DRÁŽNÍ ÚŘAD (RAIL AUTHORITY)
Wilsonova 300/8
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Czech Republic
No. 3-3583/08-DÚ

ANNUAL SAFETY REPORT

on activities of the Rail Authority for the year of 2007

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Prague, 29 September 2008

Table of contents:

A.1. Scope of the report:

This Annual Report, prepared in accordance with Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004, summarizes activities of the safety authority in relation to operation of tracks of national and regional rail systems and operation of rail transport on these tracks in the Czech Republic in 2007.

A.2. Summary:

The Annual Report on activities of the Rail Authority generally evaluates the results of provision of railway operation safety and of railway operations in the Czech Republic for year of 2007. It provides a review and information on the railway structure, and at the same time, it shows conditions of gradual performance and implementation of Safety Directive to the national legal regulations. It analyzes development of railway safety in 2007, and results and experiences concerning supervision of infrastructure managers and railway undertakings. The Report is supplemented with Annexes, which contain a map of the railway network in the Czech Republic, information on infrastructure managers and railway undertakings, who participate in the operation of the rail transport. The registration review on incidents forms another Annex.

Compared with 2006, the year 2007 was characterized by significant change of safety certification process, concerning both operation of the rail systems and operation of rail transport, as issuing of new safety certifications was started as required by Commission Regulation (EC) No. 653/2007 and Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.

During the year and during preparation of the annual safety report for the year of 2007, certain data were specified (e.g. number of level crossings, number of track kilometres), and definitions used in the Evidence summary of incidents were refined. Also, infrastructure managers and railway undertakings were informed. This all generated numbers that are in certain cases different from numbers presented last year.

B. Introductory section

1. Introduction to the report

The Rail Authority prepared the Annual report on its activities, which contains the following information:

a) development of railway safety, including CSI summary at the level of the Czech Republic,

b) important changes in legislation and regulations concerning railway safety,
c) development of granting the safety certification and authorisation,
d) results and experiences concerning supervision of infrastructure managers and railway undertakings.

The Report is based on provisions of Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 that was integrated to Czech legislation by transposing into paragraph 49e of the Act No. 266/1994 Coll., on rail systems, as amended (hereinafter referred to as "Act on rail systems", and further specified by paragraph 6 of Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.

The Report is designed for infrastructure managers, railway undertakings, other national safety authorities, EU authorities, and all present and future undertakers in the area of railway transport.

The purpose of this report is to provide railway undertakings, infrastructure managers and other concerned parties information about the development of railway safety. At the same time, the Report can help understand the newly issued legislation.

Progress of fulfilment of obligation to prepare the Annual Report is detailed in chapter G 2. When processing data concerning accidents, it is difficult to avoid double registration of data by railway undertakings and infrastructure managers.

2. Railway Structure Information

Railway network in the Czech Republic is formed of nationwide railway and regional railways, mostly State owned, and in administration of the Railway Infrastructure Administration, state organization.

The length of the railway network of the Czech Republic amounted 9 483 km as to 31 December 2007, out of it 7 614 km single-track lines and 1 830 km multiple track lines. Out of the total length of the network, 9 460 km were standard gauge lines, and 101 km narrow-gauge lines. The share of electrified tracks was on the whole 3 060 km, out of it 1 294 km single-track lines, and 1 766 km double-track and multiple track lines. According to energy-supply systems, 1 759 km of tracks were electrified with DC voltage (3,000 V DC, or 1,500 V DC), and 1 301 km with AC voltage (25 kV/50 Hz). The total construction length of tracks was 15,445 km. In the railway network of the Czech Republic, there were 6,696 bridges in total length over 148 km, 152 tunnels in total length over 40 km, and 8,628 level crossings. These data have been updated as compared with 2006.

No high-speed lines are constructed in the territory of the Czech Republic.

In 2007, nationwide railway and most of regional railways were operated by České dráhy, a.s. (Czech Railways, hereinafter referred to as ČD) with planned transfer of the function of infrastructure manager to the Railway Infrastructure Administration, state organization, as well as transfer of all related activities, employees and assets. This transfer was executed on 1 July 2008.

A map of the network is shown in Annex A.1.1 with marked Trans-European Railway Network in the Czech Republic, and in Annex A.1.2 with marked lines according to the number of tracks, electric traction, etc.

The rail transport in the Czech Republic is operated for the purpose of public transport of persons and goods. A special rail transport is then operated with the view of transport of special vehicles for maintenance work on infrastructure, measuring infrastructure, rides of so-called historical and nostalgic trains, and for tests of vehicles under operational conditions. The ČD a.s. are the decisive railway undertaking (operator) operating the rail transport on the railway network of the Czech Republic in the year 2007.

