Agencija za sigurnost željezničkog prometa
Croatian Railway Safety Agency

Annual Safety Report for 2014.

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

September, 2015.

Contents

List of abbreviations

ASR	Annual Safety Report
Authority	Croatian Railway Safety Authority
Authorisation	Safety authorisation of a railway infrastructure manager
Certificate	Safety certificate of a railway undertaking
CSI	Common Safety Indicator
CSM	Common Safety Method
ERA	European Railway Agency
Ministry	Ministry of Maritime Affairs, Transport and Infrastructure
NIB	National investigation body
RA	Railways Act No 94/2013, 148/2013 OJ
RSIA	Railway Safety and Interoperability Act No 82/2013 OJ
RMV	Rail motor vehicle
RS	Rolling stock
SMS	Safety management system
VKM	Vehicle Keeper Marking
HŽI	Infrastructure manager in the Republic of Croatia – HŽ infrastruktura

A. Scope of the annual report

The Annual Safety Report (hereinafter referred to as the "ASR") contains railway safety indicators for the railway infrastructure in Croatia for 2014. and information about the activities of the Croatian Railway Safety Agency (hereinafter referred to as the "Authority") acting as a safety authority in the field of railway safety. Data on urban railways are not included in this report.

B. Introduction

1. Introduction to the report

The obligation to draw up the ASR arises from the provisions of Section 17(2) of the Railways Safety and Interoperability Act and from Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as 'Railway Safety Directive 2004/49/EC').

The purpose of this ASR is to provide information about the level of railway safety.

The goal is to continuously improve the level of railway safety as well as to inform stakeholders on how the level of safety is being improved.

2. Croatian railways infrastructure information

The railway infrastructure in the Croatia (with the exception of railway sidings) is owned by the State. The railway infrastructure is managed and operated by HŽI. For the purposes of this ASR, the railway infrastructure includes main and secondary railway lines.

Construction length of tracks

The total construction length of tracks is 4104 km, of which 2976 km are main tracks and 1128 km are other station tracks. There are 4198 switches and 187 switch units.

Construction length of railway lines:

The construction length of railway lines totals 2604 km, of which 2350 km are single track lines and 254 km are double track lines. There are 2645 km of standard gauge lines.

Bridges

As a Part of the railway infrastructure, 547 bridges have been built, 221 being steel construction bridges and 326 solid bridges. The total length of bridges is 22247 m.

Tunnels

The railway infrastructure also includes 109 tunnels. All are single-track. The total length of railway infrastructure tunnels is 29650 m.

Level crossings

Level crossings represent the most critical place in terms of railway safety. A total of 1506 level crossings have been built as a part of the railway infrastructure.

There are 1446 level crossings (with passenger crossings). There are 550 crossings secured with signalling systems, 896 crossings are secured only with road signals and . There are 71 pedestrian crossings included, 60 only with signs and 11 with light signalling systems. During the modernisation of railway tracks or in other large reconstructions, the level crossings are usually being replaced with grade-separated crossings.

Track signalling systems

The total length of railway tracks protected by single direction automatic block is 832 km of which 799 km is equipped with discrete speed supervision system (I 60) and 33 km is equipped with continuous speed supervision system (ETCS L1).

The total length of tracks using a telephone communication system to ensure the railway safety is 1890 km. 210 km of railway lines is still equipped with manual wire operated signalling system.

Station signalling systems

In total there are 272 interlocking devices which use mechanical and electromechanical interlocking devices in railway stations and 4 control points which use an electronic interlocking system. There are 230 relay (complete) interlocking devices in railway stations and 42 relay (simplified) interlocking devices in railway stations. There are also 22 inter station dependence devices.

Stations and train stops

There are 572 official locations, 228 train stations and 323 train stops.

Hump yard signalling equipment

The hump yard signalling systems use retarders and compressor stations for their operation. There is 1 retarder in total on Zagreb marshalling yard.

Electrified railway lines

Out of the total length of railway lines, 984 km are electrified, namely with the following systems:

- 25 000 V AC/50 Hz 981 km (250 km double track line, 731 km single track line)
- 3 000 V DC 3 km

Length of 25 kV catenary is 1823 km and the length of the 3 kV catenary is 6,7km.

Substations and sectioning points

There are a total of 21 sectioning substations and sectioning points within the railway infrastructure.

There are 3 centres for remote control of fixed installations for electric traction (Zagreb, Vinkovci, Rijeka).

Corridor routes within the railway infrastructure of Croatia

The total length of railway corridor routes in the Croatia railway network is 769 km; the following sections are involved:

- Corridor RH1 (ex corridor X) 316 km
- Corridor RH2 (ex corridor Vb) 328 km
- Corridor RH3 (ex corridor Vc) 125 km

3. Railway network map

The map of the Croatian railway network is shown in Annex A 1.

4. List of railway undertakings and infrastructure managers

A list of railway undertakings operating on the railway infrastructure in Croatia in 2014. is given in Annex A 2. The sole railway infrastructure manager for main and secondary railway lines in the Croatia is HŽ Infrastruktura.

5. Summary

Second Annual Report on activities of the Croatian Railway Safety Agency evaluates the results of provision of railway operation safety and of railway operations in the period from 1st January 2014. to 31st December 2014.

It provides a review and information about the railway infrastructure, and at the same time, it shows conditions of gradual performance and implementation of Safety Directive and Interoperability Directive into the national legal regulations.

One of the fundamental tasks of the SMS for railway infrastructure manager and railway undertakings providing transport services on the railway infrastructure is to ensure and develop railway safety. This obligation also arises from the relevant provisions of the Railway Safety and Interoperability Act and the Railways Act.

One of the Authority's key tasks as Part of its competence as a safety authority is the supervision of railway safety, accident prevention, and the enforcement of statutory provisions in the field of railway safety.

An analysis of the railway safety development trend may be derived from the main common safety indicators provided in tables in Annex C.

