and fifty-nine seriously injured.

In total, the overall figures for significant accidents demonstrated a falling trend compared with 2012. Whilst train derailments, accidents in which moving rail vehicles cause personal injury together with other accidents categories demonstrated a falling trend compared with 2012, the number of significant accidents in the collisions between trains and accidents on level crossings categories increased. In particular, two isolated serious events occurred in 2013 (a collision between trains with two staff members killed and two seriously injured and a collision between trains with six seriously injured passengers and one seriously injured staff member).

Level crossing users (some 48 % of the total number of victims) formed the largest category of persons seriously injured and killed.

Annex C.1. contains data on the individual CSIs for 2013 together with notes referring to the various common safety indicators.

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C. Organisation

1. Introduction to the organisation

National safety authority for safety authorisation and safety certification:
(for railway infrastructure managers of main line railways and railway undertakings which are authorised to operate on main line railways and the secondary railways connected to them):

Federal Minister of Transport, Innovation and Technology [Bundesministerin für Verkehr, Innovation und Technologie] (bmvit)
Radetzkystraße 2
A-1030 Vienna
Tel.: +43-1-71162-65-0
Fax: +43-1-71162-652298
Email: iv-sl@bmvit.gv.at
Web: www.bmvit.gv.at/verkehr/eisenbahn

Section 12(3) of the Railways Act contains the provisions defining the competence of the Federal Minister of Transport, Innovation and Technology as a safety authority.

Other safety authorities:
(in every case, the Governor (Landeshauptmann) of the relevant one of the nine Federal Provinces is the railway safety authority for infrastructure managers who only manage secondary railways which are connected):

Governor of Burgenland [Landeshauptmann von Burgenland]
Europaplatz 1
A-7000 Eisenstadt

Governor of Carinthia [Landeshauptmann von Kärnten]
Arnulfplatz 1
A- 9020 Klagenfurt

Governor of Lower Austria [Landeshauptmann von Niederösterreich]
Landhausplatz 1
A-3109 St. Pölten

Governor of Upper Austria [Landeshauptmann von Oberösterreich]
Landhausplatz 1
A- 4021 Linz

Governor of Salzburg [Landeshauptmann von Salzburg]
Chiemseehof
A-5010 Salzburg

Governor of Styria [Landeshauptmann der Steiermark]
Hofgasse 15
A-8010 Graz

Governor of the Tyrol [Landeshauptmann von Tirol]
Eduard-Wallnöfer-Platz 3
A-6020 Innsbruck

Governor of Vorarlberg [Landeshauptmann von Vorarlberg]
Landhaus
A-6900 Bregenz

Governor of Vienna [Landeshauptmann von Wien]
Lichtenfelsgasse 2
A-1010 Wien [Vienna]

Section 12(2) Railways Act contains the provisions defining the competence of governors as authorities.

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Labour inspectorate:

Federal Ministry of Labour, Social Affairs and Consumer Protection
[Bundesministerium für Arbeit, Soziales und Konsumentenschutz] (bmask)
Labour Law and Central Labour Inspectorate Section VII [Arbeitsrecht und Zentral-Arbeitsinspektorat, Sektion VII]
Transport Labour Inspectorate [Verkehrs-Arbeitsinspektorat]
Stubenring 1
A-1010 Wien [Vienna]
Tel.: +43-1-71100-0
Fax: +43-1-71100-2190
E-mail: post@bmask.gv.at
Web: http://www.sozialministerium.at//cms/siteEN/

Federal Safety Investigation Authority:

Accident investigating body within the meaning of Directive 2004/49/EC for the investigation of railway operating accidents and incidents:

Federal Office for Transport [Bundesanstalt für Verkehr]
Federal Safety Investigation Authority, Rail Section [Sicherheitsuntersuchungsstelle des Bundes, Schiene]
Trauzlgasse 1
A-1210 Wien [Vienna]
Tel.: +43-1-71162-659150
Fax: +43-1-71162-659298
E-mail: uus-schiene@bmvit.gv.at
Web: versa.bmvit.gv.at

The Accident Investigation Act (BGBl. I No 123/2005 most recently amended by BGBl. I No 40/2012) and the Rail Accident Reporting Regulation 2006 (MeldeVO-Eisb 2006) (BGBl. II No 279/2006) define the statutory powers for the work.

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The Reporting Regulation governs:

> ***Section 1***. *... the scope and form of reports of accidents and incidents which arise during the operation of a main line or secondary railway (Section 4 Railways Act 1957, BGBl. No 60), a connecting railway (Section 7 Railways Act 1957, BGBl. No 60) or a tramway which operates exclusively on its own formation, such as underground railways (Section 5 para. 1 point 2, Railways Act 1957, BGBl. No 60), and the operation of rail vehicles on such railways.*

Rail Regulator:

Rail Control Commission [Schienen-Control Kommission] (SCK)
Rail Control, Austrian Company for Rail Market Regulation [Schienen-Control Österreichische Gesellschaft für Schienenmarktregulierung mit beschränkter Haftung] (Schienen-Control GmbH)
Praterstraße 62-64
A-1020 Wien [Vienna]
Tel.: +43-1-5050707-0
Fax: +43-1-5050707-180
E-mail: office@schienencontrol.gv.at
Web: www.schienencontrol.gv.at

The SCK is the Austrian railway regulator in accordance with Article 20 Directive 2001/14/EC. It was established by the Railways Act in 1999.

2. Organisation chart

Annex B.1. shows the organisation chart for the Federal Ministry of Transport, Innovation and Technology as the national safety authority.

Annex B.2. shows the organisation chart for the Federal Office for Transport's Federal Safety Investigation Authority.

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D. The development of railway safety

1. Initiatives to maintain and improve safety

The following section lists the most important safety recommendations[1] made in accident investigation reports in 2013:

Safety measures triggered by accidents and precursors to accidents:

Date of the event	Description of the event	Safety recommendation[1)]
19 Nov 2012	Collision of a train with a car on a level crossing	**A-2012/108:** ensure that the level crossing at km 13,985 is urgently assessed in accordance with Section103 para. 1 Level Crossing Regulation 2012 [Eisenbahn-Kreuzungsverordnung]. Safety recommendation enhanced by: 12.2 ***A-2013/005*** Ensure that the level crossing at km 13,985 is urgently assessed in accordance with Section103 para. 1 Level Crossing Regulation 2012 in doing so attention is to be paid to buildings and vegetation in the area in which building is banned.
16 Sept 2012	Derailment of a train	**12.1:** ensure that the cant permitted on curves in the Railway Construction and Operation Regulations [Eisenbahnbau- und -betriebsverordnung] is limited in line with the Swiss rules and EN 13803-1 (based on ORE B55/RP 8). **12.2:** the cant on curves on existing sections of line should be aligned to the rules in EN 13803-1 (based on ORE B55/RP 8) when work is being done on those sections of line. **12.3:** ensure that the infrastructure manager's rules for cant on curves of low radius limit cant in line with the rules in EN 13803-1 (based on ORE B55/RP 8). **12.4:** ensure that the interface between rails with a low side-wear to ones with a high side-wear at welded joints is covered in a rule book. **12.5:** ensure that curves with a radius r < 175 m are equipped with a checkrail if no permanent rail-side lubrication device is fitted. **12.6:** investigate if the permissible limits must be reduced where the layout has particular characteristics including a combination of defects in track geometry. **12.7:** ensure that deviations from the permitted rail profile are show in the lists of defects.
08 Dec 2012	Collision of a train with a car on a level crossing	**A-2013/006** (12.1): hold special briefing events on site covering level crossings in general and the behaviour of road users in particular (for example, in the community, in schools, at the crossing itself, etc). **A-2013/007** (12.2): train members of law and order forces on behaviour around level crossings which complies with the Road Traffic Regulations 1960 [Straßenverkehrsordnung] in conjunction with the Level Crossing Regulation 2012 [Eisenbahn-Kreuzungsverordnung] and the law and order force's focussed action campaign on site at the crossing. **A -2013/008** (12.3): investigate whether a camera to monitor the behaviour of road users when the level crossing lights indicate 'stop' is necessary. **A -2013/009** (12.4): investigate whether road marking to indicate conflict areas in accordance with the EPIDUS study must be incororated in the Road Marking

[1)] Safety recommendations which the Safety Investigation Authority had made at the time the report went to press are shown, they do not yet represent commitments to take action on safety measures however.

Date of the event	Description of the event	Safety recommendation[1)]
		Regulation.
26 Apr 2012	Derailment of a train	**A-2012/024** (12.1):investigate whether the condition of the switches requires a reduction in the inspection interval (including documentation) to be implemented once an intervention limit has been reached. **A-2012/025** (12.2): ensure that overloading of wagons is prevented by more intensive checks. **A-2012/026** (12.3): investigate whether a white cross should be marked on the axles of wagons which have been loaded above the maximum load in accordance with point 2 of Annex 8 to Appendix 9 to the General contract of use for wagons (dimensions, paint quality, …) .
16 Jan 2013	Collision of a train with a shunting movement	**A-2013/033:** investigate the station's operating location description for its operational appropriateness (for train movements from Übelbach via the station in question to Graz Hbf). **A-2013/034:** carry out a study into the positioning of ancillary signal 'Sch6' in the station. **A-2013/035:** investigate whether a protection signal should be installed to replace shunting signal 'V33'. **A-2013/036:** investigate whether the service instruction from the infrastructure manager dated 17 January 2013 and the subsequent instruction from the railway undertaking is to be to be noted and implemented by the station in in question alone. **A-2013/037:** investigate whether the construction of a cross-over between tracks 6 and 2 south of platforms 2 and 3 would avoid the need for back and forth shunting movements. **A-2013/038:** ensure that the arrival times for train 1 are reconciled in timetable documents. **A-2013/039:** ensure that the data used for brake weight and train composition correspond with those stored in the infrastructure manager's vehicle database. **A-2013/040:** ensure that the brake weights marked on vehicles correspond to those stored in the infrastructure manager's vehicle database,
14 Apr 2012	Collision of a train with a shunting movement	**A-2013/0049:** shunting staff should only acquire and reinforcement their local knowledge from instruction by a railway undertaking in conjunction with the infrastructure manager. Ensure that the instruction takes account of the size of the location and any peculiarities. To acquire local knowledge of shunting briefing visits and a shift with instruction by staff of a railway undertaking familiar with the site should be regarded as essential (exceptions for sites with simple operations). In this connection it is also recommended to examine the provisions in the infrastructure manager's operating regulations, supplement 16 on the local knowledge of shunting staff and to align with them. In accordance with the infrastructure manager's operating regulations, supplement 16 Section 42 briefing visits as necessary conducted by a staff member familiar with the site are essential to become aware of local circumstances. Nevertheless to re-acquire local knowledge in accordance with the infrastructure manager's operating regulations, supplement 16 Section 45 para 1, a suitable shift should be spent under the supervision of a shunter familiar with local circumstances.
10 Dec 2012	Ballast eddy caused by falling ice	**A-2013/55:** to guarantee its stability, ballast in areas where the bed of ballast cannot be guaranteed to be deeper than about 4 cm below the top of sleepers should be permanently bonded with ballast bonding agents. **A-2013/56:** as far as possible ensure that build-up of snow and ice on vehicles is avoided (for example, by underfloor cleaning, stabling in heated sheds and so on). **A-2013/57:** instruction BL-STA-00003-000020-12 'Action to be taken with falling ice and ballast eddies' in point 7.4 of the investigation report is emphatically to be taken into account as a safety relevant instruction to ensure the safety of