List of Railway Undertakings and Infrastructure Managers

The list of individual infrastructure managers is given in Annex A.2.1.

The list of individual railway undertakings (operators) is given in Annex A.2.2.

The list of railway undertakings (operators) include contractual operators, i.e. operators who concluded the contract on access to nation-wide or regional rail systems with the Railway Infrastructure Administration, state organization, and whose performance is liable to charges for the use of railway infrastructure. In 2007, there were 57 contractual operators (including ČD Cargo, a.s. that was established on 1 December 2007), 53 out of them were active. Passenger transport was actively carried out by 15 operators; freight transport was actively operated by 49 operators. Contracts were concluded with three new operators and terminated with two existing operators in 2007. The list includes one operator who, besides transport services on the connection of rail systems, operates also rail transport on its own rail system. Furthermore, there is one operator in the list who did not concluded the contract on access to rail systems in 2007, but at the end of 2007 was awarded safety certification for prospective operation of rail transport in 2008.

Note: If vehicles, numbers of employees, etc., are not specified with the operator in the list, he provides these resources by contracts with other operators.

3. Summary – General Trend Analysis

D - Development of railway safety

Compared with 2006, overall safety improved in 2007. It can be said that accident rate has decreasing trend. For detailed information see Part D, point 2. However, the long-term trend can be evaluated only after a longer period of time. Safety Measures issued by the Rail Safety Inspection Office are listed in Part D, point 1.

E - Important changes to legislation and regulations

No major changes to Czech railway safety legislation were done in 2007. Particular changes are described in Annex D.

F - Development of safety certification and authorisation

In 2007, activities of the safety authority were mainly focused on negotiating and issuing safety certifications and authorizations for operation of rail transport and rail systems. These activities are summarized in Annex E.

G - Supervision of railway undertakings and infrastructure managers

As in 2006, state supervision of railway undertakings and infrastructure managers was performed. The shortcomings detected during the supervision and their numbers are summarized in Part G of this Report.

C. Organisation

1. Introduction to the organisation

The Rail Authority is a rail administrative authority established by the Act No. 266/1994 Coll. on rail systems, as amended, (hereinafter referred to as the "Act on rail systems"), as the State Administration Body with a seat on Wilsonova 300/8, 121 06 Praha 1; it is subordinated to the Ministry of Transport.

Organizational chart of the Rail Authority is stated in Annex B.1. and it is the same as in 2006.

The Rail Authority performs the following functions:

- regulatory authority within the meaning of the Act on rail systems
- national safety authority within the meaning of Directive 2004/49/EC
- authority for RID (carriage of dangerous goods)
- it fulfils other tasks of national legislation
- the special Building authority within the meaning of the Act on rail systems
- supervision of products within the meaning of the Act No. 22/1997 Coll.
- approval of professional competence of persons authorized to drive rail vehicles, persons performing revisions, inspections and tests of the facilities
- hearing of administrative infractions and administrative torts within the meaning of the Act on rail systems
- state supervision according to the Act on rail systems
- approval of vehicles and structures on railway sidings, municipal tracks, approval of trolleybus systems and cableway installations, and drag lifts.

2. Relationship of the Rail Authority with other National Bodies

Relationship of the Rail Authority with other National Bodies and other subjects is given in Annex B.2

The only difference against the last year is that subsidiary company ČD Cargo, a.s. was established.

The Ministry of Transport functions as an appellate body also in case of decisions made by the Rail Authority.

D. The development of railway safety

1. Initiatives to maintain/improve safety performance

The major safety measures recommended in 2007 are stated in Table D.1.1. These recommendations were issued by the Rail Safety Inspection Office as per provisions of the Act on rail system.

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

Accidents/precursors which trigged the measure			**Safety measure decided**
Date	**Place**	**Description of the event**	
18/01/2007	Dvůr Králové - Bílá Třemešná km 57.130	Train derailed due to the collision with obstacle (fallen tree)	Special inspection schedule introduced in places and sections of the track with increased risk of falling trees; traffic restraint under extreme weather conditions
19/03/2007	Vraňany - Dolní Beřkovice, km 451.415	R 784 train collided with a car on the level crossing	Introduction of a unique marking system to ensure unambiguous and unmistakable identification of crossings; documentation sent to individual bodies of integrated rescue system
07/05/2007	Horní Lideč, Slovakian border - Hranice na Moravě km 33.243	Lv 37880 train collided with a car on the level crossing	Introduction of a unique marking system in accordance with the safety measure taken after the incident from 19/03/2007; further implementation of a modification of the trackside radiocommunication system.