6. Implementation of the Railway Safety Directive 2004/49/EC

The Railway Safety Directive 2004/49/EC and has been fully transposed into the legislation of the Croatia by the Railways Safety and Interoperability Act.

Activities of the Authority in the field of railway safety in 2014. were carried out under the applicable provisions of the Railway Safety and Interoperability Act, Railways Act, and other national safety rules. Concurrently, measures were taken in accordance with Article 4 of Commission Regulation (EU) No 1158/2010 of 9th December 2010. on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates in respect of the state professional supervision of the railway undertakings, as well as measures under Article 4 of Commission Regulation (EU)No 1169/2010 of 10th December 2010. on a common safety method for assessing conformity with the requirements for obtaining a railway safety authorisation in respect of the state professional supervision of the railway infrastructure manager.

C. Organisation

1. Introduction

The Authority is a state administration body with a country wide scope of operation based in Zagreb. The scope of the Authority's activities is defined by the Founding Document - Railway Safety Agency Act, which was amended by the Railway Safety and Interoperability Act and the Railways Act in 2013.

Headquarters of the Authority: Radnička cesta 39/I, 10000 Zagreb, Croatia

The internal organisation of the Authority is governed by its statute, which was adopted by the Ministry and Government of Croatia.

The Authority is managed and responsibility for its operation is held by the President of the Governing Council and the Agency Director, who are both appointed and may be removed by the Government of Croatia.

The activities of the Authority are governed by its organisational rules, which lay down its internal organisational structure and system and levels of management, as well as the scope of the competence and responsibilities of senior public servants.

The Authority is a budget organisation linked to the state budget by financial relations through a budget category managed exclusively by the Ministry.

In its decision-making, all sections which represent core business of the Authority are independent, with the exception of the financial section which depends on Ministry.

When necessary, the Authority cooperates with safety authorities of other Member States in European Union, as well as with safety authorities of our neighbouring countries.

In 2014., the Authority had a total establishment plan of 20. The registered number of employees as of 31.12.2013. was 12, by the end of the year 2014. number of employees was 16, which means that plan was not fulfilled.

Increase in employment occurred solely on the ground of extension of the scope of work within Authority. Namely, 4 railway inspection unit employees were transferred from the Ministry, all in a accordance with the provisions of the Railways Safety and Interoperability Act.

2. Organisation of the Authority

In 2014., in addition to other activities, the Authority acted as national safety authority and as a designated body (DeBo).

Within the meaning of the Railway Safety Directive 2004/49/EC, the Authority should be independent of the railway infrastructure manager and railway undertakings in the performance of its duties as a safety authority.

The Authority's responsibilities and duties in the field of railway safety also include:

- acting as the supervisory body in the area of interoperability of the structural and functional sub-systems and components of the existing railway system in Croatia;
- maintaining a national vehicle register pursuant to Commission Decision No 2007/756/EC of 9 November 2007.

The issuing of authorisations for the operation of railways to railway undertakings for the provision of transport services on railways also relates to railway safety.

Granting of licences for railway undertakings is under Ministry’s jurisdiction, so Ministry acts as a licensing authority.

In 2014., the Authority focused mainly on verifying applicant’s compliance with the conditions for the issue of a safety certificate and on the supervision of the railway undertakings and the railway infrastructure manager.

The railway infrastructure manager regularly reports to the Authority on the development of railway safety in its field of activities and submits accident statistics and reports on the results of investigations into the causes of accidents. The Authority is also regularly informed about operative commission sessions convened to discuss the results of accident cause investigations and to adopt preventive measures.

Within the scope of its competence, the Authority carried out the supervision of technical safety and operation of dedicated technical equipment, which is manufactured, designed or used in operating railways and railway traffic, or is a Part of the railways.

Within the scope of its competence prior to issuing an approval decision for the use of a newly-built or modernised railway line which is to become a Part of the European railway system, Authority determines whether the conditions for structural subsystem verifications conducted prior to the latter being placed in service, have been complied with.

3. Organisation chart

The organisation chart of the Authority is shown in Annex B.

D. Development of railway safety

1. Initiatives to maintain/improve safety performance

Competence for investigating accidents and emergencies that occur on the railways is responsibility of the National Investigation Body (Agency for investigation of air, maritime and railway transport accidents). In 2014., National Investigation Body as the investigative authority, did not notify the Authority, as the safety authority, of any safety recommendations arising from the possible investigation of the railway accidents.

In order to inform the public on the state of safety on the railway infrastructure, Authority prepares a 'Railway Safety Report' annually and sends it to the Parliament. The report has to be submitted by 30th September .Employees of Authority are acquainted with that report, which also serves for managers as an input document for the assessment of the state of safety.

The railway infrastructure manager and the railway undertakings providing railway transport services on the railway infrastructure of Croatia annually submit to the Authority a safety report within the scope defined by the Railways Act. The report has to be submitted by 30th June.

In 2014., railway safety was monitored in line with the requirements of the Railway Safety Directive 2004/49/EC and the relevant provisions of the Railways Act. Main indicators of railway safety development are shown in Annex C.

2. Detailed data trend analysis

Individual categories of accidents expressed in figures for 2014.:

- Total number of all accidents 89
- Number of fatalities 19
- Number of serious injuries 18

The technical safety of infrastructure is continuously being improved, mainly on the main lines by the construction of the additional corridor sections and also by the removal of level crossings and the implementation of new components and subsystems that ensure a higher level of railway safety.

The costs relating to the remedy of consequences of injuries and fatalities were not provided.

Based on the documents obtained from the railway sector, the most serious issues in the field of accident occurrence seem to be:

- Frequent disregard of level crossing signalling system alarms or road traffic signs and failure to observe the applicable road traffic regulations by road users
- Unauthorised entry of persons on railway area

The accident rate statistics for 2014. are detailed in the ERA CSI dataform ver. 2015-06-20.