Date of the event	Description of the event	Safety recommendation[1)]
		operations. Whether this instruction as well as existing further instructions in this regard should subject to an official approval process in accordance with Section 21a para. 3 should be investigated.
09 Dec 2012	Faulty external doors on a train	**A-2013/061:** ensure that the rolling stock of train 1 complies with the TSI HS RST and the applicable (EN) rules. **A-2013/062:** ensure that the rolling stock of train 1 will withstand a meet with vehicles which exceed the normal loading gauge wihout sustaining damage. **A-2013/063:** investigate whether vehicles which have not undergone an approval process in Austria have had to have undergone an official examination appropriate to their use and to compability with the [Austrian] network. **A-2013/064:** investigate whether the requirements for hermetic sealing of vehicles going beyond those in the TSI need to be laid down by the infrastructure manager where high-speed and conventional services operate together on high-speed lines. **A-2013/065:** investigate whether the guide lines for maintenance must be revised when the use to be made of the vehicles changes. **A-2013/066:** investigate whether the markings to identify hermetic sealing must be covered in standards. **A-2013/067:** investigate whether special requirements for hermetic sealing of rolling stock on high-speed lines with a high proportion of tunnels must be laid down in RIC Appendix 2 for country code 81.
22 Aug 2012	Shunting derailment on a retarder	**A-2013/050:** investigate whether appropriate expertise must be employed to assess the requirements for wheelsets passing through a retarder which just operates on one wheel. *Justification: there are no expert reports or declarations from Section 40 staff on the calculation of the requirements to be placed on wheelsets for retarding by a retarder which just works on one wheel.* **A-2013/051:** investigate whether EN 13103 will suffice to calculate the requirements which wheelsets have to satisfy to pass through a retarder which just operates on one rail. **A-2013/052:** investigate whether EN 13103 will suffice to calculate the requirements for wheel centres on a retarder which just operates on one rail. **A-2013/053:** ensure that wagons with wheelsets with a running surface which does not comply with the rules are not braked in retarder installations. **A-2013/054:** investigate whether the highest permitted value of 5 mm for projections in accordance with point 6.2.2.3 of EN 13103 is permissible.
29 July 2013	Collision of a run-away wagon with a car on a level crossing.	**A-2013/042:** ensure that no unapproved means to secure stationary vehicles (for example, lockable chocks) are used for operating purposes. *Justification: unapproved securing devices were used before the accident.* **A-2013/043:** ensure that the provisions of the EisbKrV 2012 in respect of the possible temporary suspension of level crossing protection and the use of alternative protection are implemented to the extent necessary. **A-2013/044:** investigate whether sections of line that are not linked to an operations centre should be monitored by authorised monitoring offices (operations controller) in respect of operating matters (including engineering work). **A-2013/045:** ensure that the term 'lockable slippers/chocks' is replaced by the term 'lockable slippers'in point 2.9.1 'Securing of rail vehicles' in ÖBB 40. **A-2013/046:** ensure that the term 'lockable slippers/chocks' is replaced by the term 'lockable slippers' in point 2.9.1 (relating to point 2.9 of ÖBB 40) of 'Securing of rail vehicles' in publication 'R8' on employee protection law. **A-2013/047:** investigate whether the deletion of 'lockable chocks' in special cases in para. 3b of Section 89 of ÖBB Operating Regulations DV V3 'Permissible consignments on sections of line' is compatible with Section 18 para. 2. **A-2013/048:** investigate whether the gradient values given in the explanatory notes 06/2006 for implementation of DV V3 Section 18 paragraphs 2,4,and 5 'Securing of stationary vehicles' must be changed (for example '2.5 – 5 %' to '2.5 –

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Date of the event	Description of the event	Safety recommendation[1)]
		5 ‰' on page 20)
28 Sept 2012	Derailment of a train	**A-2012/090:** The Supreme railway authority in the bmvit is to investigate operating arrangements in the station **A-2012/058:** ensure that the resolution of faults in safety-technical equipment are managed without delays in the process. **A-2012/059:** investigate the current operating and safety-technical procedure for resuming operations when making a smooth recovery from a disruptive fault in safety-technical equipment; taking account as necessary of any new issues revealed. **A-2012/060:** investigate to what extent equipment recording signalling staff activities is able to classify staff activities on safety-technical equipment requiring recording unambiguously.
22 Sept 2012	Derailment of a train	**A-2013/068:** investigate whether a reduction in cant on track 1 and therefore in maximum permitted speed would reduce the risk of the derailment of wagons of the type in question with unsatisfactory loading. **A-2013/069:** ensure adequate greasing of the running edge. **A-2013/070:** clarify the part to be played by flange lubrication within the meaning of EN 15427 in the catalogue of requirements imposed on traction equipment for use on the infrastructure manger's network. **A-2013/071:** investigate whether the relative tendency to roll (Z-axis) because of the resistance to twist (ct) defined in UIC 530-2 (originally for wagons with two bogies/wheelsets) of the two parts of the vehicle is adequate given the absence of freedom of movement defined in UIC 472. **A-2013/072:** investigate the authorisation of wagon type 'Sggrs'. In doing so ensure that in running round curves and the 1:3 relationship of the bogie running weights of the 'Sggrs' the two parts of the vehicle comply with the requirements for resistance to derailment on sections of line, which are not excluded by the TSI xx infra. **A-2013/073:** investigate whether the 1:3 relationship of the bogie running weights is permitted in all loading combinations in terms of point 3.3 of the loading tariff for articulated wagons. Justification: this provision was originally laid down for wagons with two bogies (wheelsets). **A-2013/074:** investigate whether re-siteing the level crossing at 38.273 would improve line layout.
06 Jan 2013	Freight train fire	**A-2013/079:** investigate whether the current siteing of train running checkpoints for the detection of hot boxes is adequate in particular on sections of line that are managed by an operations control centre. **A-2013/080:** investigate whether damage to bearings of wheelsets could be detected earlier by train running checkpoints using accoustic detection.
09 July 2013	Near miss of a collision of a train with a car on a level crossing	**A-2013/076:** instruct train drivers on the special operating circumstances on line sections with operations control. **A-2013/077:** ensure that the halt lines are enhanced or repainted. Sicherstellung, dass die Haltelinien ergänzt bzw. neu aufgebracht werden. **A-2013/078:** investigate whether rules for remote operation of level crossing protection installations by the train staff must be drafted.

Safety recommendations and accident investigation reports from European Union Member States are also to be found on the ERAIL (European Railway Accident Information Links) database maintained by the European Railway Agency.

Website: http://erail.era.europa.eu

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2. Detailed data trend analysis

This section contains an analysis of the data in respect of all the CSI categories:

- number of significant accidents;
- number of fatalities;
- number of seriously injured;
- number of incidents and near misses;
- safety related costs of all significant accidents;
- technical safety of the infrastructure and its implementation, safety management.

Annex C gives details of the coverage of the statistics, the definitions adopted and data on the common safety indicators (CSI).

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3. Results of safety recommendations

In addition to the safety recommendations which were implemented directly, the following measures, in particular, were decided by the authorities during the year 2013 as a result of safety recommendations made by the Safety Investigation Authority:

Date of the incident	Description of the incident	Safety recommendation(s)	Implementation of the safety recommendations
10 Dec 2012	Ballast eddy caused by falling ice	• To guarantee its stability, ballast in areas where the bed of ballast cannot be guaranteed to be deeper than about 4 cm below the top of sleepers should be permanently bonded with ballast bonding agents.	• Where ballast distribution does not currently conform with the rules (bed cross section not conforming) the infrastructure manager is to impose a speed restriction of 160 km/h on those sections of line and in stations whenever weather conditions are as above until the ballast is made to conform. • If weather conditions are as above and the railway undertaking detects snow and/or ice deposits on vehicles (for example, snow drifts on bogies) the railway undertaking in addition is to decide if the maximum speed for the train(s) in question should be reduced to 160 km/h. The infrastructure manager is to be kept informed. • If ballast eddies caused by falling ice are reported to the infrastructure manager, he is to reduce maximum permitted speed on the sections of line or in the stations concerned to 160 km/h. If it is established that ballasting conforms to the regulations but nevertheless there are ballast eddies other factors and effects are to be investigated. As long as these other factors and effects apply the maximum permissible speed on the sections of line and in the stations concerned must remain at 160 km/h.
	Incidents linked to engineering work on the track		1. 'If cranes and other plant with turning or swivelling motion engaged are being used on or next to the track, the express agreement of the site operations coordinator responsible for the site (operations and engineering coordination on site) is to be obtained for each turning or swivelling operation. The site operations coordinator on site may only permit turning and swivelling movements after additional operational measures (for example, limited movement) are agreed with the organisation responsible for controlling operations in the area. This agreement and subsequent communication of the agreement is to be documented by the site operations controller for the site. That is to say, if no additional operational measures have been agreed, the express agreement still stands and train movements are able to take place on adjacent lines (trains, trips and shunting movements), no turning or swivelling operation of cranes and other plant may take place'. 2. 'In the context of engineering work (in the danger zone of his railway installations) the infrastructure manager is to take appropriate initiatives and steps

			before the work is started to ensure that the requirements for the qualifications required of the site operations coordinator (in particular suitability, training and knowledge of local circumstances) have been satisfied'. 3. 'Contactability to ensure that the communications necessary to protect the work site and for operational purposes on the work site the site operations coordinator must always have a suitable means of communication available (to be specified when doing a risk assessment for the work; note that private mobile telephones are not regarded as suitable means of communication). This means of communication must be continually available during the work (presence of a minimum reception signal). Details of these arrangements are to be provided to the operations control centre for the site and the staff members concerned on the work site itself. To cover possible defects (for example, equipment defective, battery rundown) adequate alternative means of communication are to be available'. 4. When moving spoil wagons and similar rail vehicles on the work site particular attention is to be given to securing detached vehicles in accordance with the rules. Only suitable means of securing (for example slippers and lockable slippers) may be used. These means of securing vehicles must be available on site in adequate quantities at the latest when the work site is taken over and before starting work.'

Railway authorities' regulations are to be found on the website [but only in German]:
www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/verfuegungen/index.html

E. Changes to statutes and regulations

The table in Annex G contains a list of the most important amendments to statutes and rules made in the year 2013.