Table D.1.2 - Safety measures with other triggers

Safety measure decided	**Description of the trigger of the measures**
-	-

In the Czech Republic, safety of tracks and railway crossings was enhanced in 2007 above all by using improved signalling devices or building level-separated crossings.

The length of tracks equipped with transmission of code on engine-drivers station has increased.

Large investments were made to improve safety. The investments are based on long-term experience with accident rate and their scope is beyond one calendar year. They are the following projects:

- certain level crossings will be abolished

- crossings will be equipped with signalling devices
- project of radio interlocking of regional tracks will be prepared
- remote traffic control will be introduced
- introduction of GSM-R,
- stations will be equipped with electronic interlocking devices – 33 stations
- number of stations with electromechanical interlocking device will be reduced

Investments in reconstruction of tracks entail also risks associated with construction work. During reconstruction, signalling devices are disconnected, which causes accidents or risk of human error.

2. Detailed data trend analysis

In accordance with Directive 2004/49/EC and Recommendation of the ERA: Template - Structure for the content of the NSA Annual Safety Report (version 12) and the Guideline for the use of the template (version 7) the following incidents were recorded in 2007:

- Number of accidents: 123
- Number of fatalities: 25
- Total number of serious injuries: 102
- Number of precursors: 47

Compared with 2006, this indicates that the total number of accidents dropped by 56.4 %. It should be emphasized that the number of crossing accidents significantly decreased in 2007(almost by 51 %).

Twenty-five persons died during incidents (not counting suicides), which represents significant decrease by 51.9 %; 102 persons were seriously injured, which is by 14.6 % more than in 2006.

Number of precursors decreased as well (by 23 %).

The total cost of settlement of damages caused by accidents amounted to almost EUR 3.9 million (= ca CZK 92.9 million).

Analysis of trend of data from 2007 and its comparison with 2006 indicate that the majority of the evaluated safety indicators improved.

From the statistical point of view, one calendar year is, however, a short period to obtain reliable results.

Although most parameters decreased significantly, high rate of accidents on level crossings and number of persons moving along the railway track without permission (unauthorized persons and suicides) remain a serious problem.

Development of railway safety for year of 2007 is further given in Annex C.

3. Results of safety recommendations

The following safety recommendations were issued in 2007 (in 2006, no recommendations were issued):

Safety recommendation for the incident from 18/01/2007

- Special inspection schedule introduced in places and sections with increased risk of falling trees; rail traffic restraint under extreme weather conditions

Result:

- "Measure of Managing Director of ČD to ensure safety of rail transport under extreme weather conditions (windstorm, hurricane, storm, cloudburst, increased water level etc.)" was issued.

Safety recommendation for the incident from 19/03/2007

- Introduction of a unique marking system to ensure unambiguous and unmistakable identification of crossings; documentation sent to individual bodies of integrated rescue system.

Safety recommendation for the incident from 07/05/2007

- Introduction of a unique marking system in accordance with the safety measure taken after the incident from 19/03/2007; modification of trackside radiocommunication system.

Result:

- As the ČD transferred functions and activities of the infrastructure manager to the Railway Infrastructure Administration, state organization, this safety recommendation is still in preparatory phase.

E. Important changes in legislation and regulation on railway safety in 2007

Important changes in legislation and regulation on railway safety in 2007 are given in Annex D. In 2007, the Rail Authority revised previously submitted list of regulations for notification and sent new list to the ERA for approval and roll-out.

In December 2007, the regulations were submitted for notification by means of the Permanent representation of the Czech Republic to the EU. These regulations have not been approved yet.

The Safety Directive - Stage of implementation

Directive 2004/49/EC of the European Parliament and of the Council has been implemented into national law by the act (Act No. 181/2006 Coll.) amending the Act No. 266/1994 Coll., on rail systems, as amended, and by an implementing regulation – Regulation No. 376/2006 Coll., on the safety system of operation of rail and rail transport, which came into force on 1 July 2006. The relationship of the Rail Authority with other National Bodies is stated in Annex B.2. In preparation of the Annual Safety Report, the Rail Authority started from recommendation of ERA - Template for Structure for the content of the NSA Annual safety Report, Version 12, and Guideline

for the use of the template, and further from data acquired from reports of the infrastructure managers and railway undertakings, and from its own findings. The Rail Authority did not carry out revision of the presented data, since it was not feasible within the frame of its capacities.

The Act No. 266/1994 Coll., as amended, and Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety and on procedures in the event of the rise of accidents and incidents in rail systems entail minor differences from Commission Regulation (EC) No. 653/2007, which complicates issuing of certifications of railway undertakings.

F. The development of safety certification and authorisation

1. National legislation – input data – availability

1.1. For issuing safety certificates (safety certification of railway undertakings) according to Article 10 of Directive 2004/49/EC, the date was fixed as of 1 August 2006.