3. Results of safety recommendations

There was not safety recommendations in 2014., and there was not safety inspections and audits either. Main reason for that is Authority's lack of staff, which is direct result of prohibition of employment and budget restrictions.

The railway undertakings as well as the infrastructure manager pay attention to railway safety in accordance with their SMS's, focusing particularly on the regular training of personnel engaged in safety-critical tasks, such as operating motor vehicles, ensuring the prescribed technical condition of the railway infrastructure, the technical capacity of rail vehicles, and the safe and functional operation of individual railway infrastructure installations.

The Authority will, through an increased number of inspections, continue to pay particular attention to the performance of duties of designated technical equipment operators to ensure their prescribed technical qualification and the conduct of specified

activities in relation to the dedicated technical equipment.

E. Important changes in legislation and railway regulations

As of 01. July 2013., a new Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13) came into full force and effect.

Following Directives have been transposed by new Railway Safety and Interoperability Act:

- Directive 2004/49/EC of the european parliament and of the council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification

    - Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways

    - Commission Directive 2009/149/EC of 27 November 2009 amending Directive 2004/49/EC of the European Parliament and of the Council as regards Common Safety Indicators and common methods to calculate accident costs

- Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community

    - Commission Directive 2009/131/EC of 16 October 2009 amending Annex VII to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community

    - Commission Directive 2011/18/EU of 1 March 2011 amending Annexes II, V and VI to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community

    - Commission Directive 2013/9/EU of 11 March 2013 amending Annex III to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community

- Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community

- Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector

All Croatian Acts and Regulations are published in Croatian official Journal on web site www.nn.hr .

F. The development of safety certification and authorisation

1. National legislation

1.1 Issuing of safety certificates pursuant to Article 10 of the Railway Safety Directive 2004/49/EC

Requirements for applications, procedures and conditions for issuing safety certificates to railway undertakings, obligations of railway undertakings, and procedures for updating safety certificates are defined in Article 27., Article 28., Article 29., Article 32. and Article 34. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13).

Requirements for the creation and implementation of a safety management system are defined in Article 23. and Article 24. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13).

Details of the safety management system structure are set out in Article 25. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13). During issuing safety certificates to railway undertakings, the Authority applied the procedure arising from the Railway Safety and Interoperability Act as well as from Commission Regulation (EC) No 653/2007 of 13th June 2007 and Commission Regulation (EC) No 1158/2010 of 9th December 2010.

1.2 Issuing of safety authorisations for infrastructure managers pursuant to Railway Safety Directive 2004/49/EC

Requirements for the submission of applications, procedures and conditions for issuing safety authorisations, requirements for the management and operation of railways by the railway infrastructure manager, its responsibilities, and procedures for updating the safety authorisation are defined in Article 30., Article 31. and Article 32. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13). Requirements for the creation and implementation of a safety management system by the railway infrastructure manager are defined in Article 23. and Article 24. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13). Details of the safety management system structure are set out in Article 25. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13).

1.3 National safety rules

According to Article 22. of the Railway Safety and Interoperability Act ("Narodne Novine", br. 82/13) the Ministry has the power to stipulate which regulations represent the "national safety rules" as laid down in Article 8. of the Railway Safety Directive. A list of the national safety rules was published on the website of Authority.

Generally binding statutory provisions falling under the category of national safety rules are registered in the collection of laws and are available to the general public via the applicable distribution network. Regulations issued by the infrastructure manager are available through its organisation of distribution.

2. The development of safety certification and authorisation – numerical data

By the end of 2014. Authority has received 2 applications for safety certificate Part A and 1 applications for safety certificate Part B pursuant to Railway Safety Directive 2004/49/EC. 2 active applications for Part A and 3 active applications for Part B from previous year were also processed. There were 3 Part A certificates and 4 Part B certificates issued in 2014.

3. Procedural aspects

3.1 Safety Certificates Part A

Requirements, procedures and the breakdown of issued and cancelled safety certificates Part A and Part B as laid down in Article 10 of the Railway Safety Directive 2004/49/EC are governed by the Railway Safety and Interoperability Act and Commission Regulation (EU) No 1158/2010.

The Railway Safety and Interoperability Act stipulates, inter alia, that:

- the deadline for issuing a safety certificate is four months from the date of submission of all the required documents
- a railway undertaking is obliged to notify the safety authority without delay of any change in the conditions under which the safety certificate was issued

3.1.1 Reasons for an update of the existing safety certificates were:

Transition from "old" railway legislation which was valid until 1st of July 2013. to the "new" railway legislation governed by the Railway Safety and Interoperability Act as laid down in Article 10 of the Railway Safety Directive 2004/49/EC, transitional period was until 1st of July 2014.

3.1.2 Main reasons for the issuing of a Part A Certificate taking longer than four months

All certificates were processed within the legal timeframe of the four month period as laid down by Railway Safety and Interoperability Act.

3.1.3 Overview of requests from other NSAs for verification/disclosure of information related to the Part A Certificate of a railway undertaking which was certified in Croatia but applied for the Part B in another Member State

No such requests have to date been filed to the Authority.

3.1.4 Summary of issues in the mutual acceptance of a Part A Certificate valid throughout the Community

No issues were experienced in the mutual acceptance of a Part A Certificate valid throughout the Community.

3.1.5 NSA administrative fee for issuing a Part A Certificate

An administrative fee of 70 HRK (cca. 9€) is stipulated by the Administrative Fee Act for issuing a Part A Safety Certificate together with Part B.

3.1.6 Summary of issues in the application of harmonised formats for a Part A Certificate, mainly in connection with the type and scope of services

There were no issues in the application of harmonised formats of certificates in connection with the type and scope of services.

3.1.7 Summary of common issues/difficulties of the NSA in the process of application for a Part A Certificate

In the filing of applications for a Part A and Part B Certificate, there were issues pertaining to the incompleteness of certain submitted required documents or failure to pay the administrative fee for filing the application.