F. The development of safety certification and authorisation

1. Availability of national safety rules and other national legislation to railway undertakings and infrastructure managers:

Federal Ministry of Transport, Innovation and Technology [Bundesministerium für Verkehr, Innovation und Technologie] (bmvit)
Section IV [Sektion IV]
Radetzkystraße 2

Bundesministerium
für Verkehr,
Innovation und Technologie

A-1030 Wien [Vienna]
Tel.: +43-1-71162-65-0
Fax: +43-1-71162-652298
Websites:
www.bmvit.gv.at/verkehr/eisenbahn/recht/eu/normen/index.html
www.bmvit.gv.at/verkehr/eisenbahn/recht/downloads/notifizierung

The general federal legal information system provides details of national statutes and regulations:
Website: www.ris.bka.gv.at

A guideline, the 'Guide to Applying for a Safety Certificate' [Leitfaden zum Antrag auf Ausstellung einer Sicherheitsbescheinigung] [only available in German], has been drawn up to assist in the preparation of supporting papers for applications for safety certification within the meaning of Article 12 of the 'Directive on safety on the Community's railways'.
This may be found on the website:
www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/leitfaden_bescheinigung.html

A guideline, the 'Guide to Applying for Safety Authorisation' [Leitfaden zum Antrag auf Ausstellung einer Sicherheitsgenehmigung] [only available in German]), has been drawn up to assist in the preparation of supporting papers for applications for safety authorisation within the meaning of Article 11 of the 'Directive on safety on the Community's railways':
Website:
www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/leitfaden_bescheinigung.html

2. Numerical data

Annex E contains numerical data on the development of safety certification and authorisation.

3. Procedural aspects

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3.1. Safety certificates – part A

3.1.1. Reasons for updating and amending part A certificates:

One reason for updating safety certificates was the expiry of their validity.

3.1.2. Main reasons for the mean issuing time for part A certificates (restricted to those mentioned in Annex E and after having received all the information necessary) being more than the four months provided for in Article 12(1) of the Railway Safety Directive

Did not apply in 2013.

3.1.3. Overview of requests from other national safety authorities to verify or access information relating to the part A certificate of a railway undertaking which has been certified in your state, but which applies for a part B certificate in the other Member State:

No enquiries were made by other national safety authorities on this subject in the year 2013.

3.1.4. Summary of problems with the mutual recognition of the part A certificate which is valid in the whole European Community:

No problems with mutual recognition arose in 2013.

3.1.5. Fees charged by the national safety authority for issuing a part A certificate (yes/no – fees charged):

Fees are charged in accordance with the Fees Act [Gebührengesetz] 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the volume of the documents submitted with the application.

3.1.6. Summary of the problems with using harmonised formats for part A certificates, specifically in relation to the categories for type and extent of service:

No major problems arose in connection with the use of the harmonised document.

3.1.7. Summary of the common problems and difficulties for the national safety authority in application procedures for part A certificates:

No particular problems with the application procedures for part A certificates arose in the year 2013.

3.1.8. Summary of the problems reported by railway undertakings when applying for a part A certificate:

No significant problems were reported in 2013.

3.1.9. Feedback procedure (e.g. questionnaires) that allows railway undertakings to express their opinion on issuing procedures and practices or to make complaints:

There was no formal feedback procedure in the year 2013.

3.2. Safety certificates – part B

3.2.1. Reasons for updating and amending part B certificates:

One reason for updating safety certificates part B was the expiry of their validity.

3.2.2. Main reasons for the mean issuing time for part B certificates (restricted to those mentioned in Annex E and after having received all the information necessary) being more than the four months provided for in Article 12(1) of the Railway Safety Directive:

Did not apply in 2013.

3.2.3. Fees charged by the national safety authority for issuing a part B certificate (yes/no – fees charged)

Fees are charged in accordance with the Fees Act 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the volume of the documents submitted with the application.

3.2.4. Summary of the problems with using harmonised formats for part B certificates, specifically in relation to the categories for type and extent of service:

No major problems arose in connection with the use of the harmonised document.

3.2.5. Summary of the common problems and difficulties for the national safety authority in application procedures for part B certificates:

No particular problems with the application procedures for part B certificates arose in the year 2013.

3.2.6. Summary of the problems reported by railway undertakings when applying for a part B certificate:

No major problems with applications for part B certification were reported in the year in question.

3.2.7 Feedback procedure (e.g. questionnaires) that allows railway undertakings to express their opinion on issuing procedures and practices or to make complaints:

There was no formal feedback procedure in 2013.

3.3. Safety authorisations

3.3.1. Reasons for updating and amending safety authorisations:

Reasons for updating safety authorisations in 2013 included expiry of validity.

3.3.2. Main reasons for the mean issuing time for safety authorisations (restricted to those mentioned in Annex E and after having received all the information necessary) being more than the four months provided for in Article 12 (1) of the Railway Safety Directive:

Did not apply in 2013.

3.3.3. Summary of the problems and difficulties which arose regularly when applying for a safety authorisation:

No particular problems arose when applying for a safety authorisation in 2013.

3.3.4. Summary of the problems reported by infrastructure managers when applying for a safety authorisation:

No particular problems when applying for a safety authorisation were reported in 2013.

3.3.5. Feedback procedure (e.g. questionnaires) that allows infrastructure managers to express their opinion on issuing procedures and practices or to make complaints:

There was no formal feedback procedure in 2012.

3.3.6. Fees charged by the national safety authority for issuing safety authorisation (yes/no – fees charged):

Fees are charged in accordance with the Fees Act 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the volume of the documents submitted with the application.

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G. Supervision of railway undertakings and infrastructure managers

1. Description of the means used to supervise railway undertakings and infrastructure managers

The general tasks of railway authorities and means they use for supervision are laid down comprehensively in Section13 Railways Act. The Railways Act, as amended, places significant responsibility on railway organisations to supervise their own construction and operation over the long term.

Amongst other methods, railway undertakings and infrastructure managers are supervised following exceptional events (see also point D.1.) e.g. by the authorities making sample inspections of operating documentation on railway undertakings' sites followed by documentation of the results and specifying measures to correct deficiencies (on-site supervisory activity).

As part of the supervisory process, sample on-site inspections using checklists were carried out on behalf of the national safety authority in connection with the issue of safety certificates in 2013.

2. Submission of all annual safety reports produced by infrastructure managers and railway undertakings in accordance with Article 9(4) of the Railway Safety Directive within the statutory time limits

The reports listed below were submitted to the national safety authority (bmvit) for the year 2013. Bmvit also called for further statistical data:

ten safety reports from infrastructure managers;

twenty-seven safety reports from railway undertakings;

data from the Federal Office for Transport (Federal Safety Investigation Authority),

together with supplementary data from railway undertakings;

3. Number of inspections (on-site inspections) of RU/IM in 2013

Inspections (on-site inspections)		Safety certificates part A issued	Safety certificates part B issued	Safety authorisations issued	Other activities
Number of inspections (on-site inspections) of RUs/IMs in 2013	planned	*)		3	
	unplanned	*)			
	carried out	*)		3	

*) The certificating bodies audit the underlying management system periodically.

4. Number of audits of RU/IM in 2013

The number of internal audits which were carried out by railway organisations as set out in the documentation for their safety management systems in 2013 was:

infrastructure managers: 200 and of

railway undertakings: 244.

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

No relevant corrective measures in the year in question.

6. Complaints from IMs about RUs related to conditions in their part A or part B certificates

No known complaints in 2013.

7. Complaints from RUs about IMs related to conditions in their safety authorisation

No known complaints in 2013.

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H. The application of CSM to risk evaluation and assessment

As an aid to help and support users of the 'Common Safety Method on Risk Evaluation and Assessment' and so that the use of these common safety methods should be to a single national standard, the Federal Ministry of Transport, Innovation and Technology (bmvit) drew up a 'Guide to Regulation (EC) No 352/2009' [Leitfaden zur Verordnung (EG) Nr. 352/2009]
Website: www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/gmethoden/index.html

1. Description of the most important changes which were not regarded as significant by the proposers

In the year in question, railway organisations reported seventy-nine changes in their safety reports which they did not regard as significant.

In making their assessment railway organisations used the criteria of Article 4(2) of Commission Regulation (EC) No 352/2009 on risk evaluation and assessment supplemented by criteria internal to the organisation (for example, a comparison with internal safety targets).

2. Description of the most important changes

In the course of drafting safety reports, four changes considered to be significant were reported

The independent assessment bodies were sometimes based within the undertakings; some were external assessment bodies which also made use of subcontractors.

3. Short description of the audits undertaken by the proposers on the effectiveness of the risk management process

The railway organisations' risk management procedure is subject to a continuous audit programme as an integral part of the safety management system. As yet there are no meaningful insights into the effectiveness of the risk management procedure.

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4. Reports from proposers and ultimately from their subcontractor(s) and assessment body/bodies on the application of Commission Regulation (EC) No 352/2009 on common safety methods for risk assessment

Amongst other issues, the costs of introducing a risk management procedure and the documentation (particularly to take account of changes that were not significant) were mentioned by railway organisations.

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I. Sources of information

Federal Office for Transport, Federal Safety Investigation Authority, accident statistics, safety recommendations, various publications

ERAIL European Railway Agency's database, calculation templates, charts and table excerpts

European Railway Agency, various publications (particularly guides and templates for drawing up annual reports, 'Implementation Guidance for CSIs, Annex 1 of Directive 2004/49/EC as amended by Directive 2009/149/EC, V2.3')

Federal Act concerning the Independent Safety Investigation of Accidents and Incidents (Accident Investigation Act) [Bundesgesetz über die unabhängige Sicherheitsuntersuchung von Unfällen und Störungen (Unfalluntersuchungsgesetz)] (UUG 2005) BGBl. I No 123/2005 most recently amended by BGBl. I No 40/2012

Federal Act concerning High Capacity Railway Lines (High Capacity Line Act) [Bundesgesetz über Eisenbahn-Hochleistungsstrecken (Hochleistungsstreckengesetz)] – (HlG) BGBl. No 135/1989 most recently amended by BGBl. I No 154/2004

Federal Act concerning Railways, Railway Rolling Stock on Railways and Traffic on Railways (Railways Act 1957) [Bundesgesetz über Eisenbahnen, Schienenfahrzeuge auf Eisenbahnen und den Verkehr auf Eisenbahnen (Eisenbahngesetz 1957)] – (EisbG) BGBl. No 60/1957 most recently amended by BGBl. I No 205/2013

Eurostat, various publications

Austrian railway organisations within the scope of the Railway Safety Directive, safety reports, various publications (for example, annual reports, network use conditions)

ÖBB-Infrastruktur AG, network map

'Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways' most recently amended by Commission Directive 2014/88/EU of 9 July 2014

Schienen-Control GmbH, Annual Report

Austrian statistics office [Statistik Austria], various publications

Regulation of the Federal Minister for Transport, Innovation and Technology on the scope and form of reports of accidents and incidents involving railway organisations to the Federal Safety Investigation Authority (Rail Accident Reporting Regulation [MeldeVO-Eisb] 2006), BGBl. II No 279/2006