1.2. For issuing safety authorisation (safety certification of infrastructure managers) according to Article 11 of Directive 2004/49/EC, the date was fixed as of 1 August 2006.

1.3. For national safety regulations see www.ducr.cz > *informace* > *legislativa* where the link to the Ministry of Transport's web site is available. Guidelines for preparation of the application for a given safety certificate are to be found on the Rail Authority's web site as well. Relevant forms are in accordance with Commission Regulation (EC) No. 653/2007 of 13 June 2007.

2. Numerical data

Summary of development of safety certification is given in Annex E.

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. No changes of Part A of safety certificates were discussed or issued in 2007.

3.1.2. As is obvious from Table E 4 given in Annex E, issuing time for Part A Certificate did not exceed 120 days while the average time for individual certificates was 59 days. Total average time from submission of the application to the issue of the certificate (including time of suspension of the proceedings in order to complete relevant documentation) was 129 days.

3.1.3. In 2007, no railway undertaking applied for Part A Certificate only in order to apply for Part B certificate in other Member State.

3.1.4. No problems with mutual acceptance of Part Certificates were being solved in 2007. Foreign railway undertakings that had only safety certifications as per Directive 2001/14/EC consulted with the Rail Authority. The Rail Authority recommended to these RU to apply for new Part A Certificate.

3.1.5. See Note. Administrative fee for issuing the safety certificate is CZK 1000, i.e. € 40.

3.1.6. Initial problems with using the harmonised formats for Part A Certificates were solved by obtaining computerized templates to be completed in PC. No other problems were noted.

3.1.7. The difference between total issuing time for Part A Certificate and the time of the proceedings (129 vs. 59 days) indicates that the applications were and still are submitted incomplete, namely due to imperfectly elaborated safety management system of rail systems operation. The abovementioned issuing times apply to issuing of both certificates at the same time.

The basic problem is that the transposition of the safety directive to Czech legislation limited validity of previously issued certifications of railway undertakings which therefore had to apply for new certifications before 31 December 2007. Thus applications accumulated and, moreover, documentation could not be requested as per guidelines proposed by the ERA.

3.1.8. Railway undertakings mentioned common problems that arouse from the new method of dealing with applications for issuing of Part A Certificate that is being introduced in the Czech Republic right now.

3.1.9. Railway undertakings can express their opinion when submitting additional documentation.

3.2. Safety Certificates Part B

3.2.1. No changes of Part B of safety certificates were discussed or issued in 2007.

3.2.2. Part B Certificates were always discussed together with Part A Certificates - see 3.1.2.

3.2.3. See Note below.

3.2.4. Initial problems with using the harmonised formats for Part B Certificates were solved by obtaining computerized templates to be completed in PC. No other problems were noted.

3.2.5. The difference between total issuing time for Part B Certificate and the time of the proceedings (129 vs. 59 days) indicates that the applications were and still are submitted incomplete, namely due to insufficiently documented types of rolling stock, internal operating rules for operation of rail transport, operation of rolling stock etc.

3.2.6. Railway undertakings mentioned common problems that arouse from the new method of dealing with applications for issuing of Part B Certificate that is being introduced in the Czech Republic right now.

3.2.7. Railway undertakings can express their opinion when submitting additional documentation.

Note to points 3.1.5 and 3.2.3: Legislation of the Czech Republic requires that Part A and Part B certifications of railway undertakings are charged together. The charge amounts to CZK 1000 (= EUR 40).

3.3. Safety Authorisations

3.3.1. No changes of safety authorization of infrastructure managers were discussed or issued in 2007.

3.3.2. As is obvious from Table E 6 given in Annex E, issuing time for safety authorization did not exceed 120 days while the average time for individual authorizations was 53 days. Total average time from submission of the application to the issue of the authorization (including time of suspension of the proceedings in order to complete relevant documentation) was 128 days.

3.3.3. The difference between total issuing time for safety authorizations and the time of the proceedings (128 vs. 53 days) indicates that the applications were, and still are, submitted incomplete, namely due to imperfectly elaborated safety management system of rail systems operation, lists of working activities ensured by infrastructure manager which must be performed by qualified persons, lists of specified technical equipment, internal operating rules of operation of rail transport etc.

3.3.4. Railway undertakings mentioned common problems that arouse from the new method of dealing with applications for issuing of safety authorization that is being introduced in the Czech Republic right now. Previously, safety authorizations were not issued at all, and fulfilment of conditions was evaluated only as part of issuing of the authorization of operation of nation-wide or regional rail systems.