3.1.8 Summary of issues stated by railway undertakings when applying for a Part A Certificate

No major issues experienced by railway undertakings when filing applications for certificates have been seen yet. Applicants most often consult the Authority in advance regarding any issues concerning the filing applications (by phone, by e-mail or in person). Detailed information on filing applications is also given on the website of the Authority.

3.1.9 Feedback procedures (e.g. questionnaires) that enable railway undertakings to express their views on the process of certification or to file an objection or a complaint

No complaints from applicants have been received as yet.

3.2 Safety Certificates Part B

3.2.1 Reasons for an update of the safety certificates were:

There were 2 update of the safety certificates Part B, the reason was expiration of validity of the existing Part A.

3.2.2 Main reasons for the issuing of a Part B Certificate taking longer than four months

The reasons are the same as in Item 3.1.2.

3.2.3 NSA administrative fee for issuing a Part B Certificate

An administrative fee of 70 HRK (cca. 9€) is stipulated by the Administrative Fee Act for issuing a Part B Safety Certificate.

3.2.4 Summary of issues in the application of harmonised formats for a Part B Certificate, mainly in connection with the type and scope of services

No issues in the application of harmonised formats for a Part B were experienced.

3.2.5 Summary of common issues/difficulties of the NSA in the process of application for a Part B Certificate

Issues similar to those for Part A were experienced in filing applications for a Part B Certificate.

3.2.6 Summary of issues stated by railway undertakings when applying for a Part B Certificate

No issues experienced by railway undertakings when filing the applications for safety certificates have been seen yet. Applicants most often consult the Authority in advance regarding any issues with filing the applications (by phone, by e-mail or in person). Detailed information on filing the applications is also given on the website of the Authority.

3.2.7 Feedback procedures (e.g. questionnaires) that enable railway undertakings to express their views on the process of certification or to file an objection or a complaint

No complaints from applicants have been received as yet.

3.3 Safety authorisations

Requirements, procedures and the breakdown of issued and cancelled safety authorisations as laid down in Article 11 of the Railway Safety Directive 2004/49/EC are governed by the Railway Safety and Interoperability Act and Commission Regulation (EU) No 1169/2010.

The Railways Safety and Interoperability Act stipulates, inter alia, that:

- the deadline for issuing a safety authorisation is four months from the date of submission of all the required documents
- a railway infrastructure manager is obliged to notify the safety authority without delay of any change in the conditions under which the safety authorisation was issued

3.3.1 Reasons for an update/change and amendment of safety authorisations

In 2014., only 1 application for the issue of a safety authorisation was sent to the Authority.

3.3.2 Main reasons for the issuing of a safety authorisation taking more than four months

In 2014., no safety authorisation were issued, but 1 application was received.

3.3.3 Summary of issues/difficulties in the safety authorisation application process

In 2014., no safety authorisation were issued.

3.3.4 Summary of issues stated by an infrastructure manager when applying for a safety authorisation

In 2014., no safety authorisation were issued.

3.3.5 Feedback procedures (e.g. questionnaires) that enable an infrastructure manager to express its view on the process of authorisation or to file an objection/complaint

In 2014., no safety authorisation were issued.

3.3.6 Administrative fee for issuing a safety authorisation

The administrative fee for issuing a safety authorisation under the Administrative Fee Act is 70 HRK (cca. 9€).

G. The supervision of railway undertakings and infrastructure managers

1. Description of the supervision

1.1 Audits – inspections

No audits or inspections were organised in 2014. as activity of the NSA, because inspection staff and equipment were still in the Ministry.

The supervisory activity of Authority should cover:

- compliance with the terms of and obligations laid down in the Railway Safety and Interoperability Act, the Railways Act, generally binding statutory provisions and the application of the SMS by the railway undertakings and the infrastructure manager;
- compliance by the infrastructure manager with the conditions for proper and safe operation of the railway in accordance with a safety authorisation issued for railway operation;
- compliance with the conditions to ensure railway safety in accordance with safety certificates and licenses granted to railway undertakings providing transport services on the railway infrastructure;

- determination of the technical condition of railway vehicles and other dedicated technical equipment (dedicated technical equipment, that is to say transportation equipment, gas equipment, pressure equipment, lifting equipment, electrical equipment, equipment for protection against effects of atmospheric and static electricity and for protection against negative effects of return traction currents, containers and interchangeable bodies that are manufactured, designed or used to ensure railway operation or railway traffic, or which are a Part of the railways, focused on the verification of the technical capacity of this equipment prior to commissioning and in the course of operation).

Additional information:

As the competent authority of the public administration in the matter of railways, the Authority maintains the National Vehicle Register in accordance with Commission Decision of 9 November 2007 adopting a common specification of the national vehicle register, as amended by Decision 2011/107/EU of 10 February 2011, and Section XI Article 73. of Railway Safety and Interoperability Act.

Number of railway vehicle registration

The Croatia is in process of connecting to the European railway vehicle database via a Virtual Vehicle Register (VVR) using a standard National Vehicle Register (sNVR).

Table: Number of applications for VKM filed in 2014.

Number of applications filed for assigning and approval of VKM:	0
Number of VKMs approved by the agency:	0
Number of VKMs not approved by the agency:	0
Number of VKMs not recommended by the Safety Section:	0

Number of applications filed for authorisation for placing in service of railway vehicles in 2014.

Type of railway vehicle	Number of applications filed	Number of authorisations issued	Number of authorisations rejected
Traction vehicles	20	6	10
Freight wagons	0	0	0
Passenger diesel and electrical motor units (DMU, EMU)	5	4	0
Track machinery, special vehicles and machines	1	1	0
TOTAL	26	11	10

From 26 applications filled, 5 of them were still in process by the end of the year 2014. All of them were for additional authorisations for the placing in service of railway vehicles.