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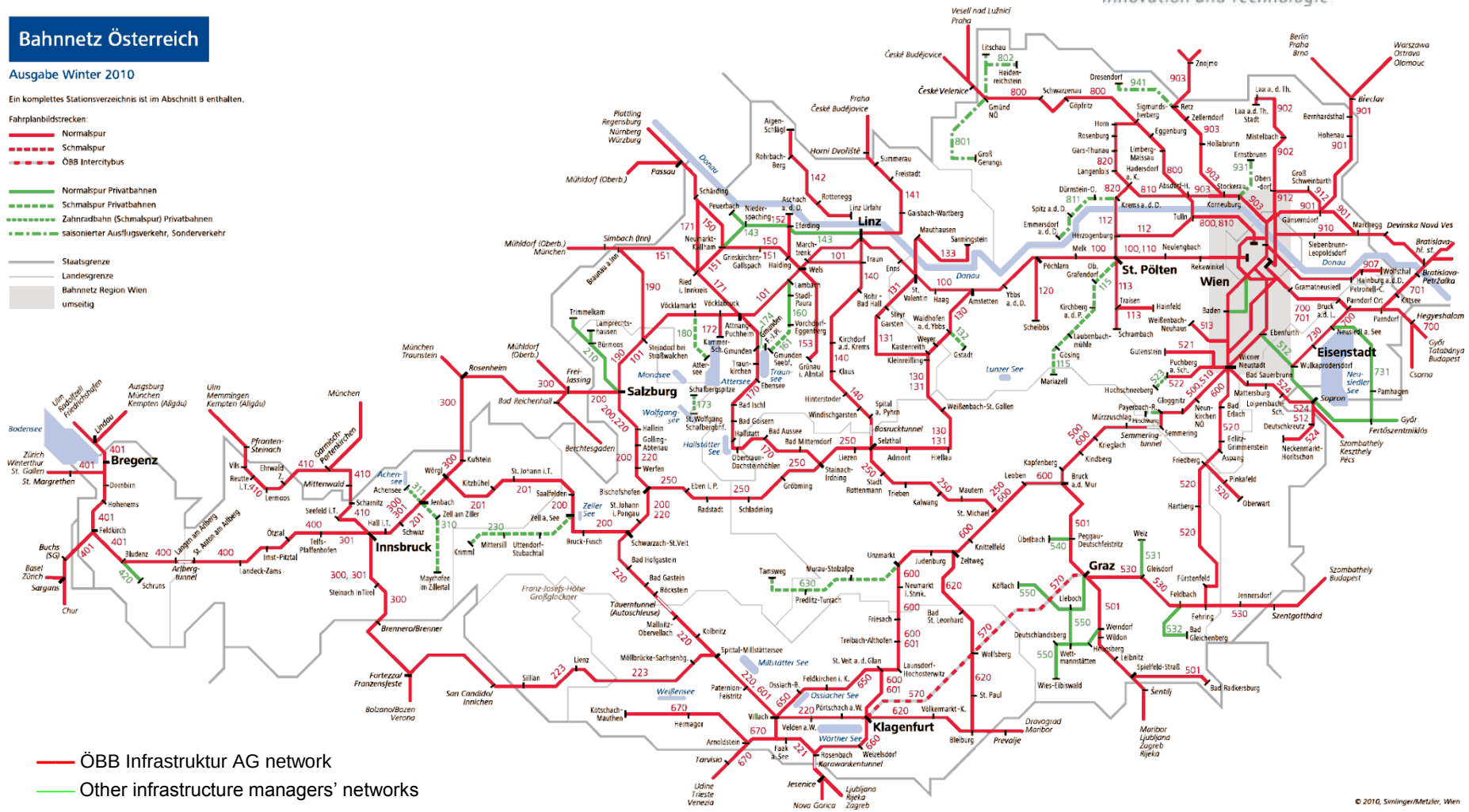
J. Annexes

ANNEX A: Railway structure information

A.1. Network map



A network map for the ÖBB Infrastruktur AG network may be downloaded from:
www.oebb.at/infrastruktur/de/_p_3_0_fuer_Kunden_Partner/3_3_Schieneninfrastruktur/3_3_6_Karten/index.jsp

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A.2. List of railway organisations and infrastructure managers

A.2.1. Infrastructure managers with safety authorisations in accordance with Section 38 Railways Act (infrastructure managers on main lines and the secondary lines connected to them as at 31 December 2013)

Name	Address	Website	Link to network statements [in German]
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1 1120 Wien [Vienna]	www.wlb.at	www.wlb.at/eportal/ep/channelView.do/pageTypeId/11128/channelId/-22413
Cargo-Center-Graz Betriebsgesellschft m.b.H. & Co KG	Terminal 1 8402 Werndorf	www.cargo-center-graz.at	www.stlb.at/terminal-graz-sued/
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41 8020 Graz	www.gkb.at	www.gkb.at/infrastruktur-zugang.html
Land Steiermark / Steiermärkische Landesbahnen	Eggenberger Str. 20 8020 Graz	www.stlb.at	www.stlb.at/impressum-snnb/schienennetz-nutzungsbedingungen
Lokalbahn Lambach- Vorchdorf- Eggenberg AG (Operational management: Stern & Hafferl Verkehrsgesellschaft mbH)	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at	www.lb-lve.at
Linzer Lokalbahn AG (Operational management: Stern & Hafferl Verkehrsgesellschaft mbH)	Rathaus 4041 Linz	www.stern-verkehr.at	www.linzer-lokalbahn.at
Montafonerbahn Aktiengesellschaft	Bahnhofstraße 15 a+b 6780 Schruns	www.montafonerbahn.at	www.montafonerbahn.at/verkehr/start.htm
Neusiedler Seebahn Gesellschaft mbH (Operational management: Raab-Oedenburg-Ebenfurter Eisenbahn AG)	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.nsb-ag.at	www.neusiedlerseebahn.at/de/netzzugang/network-statement
ÖBB-Infrastruktur Aktiengesellschaft	Praterstern 3 1020 Wien [Vienna]	www.oebb.at/infrastruktur	www.oebb.at/infrastruktur/de/_p_3_0_fuer_Kunden_Partner/3_2_Schienennutzung/3_2_2_SNNB/index.jsp
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.raaberbahn.at	www.gysev.hu/gysev/?p_h=5&t=1795709
Salzburg AG für Energie, Verkehr und Telekommunikation	Plainstraße 70 5020 Salzburg	www.salzburg-ag.at	www.salzburg-ag.at/agb
Stern & Hafferl Verkehrsgesellschaft mbH (as the railway organisation managing operations)	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at	

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A.2.2. Railway undertakings with a safety certificate part B in accordance with Section 37 Railways Act (as at 31 December 2013)

Name	Address	Website
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1, 1120 Wien [Vienna]	www.wlb.at
Bayerische Oberlandbahn GmbH	Bahnhofplatz 9, DE-83607 Holzkirchen	www.bayerischeoberlandbahn.de/
Cargo Service GmbH	Lunzer Straße 41, 4031 Linz	www.cargoserv.at/
City Air Terminal Betriebsg.m.b.H.	Office Park, 1300 Wien Flughafen [ViennaAirport]	www.cityairporttrain.com
DB Regio Aktiengesellschaft	Stephensonstraße 1, DE-60326 Frankfurt am Main	www.deutschebahn.com
ecco-rail GmbH	Haizingergasse 47/3, 1180 Wien [Vienna]	http://www.ecco-rail.at/
FLOYD Szolgáltató Zártkörűen Működő Részvénytársaság (FLOYD ZRt.)	Madarász Viktor u. 47-49, HU-1138 Budapest,	www.floyd.hu
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41, 8020 Graz	www.gkb.at
Land Steiermark / Steiermärkische Landesbahnen	Eggenberger Straße 20, 8020 Graz	www.stlb.at
Lokomotion- Gesellschaft für Schienentraktion mbH	Kastenbauerstraße 2, DE-81677 München	www.lokomotion-rail.de
LTE-Logistik- und Transport GmbH	Karlauer Gürtel 1, 8020 Graz	www.lte.at
METRANS Railprofi Austria GmbH (formerly Rail Professionals Stütz GmbH)	Pallenbergstraße 31d, 1130 Wien [Vienna]	www.railprofi.at
MEV Independent Railway Services GmbH	Hütteldorfer Straße 343-345, 1140 Wien[Vienna]	www.m-e-v.at
Montafonerbahn AG	Bahnhofstraße 15 a+b, 6780 Schruns	www.montafonerbahn.at
ÖBB Personenverkehr AG	Wagramer Straße 17-19, 1220 Wien[Vienna]	www.oebb.at/pv
ÖBB Technische Services GmbH	Grillgasse 48, 1110 Wien[Vienna]	www.oebb.at/ts
ÖBB Produktion GmbH	Langauer Gasse 1, 1150 Wien[Vienna]	www.oebb-produktion.at
PKP CARGO SPÓŁKA AKCYJNA	ul. Grojecka 17, PL-02-021 Warszawa [Warsaw]	www.pkp-cargo.pl
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5, 7041 Wulkaprodersdorf	www.raaberbahn.at
Raaberbahn Cargo GmbH	Bahnhofplatz 5, 7041 Wulkaprodersdorf	www.raaberbahn.at
Rail Cargo Austria AG	Erdberger Lände 40-48, 1030 Wien [Vienna]	www.railcargo.at
Rhomberg Bahntechnik GmbH	Mariahilferstraße 29, 6900 Bregenz	www.bahntechnik.com

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Name	Address	Website
RTS Rail Transport Services GmbH	Puchstraße 184 b, 8055 Graz	www.rts-austria.at
Safety4you Baustellenlogistik GmbH	Bahnhofplatz 1, 4600 Wels	www.s4you.at
Salzburg AG für Energie, Verkehr und Telekommunikation	Plainstraße 70, 5020 Salzburg	www.salzburg-ag.at
Steiermarkbahn Transport und Logistik GmbH	Eggenberger Straße 20, 8020 Graz	www.steiermarkbahn.at
Stern & Hafferl Verkehrsgesellschaft mbH	Kuferzeile 32, 4810 Gmunden	www.stern-verkehr.at
TX Logistik Austria GmbH	Am Concorde-Park E/13, 2320 Schwechat	www.txlogistic.de
WESTbahn Management GmbH	Europaplatz 3/Stiege 5, 1150 Wien [Vienna]	www.westbahn.at
Wiener Lokalbahnen Cargo GmbH	Anton-Baumgartner-Straße 10, 1230 Wien [Vienna]	www.wlb-cargo.at