3.3.5. Infrastructure managers can express their opinion when submitting additional documentation.

3.3.6. Management charge for issuing of safety authorization amounts to CZK 1000 (= EUR 40).

Note: In general, Czech legislation requires that relevant certificates are dealt with according to the Act No. 500/2004 Coll., the Administrative Procedure Code, as amended, where administrative procedure is defined as 30 to 60-day period, depending on the rate of complexity of individual cases. As this period does not include number of days when the administrative procedure is suspended, the institute of suspension is used practically in all cases in order to allow applicants to submit additional documentation.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Supervision of Railway Undertakings and Infrastructure Managers

The Rail Authority supervises railway undertakings as per conditions established by the Act on rail systems where the supervision is termed “state supervision”. This Act requires that persons authorized to perform state supervision should check whether obligations of rail system owner, infrastructure manager and railway undertaking are observed and fulfilled during operation of rail systems and rail transport. These

obligations are defined by law in order to ensure safe operation of rail systems and rail transport.

State supervision concerning railways is performed by the Ministry of Transport, Rail Authority and Rail Safety Inspection Office.

As the safety authority focused mainly on issuing of safety certifications (of railway undertakings) and safety authorizations (of infrastructure manager) in 2007, no audits were realized. Supervision of railway undertakings and infrastructure managers was ensured as part of state supervisions (inspection).

1.1. In 2007, performance of the state supervision was focused by the Rail Authority on fulfilment of obligations given by the Act on rail systems and implementing regulations for infrastructure managers, and railway undertakings (operators). The summary is given in the following table:

The state supervision focused on:	**Number of supervisions:**	**Number of shortcomings:**
railway undertakings (operators)	260	27
infrastructure managers	341	80
Total	**601**	**107**
out of it on railway crossings	95	29

Character and type of individual shortcomings is given in the following table:

Category	**Number of shortcomings**
Unmarked or unsecured railway crossing with ground-based roads at the rail level, or its marking and securing in conflict with conditions stipulated by the rail administration authority.	29
Establishment and operation of buildings, mining activities and activities associated with mining technologies, operation of firing ranges, storage of explosives and hazardous waste, and installation of light sources and colourful surfaces that could be mistaken for signal aspects – all this without permission of the rail administrative authority or against conditions established by this authority.	2
Not removed sources of imperilment of the rail system or disturbance of rail operation.	7
Unsecured maintenance and repairs of the rail systems within the scope necessary for its availability, and making connection of the rail system with other rail systems not possible.	20
Not issued internal ruling about rail system operation and about professional competence and qualification of persons providing operation of the rail system and a method of their verification, including the system of regular training, or incompleteness of its content.	1
Unpublished timetables and their changes for public railway passenger transport.	3
Unmarked names of stations (stops), which he operates, by the infrastructure manager.	18

Category	Number of shortcomings
Operation of specified technical equipment (STE) by infrastructure manager without a valid certificate of competency.	1
Operation of STE (by infrastructure manager) in technical condition that does not comply with approved fitness of the equipment.	1
Operation of rail transport in conflict with rules for operation of rail transport, valid licence and contract concluded with infrastructure manufacturer.	1
Not issued internal ruling about professional competence and qualification of persons providing operation of the rail system and a method of their verification, including the system of regular training, or incompleteness of its content.	2
Operation of rail vehicles in the technical conditions, which do not correspond to the approved worthiness.	5
Operation of rail vehicle, technical worthiness of which was not evidenced by conformity with an approved type.	7
Failure to perform regular technical inspections of the rail vehicle.	3
Failure to perform regular inspections and measuring of the rail system structures in compliance with building regulations of the rail system.	6
Liability to notify neglected.	2
Total	**108**

To remove deficiencies and detected defects, relevant corrective measures were always taken from the part of infrastructure managers and railway undertakings (operators), and their fulfilment was verified, if possible. As these measures are specific actions of controlled subjects, they are not listed in Part D, Table D.1.2. of this report.

State supervision under the Rail Authority is performed by 103 authorized persons, i.e. 82.8 % of all employees. In light of financial costs, the execution of the State supervision amounts to CZK 315,000, i.e. 0.5% of the total costs of operation of the Rail Authority.

Audits were not carried out in 2007. The Guideline for issuing of safety certifications was prepared in 2007 that will be used in future also for audits.

1.2. Focus of state supervision performed by the Rail Authority as the relevant safety authority is obvious from Table given in 1.1.: "*Character and type of individual shortcomings*".

2. Out of 6 infrastructure managers listed in Annex A.2.1, five submitted the Annual Safety Report by the date stated as per Article 9(4) of Safety Directive. One infrastructure manager discontinued its activities and did not submit the report at all.

Out of 59 railway undertakings listed in Annex A.2.2, 55 submitted the Annual Safety Report by the date stated as per Article 9(4) of Safety Directive, 1 submitted the report later and 2 did not submitted it at all. One railway undertaking discontinued its activities and did not therefore submit the report.