One of the main activities in the area of interoperability was the decision making on issuing authorisations for the placing in service of railway vehicles under Article 59. of the Railway Safety and Interoperability Act.

Another major activity in the area of interoperability under Article 60. of the Railway Safety and Interoperability Act is granting of additional authorisations for the placing in service of railway vehicles which were first placed in service in another Member States.

As Part of the authorisation proceedings pertaining to railway vehicles, Authority decided whether there should be a test operation of a railway vehicle.

Table: Overview of decisions concerning 12-digit registration numbers of railway vehicles for 2014.

Type of railway vehicle	Number of decisions issued assigning a registration number	Number of decisions issued changing a registration number	Number of decisions issued cancelling a registration number
Motor vehicles	3	0	0
Freight wagons	3	0	0
Passenger carriages, electric and engine units	0	0	0
Track machinery, special vehicles and machines	1	0	0
TOTAL	7	0	0

In relation to the railway vehicles, the Authority assigns changes and cancels registration numbers of railway vehicles in accordance with Article 73. of Railway Safety and Interoperability Act.

As regards railway infrastructure installation registration, it is assumed that this will be completed within next two years with the creation of a Railway Infrastructure Register in accordance with Commission Implementing Decision No 2011/633/EU of 15 September 2011 on the common specifications of the register of railway infrastructure.

Detailed guidelines were developed for all activities that fall under the competence of the Authority. They are available to applicants on the website of the (www.asz.hr).

1.2 Findings of the authority in the performance of supervision

Within the scope of its activities, the Authority should focus on supervision of the technical condition of railway vehicles in operation, in particular in response to safety alerts from other NSAs - e.g. checks of rail motor vehicles axles and wheels, checks of bearing housings tightness in leaks of lubricants from axles (prevention of overheating of bearings on axles), checks for correct functioning and locking of passenger transport vehicle entry doors while a train is in motion. Authority should also focus on unsecured crossings on the railway lines of HŽ Infrastruktura.

In the following period, the activity of the Authority will focus primarily on extending the scope of performance of state professional supervision to the railway lines of the railway infrastructure manager, railway undertakings and other stakeholders conducting activities which directly affect railway safety.

2. Submission of safety reports

According to the Article 26. of the Railway Safety and Interoperability Act, HŽ Infrastruktura as the railway infrastructure manager and railway undertakings providing transport services on the railway infrastructure of Croatia are obliged to submit to the Authority a safety report for the preceding calendar year by 30th of June.

All the railway undertakings complied with the obligation to submit a safety report under the Railways Act by the stipulated date.

In order to achieve uniformity of the data submitted in the safety reports, the Authority published a template for the safety report contents on its website (www.asz.hr) along with other required information (for railway undertakings and infrastructure manager), which the safety report has to include. Problem is that there is still no data available for the large number of CSI's, this shall be a priority in the next reporting years.

3. and 4. Inspections and audits of the Authority

Inspections and audits	Type	Issued Safety Certificate Part A	Issued Safety Certificate Part B	Issued Safety Authorisation	Other activities
Number of inspections for 2014.	Planned	3	4	0	0
	Unplanned	2	0	0	0
	Carried out	0	0	0	0

There were not safety inspections and audits because Authority's lack of staff, which is direct result of prohibition of employment and budget restrictions.

5. Summary of relevant measures of the Authority

Particular corrective measures to rectify potential deficiencies with a specified deadline for their rectification are concurrently assigned to all the ascertained deficiencies in the appropriate record. Each entity to be audited is obliged to notify the Authority when it has implemented the imposed measures for the remedy of the ascertained deficiencies and of any appropriate measures of its own for the future.

6. Summary description of complaints of the infrastructure manager against the railway undertakings in relation to the conditions referred to in Part A/B of the safety certificate

No complaints from the infrastructure manager against the railway undertakings in relation to the conditions of a Part A or Part B Safety Certificate were made to the Authority in 2014.

7. Summary description of complaints of the railway undertakings against the infrastructure manager in relation to conditions of the safety authorisation

No complaints from the railway undertakings against the infrastructure manager in relation to the conditions of a safety authorisation were made to the Authority in 2014.

H. Reporting on the application of the Common Safety Method on risk evaluation

Commission Regulation (EC) No 352/2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of the Railway Safety Directive 2004/49/EC, is to be implemented in the event of significant operational and organisational changes as of 1st July 2012., in accordance with Article 10(2) of the Regulation.

As of 19th July 2010., i.e., also in 2012., Commission Regulation (EC) No 352/2009 was to be applied to:

- all significant technical changes affecting vehicles as defined in Article 2(c) of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system in the Community;

- all significant technical changes concerning structural subsystems, where required by Article 15(1) of Directive 2008/57/EC or by a relevant TSI.

Under Annex 5. of the Railway Safety and Interoperability Act, the application of the said Commission Regulation (EC) No 352/2009 is required in the event of the additional authorisation of railway vehicles which comply with the TSI, or if a test operation of a railway vehicle is performed.

Under Annex 5. of the Railway Safety and Interoperability Act, the application of the said Commission Regulation (EC) No 352/2009 is also required in the event of the additional authorisation of railway vehicles which do not comply with the TSI, or if a test operation of railway vehicle is performed.

Until 1st of July 2013., the Authority acting as a Designated Body used an alternative procedure in proceedings for the additional authorisation of railway vehicles, performing test operations of the railway vehicles in the railway system of Croatia.

The risk assessment procedures in the event of significant changes are governed by the safety management systems of the railway undertakings and of the infrastructure manager.

Significant operational changes occurred in the infrastructure manager, where maintenance was isolated from the infrastructure manager to separate company, owned by infrastructure manager:

- Authority's experience: The benefit of the organisational changes at HŽ Infrastruktura should improve railway infrastructure maintenance quality.