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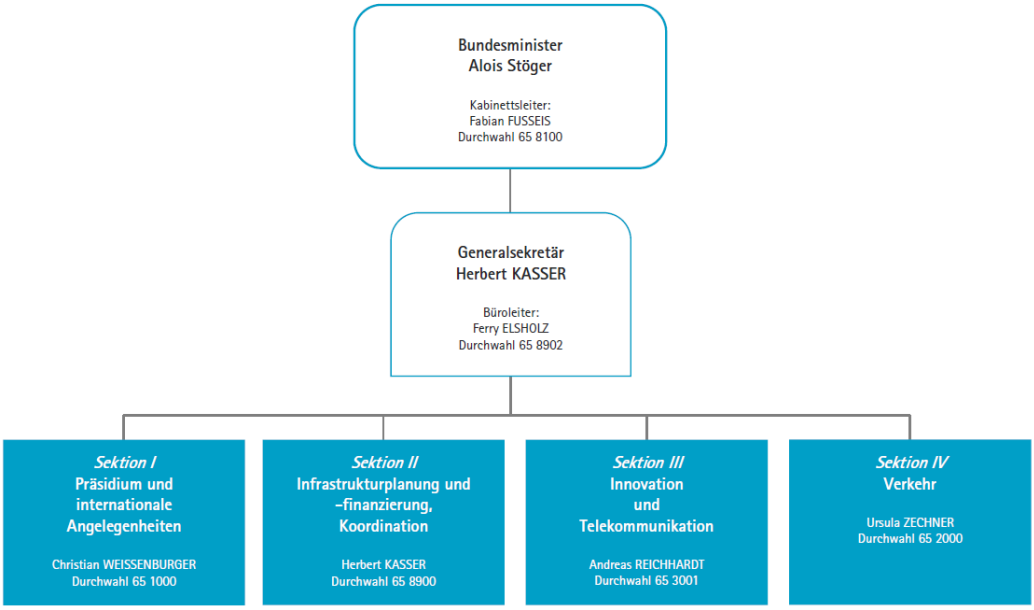
ANNEX B: Organisation charts

B.1. Organisation chart for the Federal Ministry of Transport, Innovation and Technology as the national safety authority:

Bundesministerium für Verkehr, Innovation und Technologie

Telefon: +43 (0) 1 711 62 + Durchwahl



(As at September 2014, source: Website bmvit)

Bundesministerium für Verkehr, Innovation un Technologie	Federal Ministry for Transport, Innovation and Technology	
telefon: +43(0)171162+Durchwahl	Telephone: +43 (0) 1 711 62 + extension	
Bundesministerin Alois Stöger Kabinettsleiter: Fabian FUSSEIS Durchwahl 658100	Federal Minister Alois Stöger Head of Chancellery: Fabian FUSSEIS extension 65 8100	
Generalsekretär Herbert KASSER Büroleiter: Ferry ELSHOLZ Durchwahl 658902	General Secretary Herbert KASSER Office Manager Ferry ELSHOLZ extension 65 8900	
Sektion I Präsident und inernationale Angelegeheiten Christian Weissenburger Durchwahl 65 1000	Department I Executive Committee and International Affairs Christian WEISSENBURGER extension 65 1000	
Sektion II Infrastrukturplanung und-finanzierung Koordination Herbert KASSER Durchwahl 658900	Department II Infrastructure Planning and Financing, Coordination Herbert KASSER extension 65 8900	
Sektion III Innovation und Telekomunikation Andreas REICHHARDT Durchwahl 65 3001	Department III Innovations and Telecommunications Andreas REICHHARDT extension 65 3001	

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Sektion IV Verkehr Usurla ZECHNER Durchwahl 652000	Department IV Transport Ursula ZECHNER extension 65 2000	

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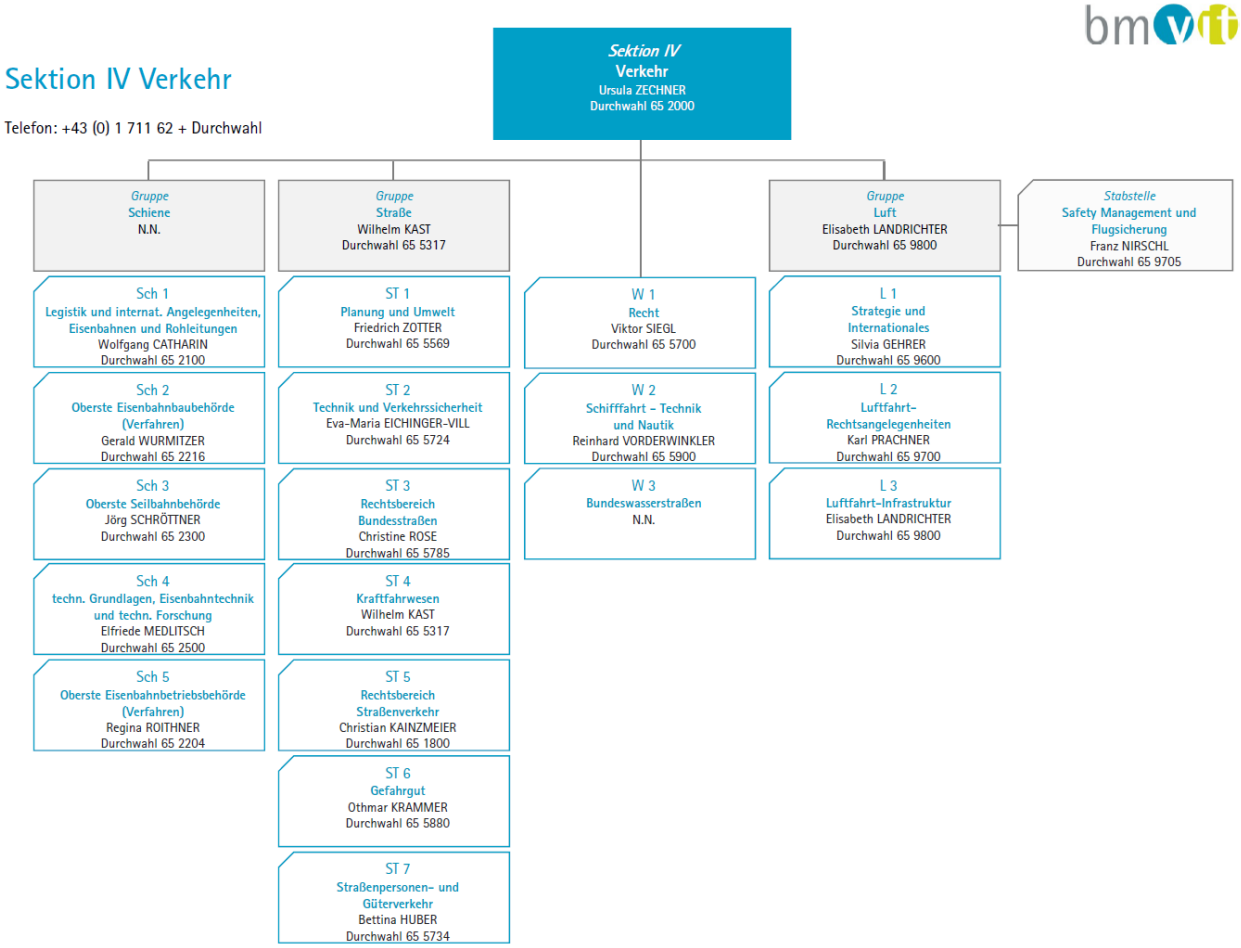
Innovation und Technologie



(As at September 2014, source: Website bmvit)

Department IV Transport Ursula ZECHNER extension 652000				
Rail Group Vacancy	Road Group Wihelm KAST Extension 65317		Air Group Elisabeth LANDRICHTER Extension 65 9800.	Safety Management and flight safety unit Franz NIRSCHL Extension 65 9705
Sch 1 Parliamentary drafting & international affairs, railways and pipelines	S71 Planning and environment	W1 Law	Lf Strategy and International	
Sch 2 Supreme railway construction authority (procedures)	S72 Technology and Traffic Safety	W2 Shipping, technology and navigation	L2 Air – legal issues	
Sch3 Supreme cableway authority	S73 Legal area – Federal roads	W3 Federal inland waterways	L3 Air – Infrastructure	
Sch4 Technical principles & technology, technical railway research			S74 Road vehicles	
Sch5 Supreme railway operating authority (procedures)			S75 Legal area – road traffic	

ST6 Dangerous goods
S77 Passenger and freight traffic by road

Extract from the organisation (with particular reference to the 'Railway Safety Directive'):

Department IV - Transport

Authorities, technology and legal areas for rail, road, cableway and pipeline together with issues from the waterway and air areas. Matters concerning the Transport Security Advisory Board in accordance with Section 23 of the Federal Act concerning Independent Safety Investigation of Accidents and Incidents [Unfalluntersuchungsgesetz 2005] including managing the board.

Section Sch 1 - Parliamentary drafting & international affairs, railways and pipelines

Involvement in drawing up and transposing EU law and intergovernmental treaties concerning rail and pipelines; domestic parliamentary drafting including all general secondary parliamentary drafting and coordination of statutory regulations for railways and pipelines; fundamental legal issues for rail reform and for the regulation of the market for rail services together with matters concerning state commissioners; enforcement of the Pipeline Act.

Section Sch 2 – Supreme railway construction authority (Procedures concerned with railways)

Exercising rail construction authority powers for railways, in particular procedures for construction approval, type approval including approval for operation, environmental impact assessment and train path approval, level crossings; lineside property procedures; preliminary rulings; compulsory purchase procedures; handling of complaints; legal and administrative issues concerning training and examining of railway staff; management of the lists and official monitoring of the Railway Infrastructure Services Company [Schieneninfrastruktur-Dienstleistungsgesellschaft mbH] SCHiG in its role to facilitate the implementation of the Railways Act; in all these matters drafting of secondary legislation; deciding appeals and representing these matters in international and national technical bodies.

Section Sch 4 - Railway technical principles and technology, technical railway research

General technical matters concerning construction, safety, telecommunications engineering, electrical engineering and machinery for railways including the technical aspects of equipment to ensure railway safety and rolling stock of all types; domestic and international technical standards and specifications and other sets of regulations on the state of the art; matters concerning railway technical fundamentals in domestic and international bodies, in particular in RISC, ERA and CEN working groups; involvement in

accreditation; evaluation and publication of the results of relevant research in the railway field including involvement in research projects and external publications.

Section Sch 5 – Supreme railway operating authority (procedures concerning railways)

Exercising administrative processes for mainline and secondary railways from the legal, operational and (in so far as involved) technical design aspects; implementing and checking the access conditions set by railway safety authorities together with assembling strategic principles for concessions, traffic authorisations, safety authorisations and safety certification; evaluating and drafting the annual reports including monitoring that safety levels are maintained; evaluating, implementing and checking safety recommendations of the safety investigation authority; approval of staff regulations; approval of the appointment of local operations supervisors; closure of railways; matters concerning other safety authority related supervisory activity matters including administrative circulars and decrees including evaluating, monitoring and representing these matters in domestic and international bodies including the development of EU statutory bases in the RISC and ERA.