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
3. Number of inspections of RUs/IMs carried out in 2007	planned	0	0	0	160/325
	carried out	0	0	0	260/341

Note: Within other activities, state supervision focused on fulfilment of obligations of infrastructure managers and railway undertakings in the field of rail transport safety.

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
4. Number of audits of RUs/IMs carried out in 2007	planned	0	0	0	0
	carried out	0	0	0	0

5. In 2007, the Rail Authority carried out no audits associated with issuing of safety certifications and focused on railway undertakings and infrastructure managers – mainly due to lack of time. The Rail Authority plans to focus on audits in 2009.

6. Complaints from the part of infrastructure managers against railway undertakings were not lodged in 2007.

7. Complaints from the part of railway undertakings against infrastructure managers were not also lodged in 2007.

H. NSA Conclusions on the reporting year - Priorities

The first priority should be given to the safety of rail systems and transport of passengers and goods, particularly carriage of dangerous goods, with the focus on prevention of precursors that could lead to accidents and incidents.

In the field of provision of tasks resulting from the function of the safety authority in the Czech Republic, the activities of the Rail Authority in 2007 were especially focused on provision of information in a link to the implementing regulation - Regulation No. 376/2006 Coll., for issuing the safety authorisation of nation-wide or regional infrastructure managers, and for issuing safety certificate for operators on nation-wide or regional rail systems and in particular issuing safety certifications.

The execution of the State supervision was – and going to be – focused on railway undertakings and infrastructure managers, especially how they fulfilled responsibilities stipulated by legal regulations in the field of provision of railway operation safety.

I. Sources of information

- Annual report for the year of 2007 – Railway Infrastructure Administration, state organization (SŽDC)
- Statistical Yearbook of Czech Railways for the year 2007
- Ministry of Transport – Legislation: http://www.mdcr.cz/cs/Legislativa/Legislativa/Legislativa_CR_drazni/Legislativa_CR_drazni.htm
- Annual reports on safety of operation of rail submitted to Rail Authority as of 30 July 2008 by infrastructure managers based on Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.
- Annual reports on safety of operation of rail transport submitted to Rail Authority as of 30. 6. 2008 by railway undertakings based on Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.
- Reports on the results of investigation of causes and circumstances of incidents that contain “Safety Recommendations” of the Rail Safety Inspection Office.

J. Annexes

Annex A. Railway Structure Information

A.1. Network map

A.2.1. Infrastructure managers

A.2.2. Railway undertakings

Annex B. Organization chart

B.1. Organization chart of the Rail Authority

B.2. Relationship of the Railway Authority with other national bodies

Annex C. CSI Data – Evidence summary of incidents

Annex D. Important changes to legislation and regulations

Annex E. The development of safety certification and authorisation – Numerical Data