- Existing procedure (e.g. a questionnaire) to allow railway undertakings or an infrastructure manager to comment on their experience with Commission Regulation (EC) No 352/2009 on assessment: Procedure is being prepared for such purpose but the railway undertakings and the infrastructure manager proceed within the meaning of Commission Regulation (EC) No 352/2009.

- Revision of the national safety rules should take into account Commission Regulation on common safety method on risk assessment: The requirements for application of Commission Regulation (EC) No 352/2009 have been incorporated in the applicable provisions of the Railway Safety and Interoperability Act where appropriate.

I. Conclusions of the Authority on the reporting year – priorities

In 2014., the main priorities of the Authority in the field of safety were increased supervision of safety at unsecured level crossings, railway and passenger safety within the scope of the requirements of the national safety rules and by-laws of the railway infrastructure manager and the railway undertakings.

In 2014., important technical and organisational steps were taken concerning the issuing of train driver licenses within the meaning of Directive No 2007/59/EC of the European Parliament and of the Council on certification of train drivers and Commission Regulation (EU) No 36/2010. Steps were taken to acquire a contractor for the production and supply of train driver licenses in accordance with Commission Regulation (EU) No 36/2010. Once this process has been completed, the Authority started issuing licenses to train drivers operating in cross border transport in December 2013. 11 licenses were issued for the train drivers, 31 approvals for the train driver examiners and one training centre was certified.

The Authority started with preparation for implementation of the National Railway Vehicle Register in order to gradually implement the register of infrastructure according to Commission Decision 2011/633/EU of 15.09.2011. on the common specifications of the register of railway infrastructure. For the time being, management of the register of infrastructure has been assigned to the infrastructure manager.

The Authority will continue to focus on monitoring safety at level crossings and especially at unsecured crossings, performance of supervision of the railway infrastructure manager and the railway undertakings under Article 4 of Commission Regulation No. 1169/2010 and Commission Regulation No 1158/2010, performance of random (without prior notice) inspections of the technical conditions of railway vehicles in operation, performance of obligations of railway undertakings in ensuring the professional, health and mental capacity of employees performing safety-critical tasks in railway operation and

railway transport, and on the performance of activities carried out on the railways by contractors.

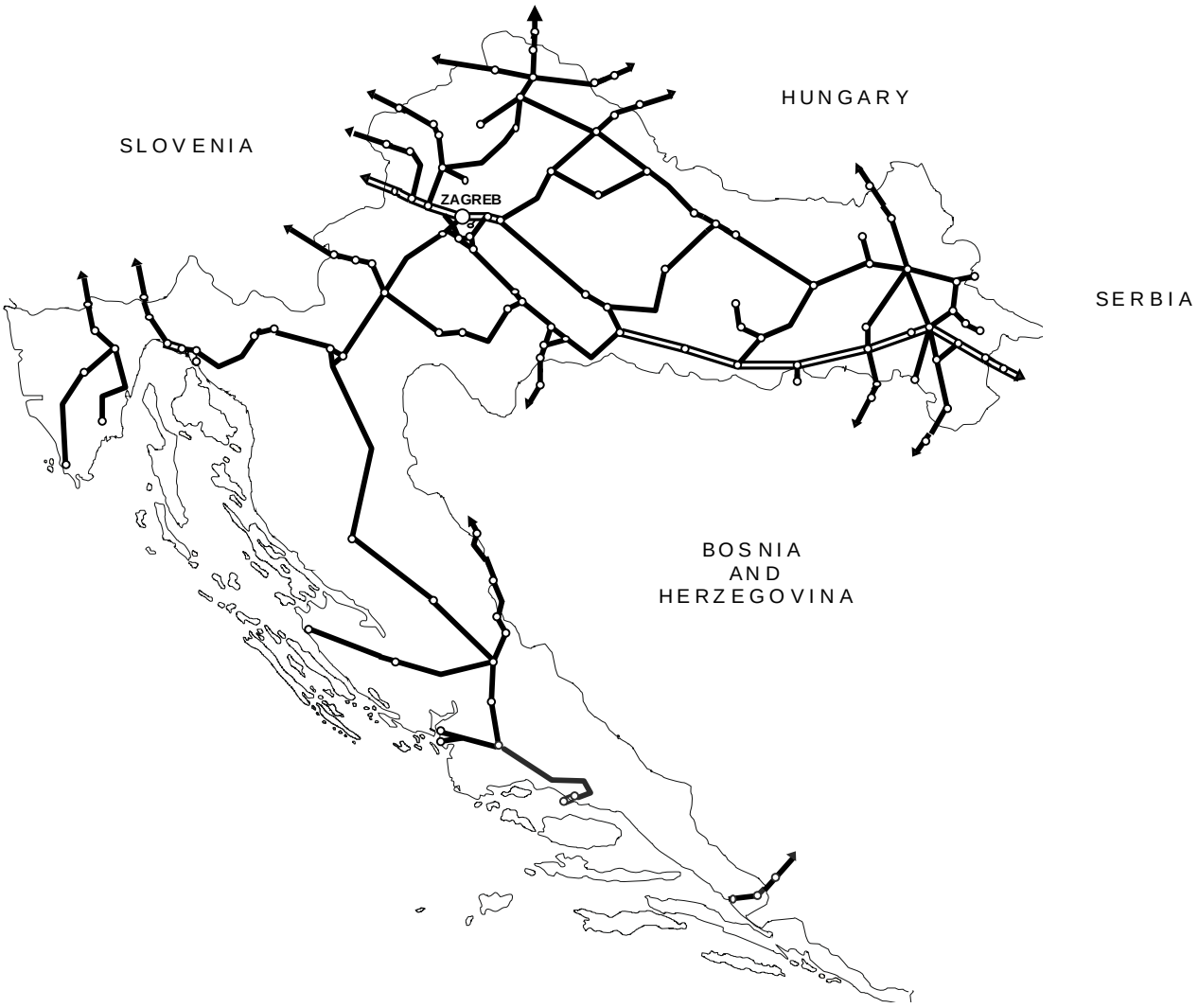
J. Sources of information

The sources of information and relevant documents used to prepare this ASR were predominantly safety reports from individual railway undertakings providing transport services on the railway infrastructure.