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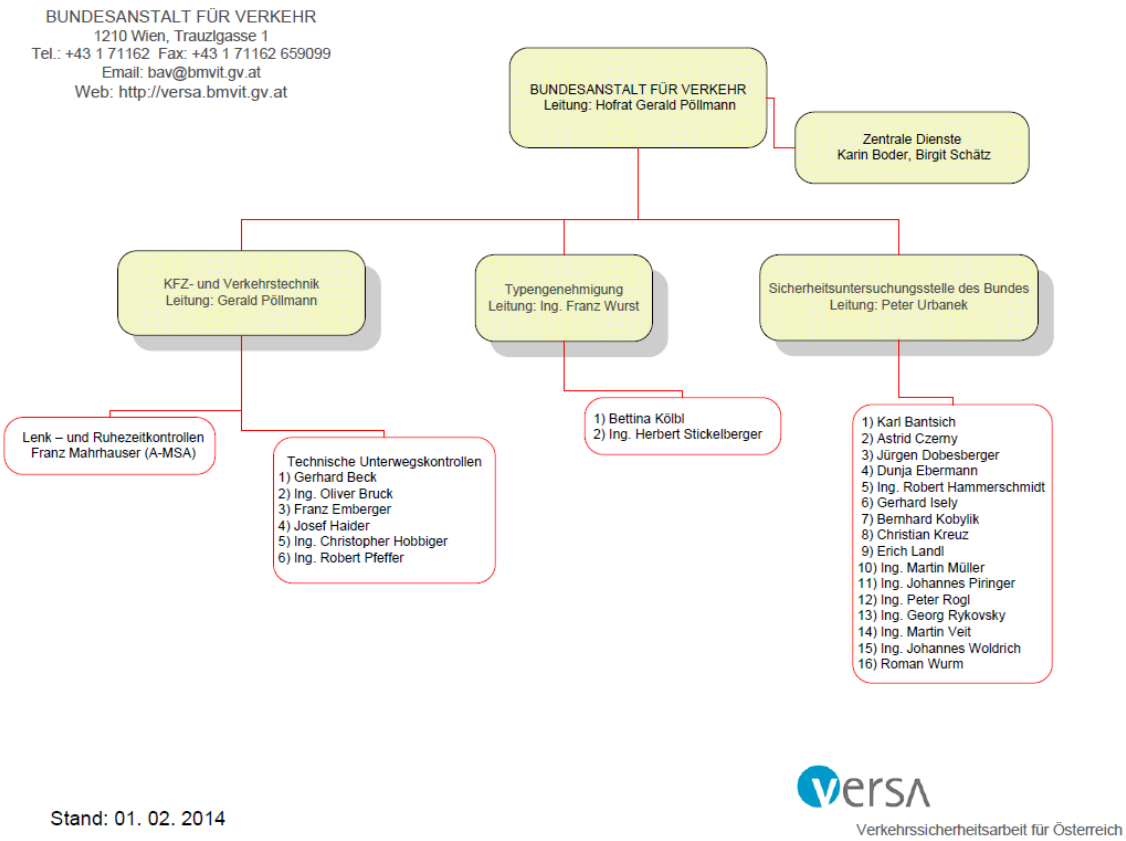
B.2. Organisation chart for the Federal Office for Transport as the federal accident investigation institution:



(Source: Website Bundesanstalt für Verkehr)

BUNDESANSTALL FÛR VERKEHR Leitung	FEDERAL OFFICE FOR TRANSPORT Director
Zentrale Dienste	Central services
KFZ und Verkehrstechnik Leitung	Motor vehicles and traffic technology Manager
Typengenehmigung Leitung	Type approval Manager
Sicherheitsuntersuchungsstelle des Bundes Leitung	Federal Safety Investigation Authority Manager
Lenk – und Ruhezeikontrollen	Driving and rest-time checks
Technische unterwegskontrollen	Technical checks on vehicles en route
Verkehrssicherheitsarbeit für Österreich	Transport safety tasks for Austria
Stand: 01.02.2014	As at February 2014

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ANNEX C: CSI data – definitions applied

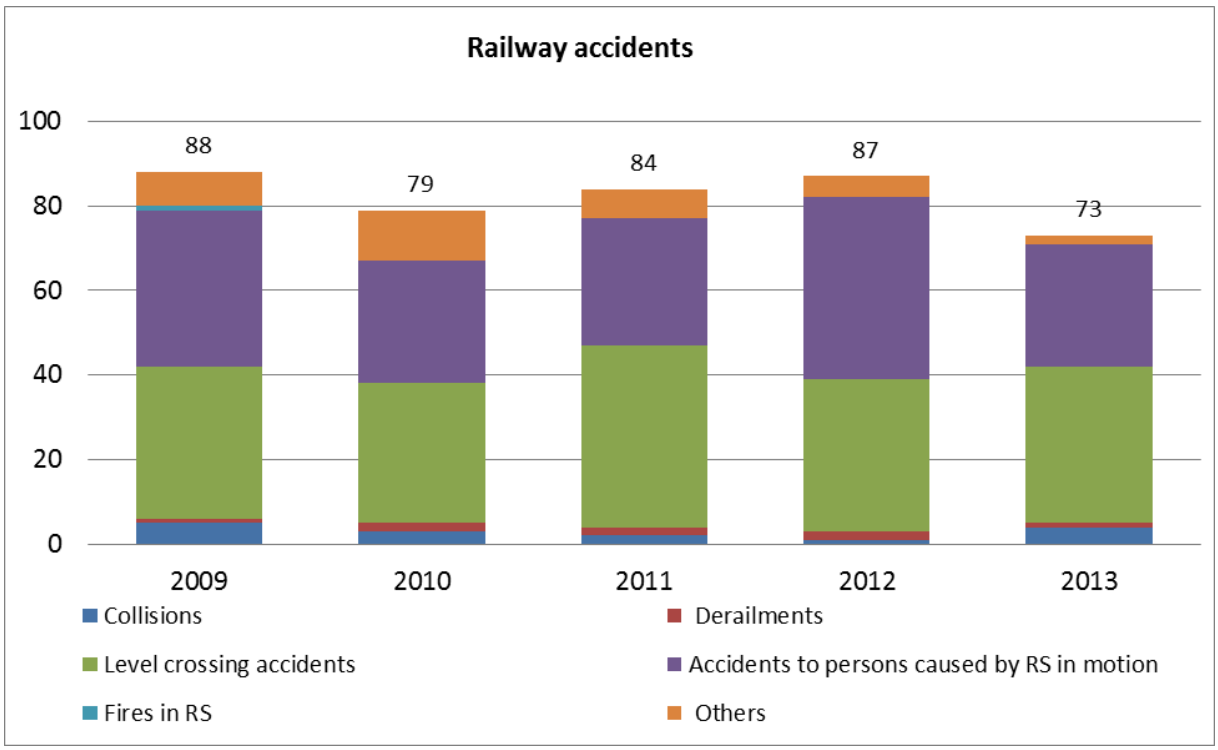
The CSI data evaluated relates to the operation of main lines and the secondary lines connected to them, the operation of rolling stock on such railways and traffic on such railways on Austrian sovereign territory in 2013.

C.1. CSI Data

C.1.1. Accident-related indicators (including the years 2009 – 2012)

Graphical presentation of accident-related indicators:

Significant accidents by type of accident:



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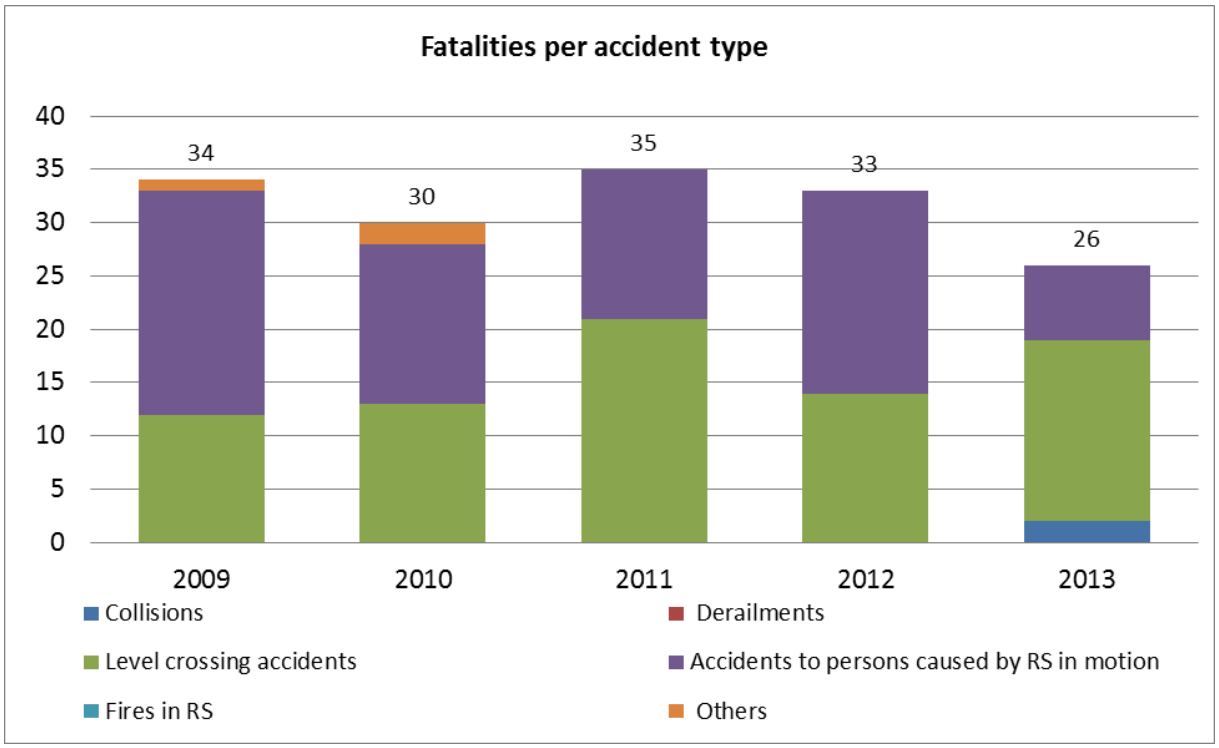
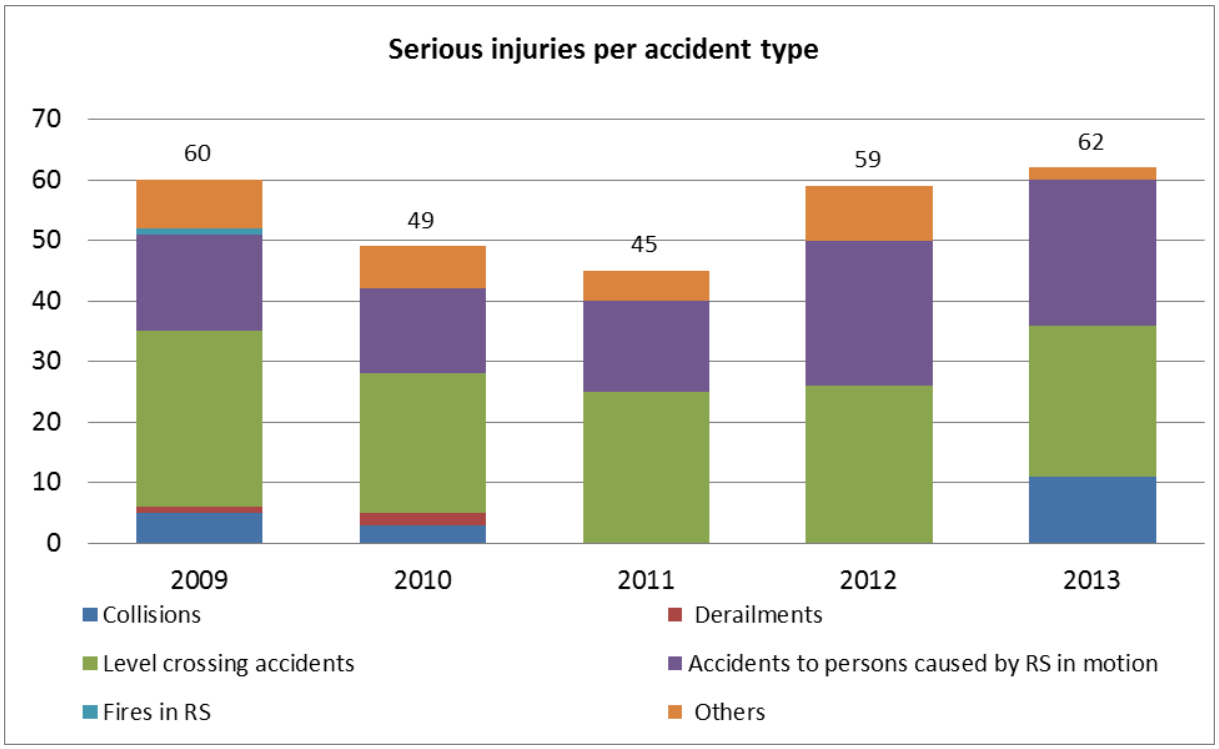
Fatalities by type of accident:



Serious injuries by type of accident:



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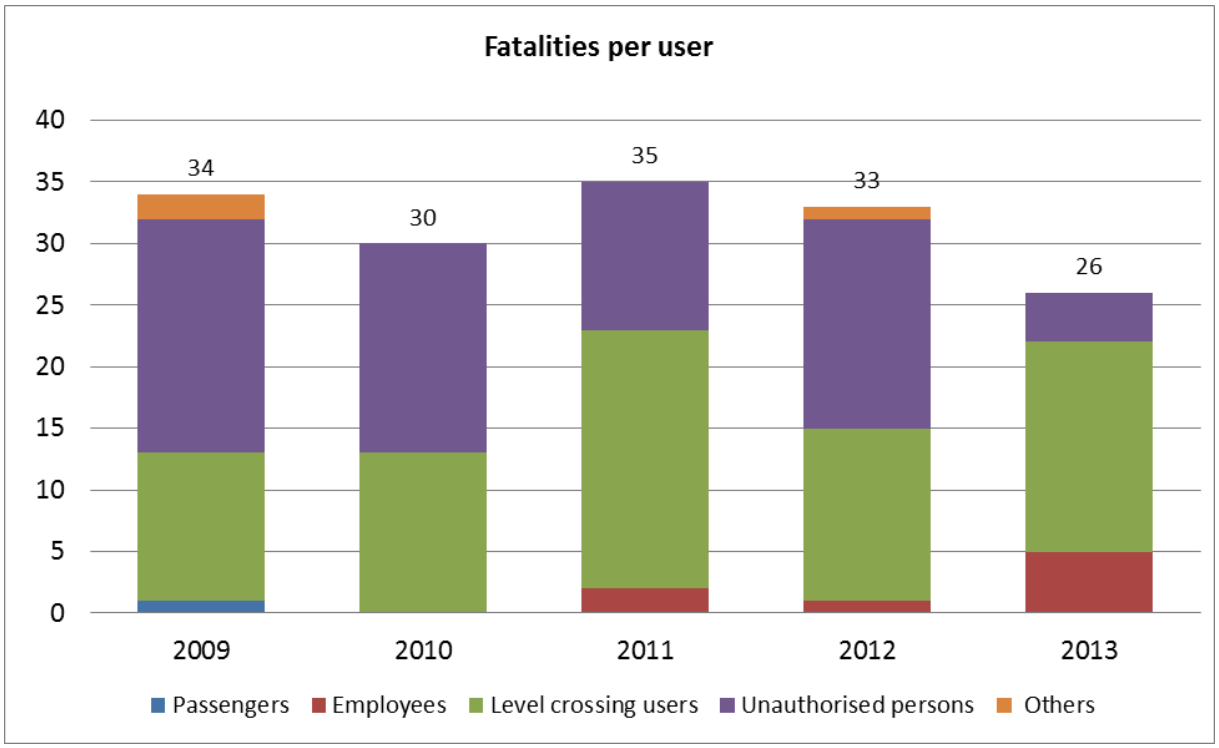
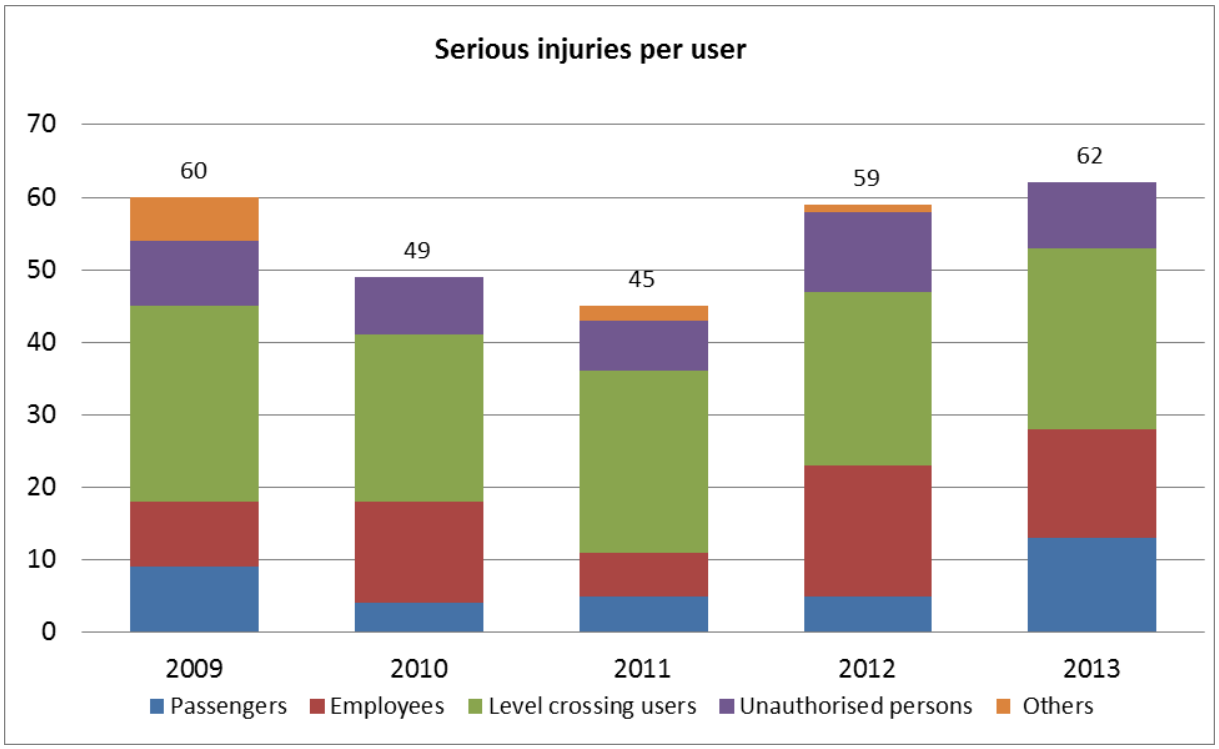
Fatalities by category of people involved:



Serious injuries by category of people involved:



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Tabular presentation of accident-related indicators:

Significant accidents by type of accident:

Year	*Collisions*	*Derailments*	*Level crossing accidents*	*Accidents to persons caused by RS in motion*	*Fires in RS*	*Others*	*Total*
2009	5	1	36	37	1	8	88
2010	3	2	33	29	0	12	79
2011	2	2	43	30	0	7	84
2012	1	2	36	43	0	5	87
2013	4	1	37	29	0	2	73

Fatalities by type of accident:

Year	*Collisions*	*Derailments*	*Level crossing accidents*	*Accidents to persons caused by RS in motion*	*Fires in RS*	*Others*	Total
2009	0	0	12	21	0	1	34
2010	0	0	13	15	0	2	30
2011	0	0	21	14	0	0	35
2012	0	0	14	19	0	0	33
2013	2	0	17	7	0	0	26

Serious injuries by type of accident:

Year	*Collisions*	*Derailments*	*Level crossing accidents*	*Accidents to persons caused by RS in motion*	*Fires in RS*	*Others*	Total
2009	5	1	29	16	1	8	60
2010	3	2	23	14	0	7	49
2011	0	0	25	15	0	5	45
2012	0	0	26	24	0	9	59
2013	11	0	25	24	0	2	62

Fatalities by category of person involved:

Year	*Passengers*	*Employees*	*Level crossing users*	*Unauthorised persons*	*Others*	*Total*
2009	1	0	12	19	2	34
2010	0	0	13	17	0	30
2011	0	2	21	12	0	35
2012	0	1	14	17	1	33
2013	0	5	17	4	0	26

Serious injuries by category of person involved:

Year	*Passengers*	*Employees*	*Level crossing users*	*Unauthorised persons*	*Others*	*Total*
2009	9	9	27	9	6	60
2010	4	14	23	8	0	49
2011	5	6	25	7	2	45
2012	5	18	24	11	1	59
2013	13	15	25	9	0	62

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C.1.2. Indicators relating to dangerous goods

	Total number	Relative number (per million train km)
Accidents in which at least one rail vehicle carrying dangerous goods was involved (in accordance with the definition in Directive 2009/149/EC)	0	0
Number of such accidents in which dangerous goods were released	0	0

C1.3. Indicators relating to suicides

	Total number	Relative number (per million train km)
Suicides	99	0,657

C.1.4. Indicators relating to precursors of accidents

	Total number	Relative number (per million train km)
Broken rails	87	0,58
Buckled rails	204	1,35
Wrong-side signalling failures	3	0,02
Signals passed at danger	12	0,08
Broken wheels on vehicles in service	0	0,00
Broken axles on vehicles in service	0	0,00

C.1.5. Indicators to calculate the economic impact of significant accidents

	Total number	Relative amount (per million train km)
Total cost of all significant accidents:	€ 116 709 871	€ 774 452
Number of deaths and serious injuries multiplied by the value of preventing a casualty (VPC)	€ 82 211 290	€ 545 529
Cost of damage to the environment	€ 186 000	€ 1 234
Cost of material damage to rolling stock or infrastructure	€ 674 809	€ 203 549
Costs of delays as a consequence of accidents	€ 3 637 772	€ 24 139

C.1.6. Indicators relating to technical safety of infrastructure and its implementation

Percentage of tracks with automatic train protection (ATP) in operation	83.1 %
Percentage of train kilometres operated using ATP systems	86.0 %

	Total number	Per route kilometre	Per track kilometre
Total number of level crossings	4581	0.878	0.626
Total number of actively protected level crossings	1897	0.364	0.259
Automatic user-side warning	775	0.149	0.106
Automatic user-side protection	0	0.000	0.000
Automatic user-side protection and warning	927	0.178	0.127
Automatic user-side protection and warning and rail-side protection	21	0.004	0.003
Manual user-side warning	165	0.032	0.023
Manual user-side protection	9	0.002	0.001
Manual user-side protection and warning	0	0.000	0.000
Total number of passively protected level crossings	2684	0.514	0.367

C.1.7. Indicators relating to the management of safety

Number of audits carried out	444
Percentage of audits carried out to the number of audits planned	98 %

Common safety indicators (CSI) from 2006 are also to be found on the ERAIL (European Railway Accident Information Links) database maintained by the European Railway Agency.