Abbreviations used in Annual Report

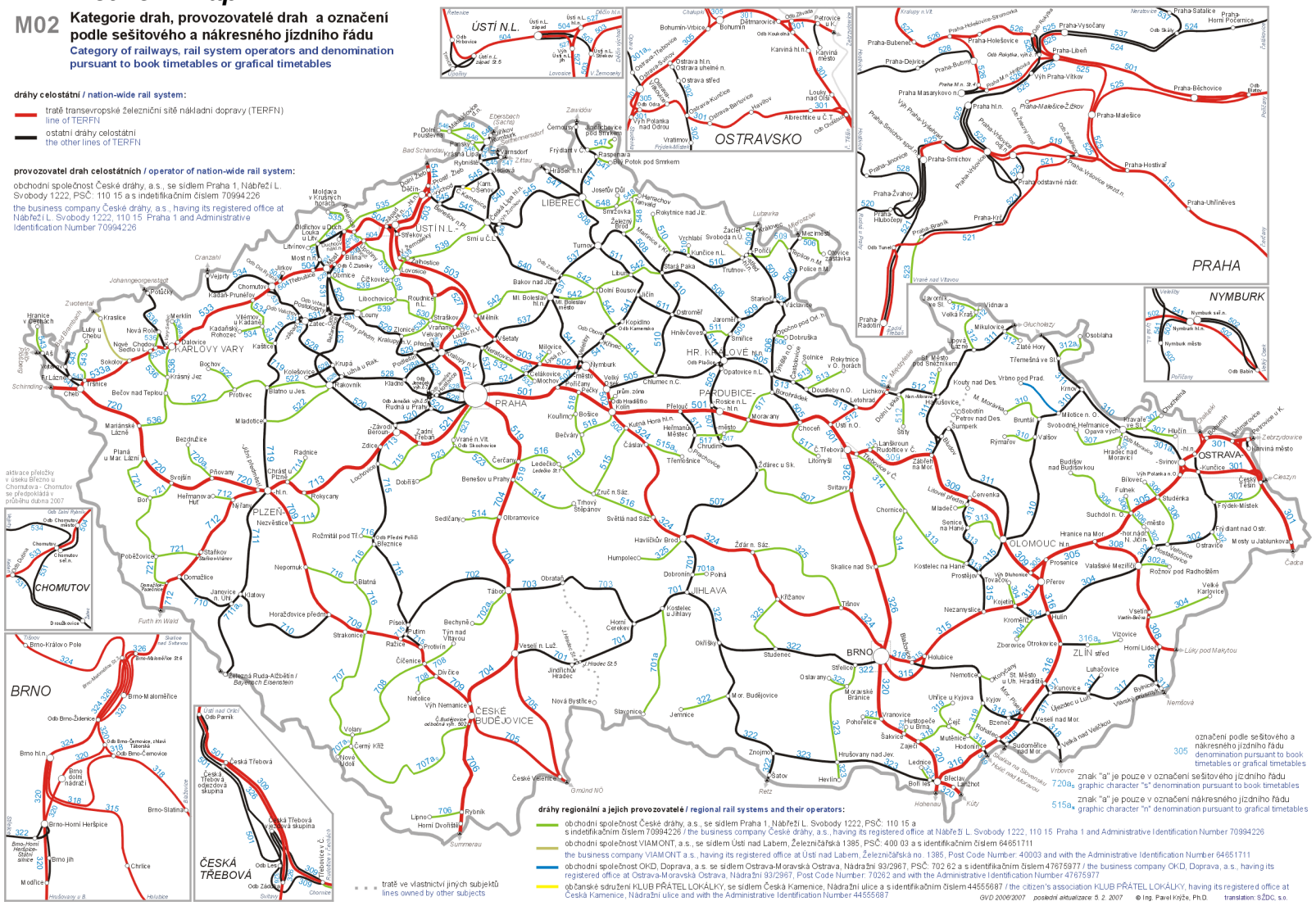
ČNI - Český normalizační institut (Czech Standard Institute)

MU - mimořádná událost (incident)

UTZ - určené technické zařízení (specified technical equipment)