The basic source of information and basis for the preparation of this ASR was the HŽ Infrastruktura Safety Report .Statistical data and analysis of accidents that occurred within the HŽI Infrastruktura were also used.

K. Annexes

Annex A 1 Croatian railways network



Annex A 2 List of railway undertakings

In 2014. there were 5 railway undertakings, 2 of them state owned:

- HŽ passenger transport
- HŽ cargo transport
- Adria Transport (AT)
- Rail Cargo Carrier (RCC)
- Rail Transport Service (RTS)

Annex A 2.1 Infrastructure manager

In 2014. there was 1 infrastructure manager, HŽ infrastructure, state owned. It was certified according to the "old" railway legislation which was valid until 1st of July 2013. And application for the "new" safety authorisation was filled in 2014.

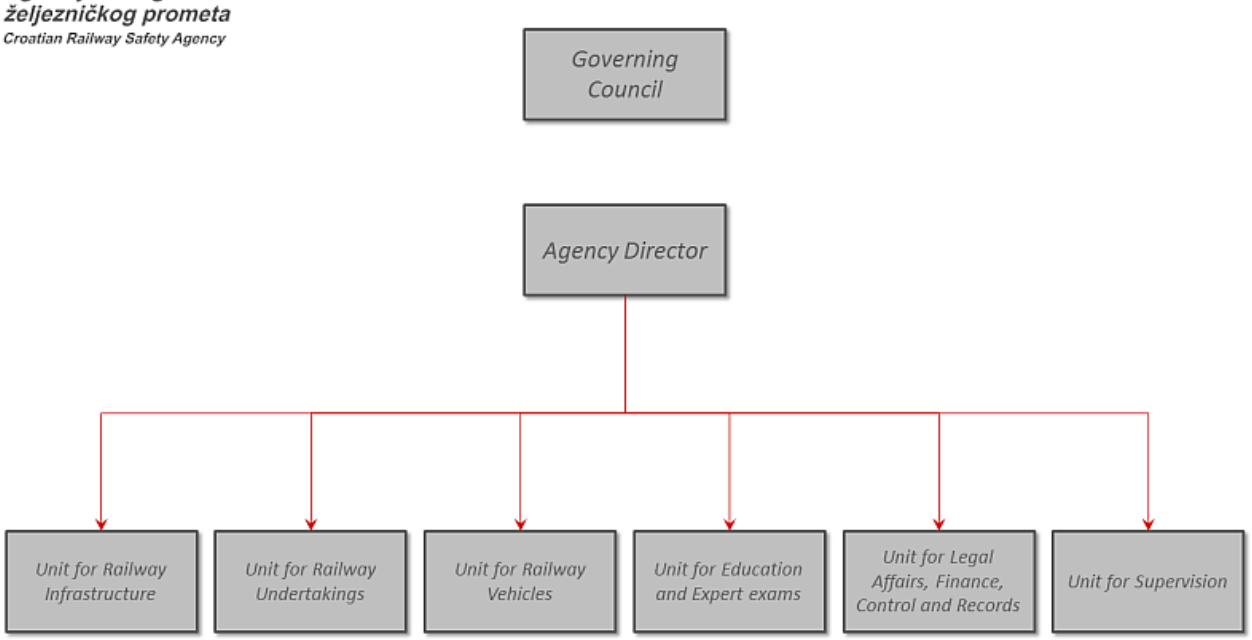
Annex A 2.2 Railway undertakings – safety certificates issued

Existing railway undertakings have been certified according to the "old" railway legislation which was valid until 1st of July 2013.

State owned undertakings filled an application according to the "new" railway legislation governed by the Railway Safety and Interoperability Act as laid down in Article 10 of the Railway Safety Directive 2004/49/EC, and it had to be sent to the Authority until 1st of July 2014.

Annex B Organisation chart of the Authority

Agencija za sigurnost željezničkog prometa
Croatian Railway Safety Agency



Annex B 1 Internal organisation

Governing Council

The Agency is managed by the Governing Council, which consists of the president and four members appointed by the Government of the Republic of Croatia for the duration of five years with the possibility of re-appointment.

The Government of the Republic of Croatia has, after the public competition, and upon the proposal of the minister in charge of transport, nominated the Agency Governing Council on August 20th 2009.

Agency Director

The Agency is headed by the Director, who represents the Agency, organizes and manages work of the Agency and conducts other tasks in accordance with the Act on the Railway Safety Agency and Agency Statute. The Director performs his duties in a professional manner as a full-time employee of the Agency.

The Government of the Republic of Croatia has, after the public competition, nominated Mr. Vladimir Habuš as the Director of the Croatian Railway Safety Agency on February 10th 2011, and he has taken over his office on May 1st 2011.

Unit for Railway Infrastructure

The Unit for Railway Infrastructure performs Agency competences in connection to managing and regulating the system of railway safety within the infrastructural subsystems (infrastructure subsystems, energy, control-command and signalling, and operation and traffic management subsystem) and other functional Parts and equipment of railway infrastructure, as well as the operation of the infrastructure manager.

Unit for Railway Undertakings

The Unit for Railway Undertakings performs Agency competences in connection to managing and regulating the system of railway safety concerning the operation of railway transport, i.e. in connection to the operation of railway undertakings and legal entities that perform transport for their own needs, especially in the area of public rail passenger and freight transport.

Unit for Railway Vehicles

The Unit for Railway Vehicles performs Agency competences in connection to managing and regulating the system of railway safety concerning railway vehicles and their maintenance, owners, keepers and entities in charge of maintenance.