Website: http://erail.era.europa.eu/safety-indicators.aspx

The common safety indicators of European Union Member States are published on that site.

C.2. Definitions used in the annual report

C.2.1. Definitions to be adopted

The common definitions for the common safety indicators laid down in Directive 2009/149/EC of 27 November 2009 amending Directive 2004/49/EC are to be used with effect from 2010.

Further details on the various common safety indicators are to be found in the guide entitled 'Guidance for the use of CSIs' and produced by the European Railway Agency (ERA).

Website: www.era.europa.eu/Document-Register/Pages/guidance-for-use-of-common-safety-indicators.aspx

C.2.2. National definitions

Further national definitions which have a particular relevance to the application of the Safety Directive are shown below:

Main lines, secondary lines

In accordance with Section 4 Railways Act 1957, BGBl. No 60/1957, as amended:

> ***Section 4***. *(1) Main lines are specific railway lines of greater traffic importance open for public traffic. Amongst them are those railway lines*
> *1. which have been declared to be high capacity lines in accordance with Section 1 of the High Capacity Line Act (Hochleistungsstreckengesetz), BGBl. No 135/1989 as amended;*
> *2. which the Federal Minister of Transport, Innovation and Technology has declared by means of a regulation to be main lines because a particular importance is attributed to them for high performance traffic or because they should be upgraded for such traffic – in particular for international services or for regional traffic.*
> *(2) Secondary lines are railway lines open for public traffic provided they are not main lines or tramways.*

Connected main and secondary lines

in accordance with Section 1a Railways Act 1957, BGBl. No 60/1957, as amended:

> *Main and secondary lines are connected if an exchange of vehicles can just take place over a local connection without a change of gauge and without technical aids (transporter wagon, for example). Main and secondary lines are also considered as connected if they are connected across a frontier with another railway of the same type in a neighbouring state.*

High capacity lines

in accordance with the High Capacity Line Act, BGBl. No 135/1989, as amended:

> ***Section 1.*** *(1) The Federal Government may declare existing or planned railways (sections of lines or parts of sections of lines including the installations necessary) to be high capacity lines by regulation (High Capacity Line Regulation (Hochleistungsstreckenverordnung)). A precondition for this is that the line is considered to have a special importance for high performance with international connections or for local traffic.*
> *(2) Existing or planned railways may also be declared to be parts of high capacity lines if the characteristics in paragraph 1 do not apply to them but they have a direct relationship with high capacity lines and are required for rational railway operation or rail traffic on high capacity lines.*

Infrastructure manager

in accordance with Section 1a Railways Act 1957, BGBl. No 60/1957, as amended:

> *Section 1a. An infrastructure manager is a railway organisation which covers the construction and operation of main line and secondary railways excluding those secondary railways which are not connected to main lines or other secondary lines and is authorised to make them available.*

Railway undertaking

in accordance with Section 1b Railways Act 1957, BGBl. No 60/1957, as amended:

> *Section 1b. A railway undertaking is a railway organisation which provides rail traffic services on main line or connected secondary line rail infrastructure and provides the traction, this also includes those which only provide traction, and to which a traffic authorisation, a traffic concession or an authorisation or approval which is equivalent to a traffic approval in accordance with Section 41 has been granted.*

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C.3. Abbreviations

BFZ	Operations control centre [Betriebsführungszentrale]
BGBl	Federal Law Gazette (Bundesgesetzblatt)
bmvit	Federal Ministry of Transport, Innovation and Technology [Bundesministerium für Verkehr, Innovation und Technologie]
CSI	Common safety indicator
CSM	Common safety method
DV	ÖBB staff regulations [Dienstvorschrift]
EisbBBV	Railway Construction and Operation Regulations [Eisenbahnbau- und -betriebsverordnung]
EisbG	Railways Act 1957 [Eisenbahngesetz 1957]
EisbKrV	Level Crossing Regulation 2012 [Eisenbahn-Kreuzungsverordnung]
EK	Level crossing [Eisenbahnkreuzung]
EKSA	Level crossing protection equipment [Eisenbahnkreuzungssicherungsanlage]
EN	European Standard [Europäische Norm]
ERA	European Railway Agency
ERAIL	European Railway Accident Information Links
EU	European Union
GCU	General Contract of Use (of wagons)
HS RST TSI	Technical specification for interoperability relating to the 'rolling stock' sub-system of the trans-European high-speed rail system
km	Kilometre
km/h	Kilometre per hour
MeldeVO	Rail Accident Reporting Regulation 2006 [Meldeverordnung Eisenbahn -Eisb 2006]
NSA	National Safety Authority
ÖBB	Austrian Federal Railways [Österreichische Bundesbahnen]
ORE B55/RP8	Report produced by the former European Rail Research Institute
PKW	Private car (road) [Personenkraftwagen]
RIC	Agreement governing the exchange and use of coaches in international traffic
RS	Rolling Stock
Sggrs	Wagon type code as defined in UIC leaflet UIC 438-2
StVO	Road Traffic Regulations 1960 [Straßenverkehrsordnung]
SUB	Federal Safety Investigation Authority [Sicherheitsuntersuchungsstelle des Bundes
TSI	Technical specification for interoperability
UIC	International Union of Railways [Union internationale des chemins de fer]
VK	Vehicle keeper
VO	Regulation [Verordnung]
ZLCP	Train running checkpoint [Zuglaufcheckpoint]

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ANNEX D: Important changes to legislation and regulation

	Statutory reference	Date legislation comes into force	Reason for introduction	Description
General national railway safety legislation				
Legislation concerning the national safety authority				
Legislation concerning notified bodies, assessors, third-party bodies for registration, examination, etc.				
National rules concerning railway safety				
Rules concerning national safety targets and methods				
Rules concerning requirements for safety management systems and safety certification of railway undertakings				
Rules concerning requirements for safety management systems and safety authorisation of infrastructure managers				
Rules concerning requirements for wagon keepers				
Rules concerning requirements for maintenance workshops				

	Statutory reference	Date legislation comes into force	Reason for introduction	Description
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between railway undertakings, registration systems and requirements on testing procedures				
Common operating rules for the railway network, including rules relating to signalling and traffic procedures				
Rules laying down requirements for additional internal operating rules (company rules) that must be established by the infrastructure managers and railway undertakings				
Rules concerning requirements for staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Regulation made by the Federal Minister of Transport, Innovation and Technology on the suitability, training, examination, further training and getting practical experience in the skilled work done by rail staff: Railway Aptitude and Examination Regulation [Eisenbahn-Eignungs- und Prüfungsverordnung – EisbEPV, BGBl. II Nr. 31//2013]	1 July 2013	New regulations to cover the suitability, education, examination, staff development and practical experience for the tasks to be undertaken by railway staff.	The regulation sets down standard requirements for the exercise of professional technical and operational activities. The guidelines cover the suitability of rail staff (minimum age, physical and mental suitability, reliability, education, examination, knowledge of the characteristics of the railway undertaking in question, life saving action to take in the event of incidents and on site first aid, practical activity and further development) documents necessary (permit, documents for railway supervisory bodies, certificates) the creation of a training register and technical examiner.
Rules concerning the investigation of accidents and incidents including recommendations				
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators				
Rules concerning requirements for authorisation for placing infrastructure in service (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossings, platforms, etc.)				

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

E.1. Safety certificates in accordance with Directive 2004/49/EC

	Number of certificates
E.1.1. Number of safety certificates **part A** issued in the reporting year and previous years that remain valid	23

		Number of certificates
E.1.2. Number of safety certificates **part B** issued in the reporting year and previous years that remain valid	Number of certificates part B, for which the part A has been issued in your Member State	27
	Number of certificates part B, for which the part A has been issued in another Member State	4

		A	R	P
E.1.3. Number of new applications for safety certificates **part A** submitted by railway undertakings in 2013	new certificates	-	-	-
	updated/amended certificates	-	-	-
	renewed certificates	3	-	2

			A	R	P
E.1.4. Number of new applications for safety certificates **part B** submitted by railway undertakings in 2013	Where the part A has been issued in your Member State	new certificates	-	-	-
		updated/amended certificates	-	-	-
		renewed certificates	3	-	2
	Where the part A has been issued in another Member State	new certificates	1	-	2
		updated/amended certificates	-	-	-
		renewed certificates	1	-	-

A = *accepted*: application accepted; certificate has already been issued
R = *rejected*: application rejected; no certificate has been issued
P = *pending*: case is still pending; no certificate has been issued in the year in question

	Number of certificates
E.1.5 Number of certificates **part A** revoked in the current reporting year	2
E.1.6 Number of certificates **part B** revoked in the current reporting year	2

E.1.5. List of states from which railway undertakings applying for a safety certificate part B in your Member State have obtained their safety certificate part A:

- Germany
- Hungary
- The Netherlands
- Poland

E.2. Safety authorisations in accordance with Directive 2004/49/EC

	Number of authorisations
E.2.1. Number of valid safety authorisations issued to infrastructure managers in the reporting year and previous years	9

		A	R	P
E.2.2. Number of applications for safety authorisations submitted by infrastructure managers in 2013	new authorisations	-	-	-
	updated/amended authorisations	-	-	-
	renewed authorisations	3	-	2

A = *accepted*: application accepted; authorisation has already been issued
R = *rejected*: application rejected; no authorisation has been issued
P = *pending*: case is still pending; no authorisation has been issued in the year in question

E.2.3 Number of safety authorisations revoked in the current reporting year	-