Unit for Education and Expert exams

The Unit for Education and Expert Exams performs Agency competences in connection to managing and regulating the system of railway safety concerning the professional requirements that have to be fulfilled by railway executive staff, concerning professional examination and periodic checks, procedure of obtaining a licence to operate railway vehicles, organization and implementation of examination and periodic checks, and issuance of driving licenses.

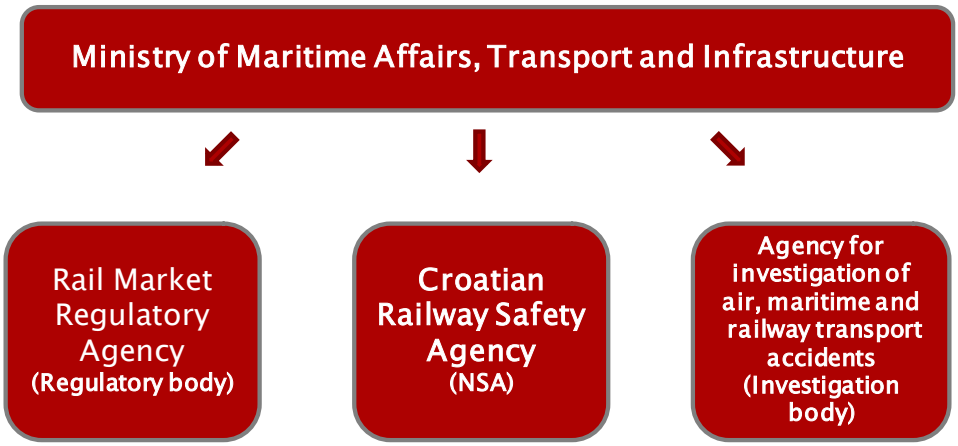
Unit for Legal Affairs, Finance, Control and Records

The Unit for Legal Affairs, Finance, Control and Records performs legal, economic, professional and administrative-technical tasks for the Agency.

Unit for Supervision

The Unit for Supervision performs Agency competences in connection to professional supervision of compliance with laws and by-laws as well as the implementation of general and individual legal acts concerning managing and regulating the system of railway safety. (Note: Positions within the Unit for Supervision are still not systematized.)

Annex B 2 Relationship with other National Bodies



Annex C Common Safety Indicators data (main indicators)

Year	Passenger km ($x10^9$)	Freight tonne km ($x10^9$)
2010.	1,742	2,618
2011.	1,486	2,438
2012.	1,103	2,332
2013.	0,948	2,148
2014.	0,927	2,190

Year	Passenger trainkm ($x10^6$)	Freight trainkm ($x10^6$)	Other trainkm ($x10^6$)	Total trainkm ($x10^6$)
2010.	16,9	5,3	1,9	24,1
2011.	18,3	5,3	2,0	25,6
2012.	18,2	5,9	1,6	25,7
2013.	16,7	5,2	0,6	22,5
2014.	15,2	5,1	0,6	20,9

Year	Significant accidents	Seriously injured	Suicides	Killed
2010.	45	21	18	27
2011.	39	20	26	26
2012.	42	34	24	14
2013.	33	19	15	18
2014.	33	15	28	19

(Note: The CSI data for 2014. are detailed in the ERA CSI dataform ver. 2015-06-20.)

Annex D Important changes in legislation and regulations

Explained under “E. Important changes in legislation and railway regulations”.

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

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

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.	Total number of certificates: 2	Number of certificates Part A in ERADIS: 2
	in the reporting year: 2	
	in the previous years: 0	
	valid at the end of year 2014: 2	

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.	Total number of certificates: 4	Number of certificates Part B in ERADIS: 4
	in Croatia	in the reporting year: year: 2
		in the previous years: 0
		valid at the end of year 2014.: 2
	in another Member State	in the reporting year: 2
		in the previous years: 0
		valid at the end of year 2014.: 2

E.1.3. Number of new applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2014.	Certification Type	A	R	P
	New certificates	3	0	1
	Updated/amended certificates	0	0	0
	Renewed certificates	0	0	0

E.1.4. Number of new applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 2014.	Where	Certification Type	A	R	P
	the Part A has been issued in Croatia	New certificates	0	0	1
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0
	the Part A has been issued in another Member-State	New certificates	4	0	1
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

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

Revoked safety certificates	Total number of revoked certificates in the year 2014.	Number of revoked certificates in ERADIS in the year 2014.
E 1.5 Number of certificates **Part A** revoked in the current reporting year 2014.	0	0
E 1.6 Number of certificates **Part B** revoked in the current reporting year 2014.	0	0

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

Name of RU	Member State where Safety Certificate Part A was issued
Rail Cargo Carrier Kft.	Hungary
Rail Transport Service GmbH	Austria

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

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.	Total number of safety authorisations: 0
	in the reporting year: 0
	in the previous years: 0
	valid at the end of year 2014.: 0

E.2.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2014.	Type of authorisation	A	R	P
	New authorisations	0	0	1
	Updated/amended authorisations	0	0	0
	Renewed authorisations	0	0	0

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

E 2.3 Number of Safety Authorisations revoked in the current reporting year 2014.	0

E.3. Procedural aspects – Safety Certificates Part A

The average time after receiving the application with the required information and the final delivery of a Safety Certificate **Part A** in 2014. for Railway Undertakings	New	Updated/amended	Renewed
	3 months	3 months	3 months

E.4. Procedural aspects – Safety Certificates Part B

The average time after receiving the application with the required information and the final delivery of a Safety Certificate **Part B** in 2014. for Railway Undertakings	Where	New	Updated/ amended	Renewed
	the Part A has been issued in Croatia	3 months	3 months	3 months
	the Part A has been issued in another Member-State	3 months	3 months	3 months

E.5. Procedural aspects – Safety Authorisations

The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in 2014. for Infrastructure Managers	New	Updated/amended	Renewed
	3 months	3 months	3 months