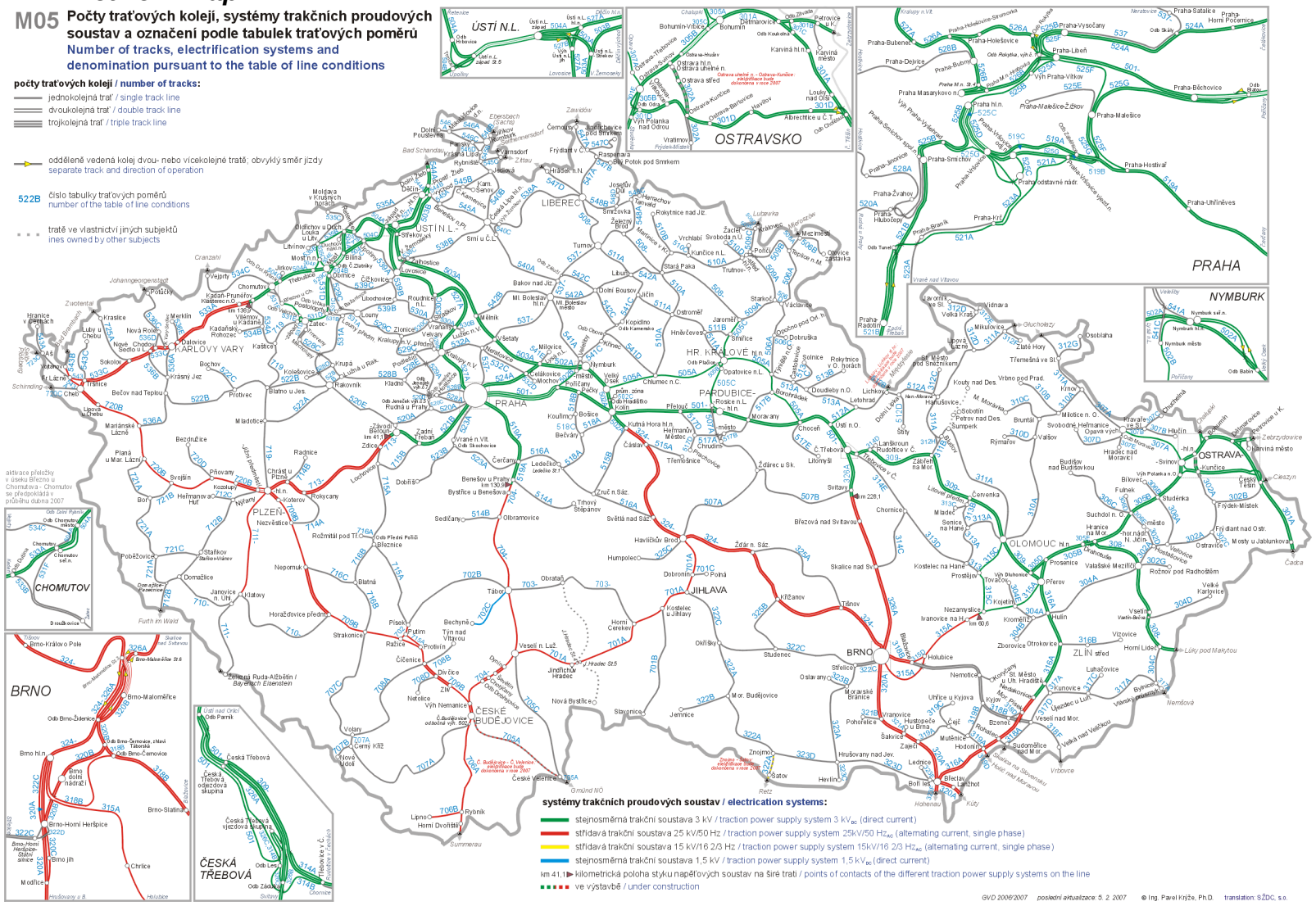
Annex A. Railway Structure Information

A.1.1 Network map



Annex A. Railway Structure Information

A.1.2 Network map



Annex A. Railway Structure Information
A.2.1. Infrastructure Manager(s)

Name	Address	Website/Network	Safety Authorisation (Number/Date)		Start Date commercial activity	Total Track Length/Voltage	Electrified Track Length/Voltages	Total Double/Simple Track Length	ATP Equipment used (%)	Number of LC	Number of Signals
České dráhy, a. s.	Praha 1, Nábřeží L. Svobody 1223, PSČ 110 15	http://www.cd.cz/	UP/2003/9000 (17.9.2003)	OSPD/2007/001, (12.11.2007)	1.11.2003	11367/1435 22/760	1927/25kV 46km/1,5kV 2887km/3kV	7591 / 1830	17	8373	14826
Jindřichohradecké místní dráhy, a.s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.jhmd.cz	UP/1997/8001(6.6.1997), UP/1997/8003 (10.10.1997)	OSPD/2007/002, (22.11.2007)	14.6.1997	79/760	0	79/0	0	134	8
OKD, Doprava, akciová společnost	Ostrava - Moravská Ostrava, Nádražní 93/2967, 702 62	www.okd-doprava.cz/indexcz.html	UP/1997/8005 (30.12.1997)	OSPD/2007/003, (15.10.2007)	25.1.1998	20/1435	0	20,599/0	0	24	7
SART - stavby a rekonstrukce, a. s.	Šumperk, Uničovská čp. 2944/1 B, PSČ 78701	http://www.sart.cz	UP/2005/8014 (23.3.2005)		15.4.2005	22/1435	0	22/0	0	55	9
VIAMONT a.s	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	www.viamont.cz	UP/1997/8002(10.12.1997), UP/1998/8007 (3.6.1998)	OSPD/2007/005, (15.8.2007)	12.12.1997	37/1435	0	37/0	0	35	23
KLUB PŘÁTEL LOKÁLKY	Česká Kamenice, Nádražní ulice, 613 00	www.kpl.cz	UP/1998/8011 (26.8.1998)		19.9.1998	5/1435	0	5/0	0	7	2

Annex A. Railway Structure Information
A.2.2. Railway Undertaking(s)

Name	Address	Website/Network	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate 2004/49/EC		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport MLN. train km	Volume of freight transport MLN. train km
				Nuber	Date								
AŽD Praha s. r. o.	Praha 10, Žirovnická 2/3146, PSČ 10617	http://www.azd.cz/	OSD/2001/0039, (4.9.2001)			15.2.1996	T	10	0	0/3	7	0	0,000949
BF Logistics s.r.o.	Praha 9, Beranových 65, PSČ 19902	www.bfl.cz/		CZ1120070003	10.7.2007	1.3.2007	V	3	0	0/0	3/1	0	0,039554
Connex Česká Železniční, s.r.o.	Chrudim, Na Ostrově 177, PSČ 53701 - v likvidaci		OSD/2004/0074, (4.8.2004)			1.6.2004	OV	0	0	0/0	1/1	0,004676	0
CZ Logistics, s.r.o.	Česká Třebová, Bezručovo nám. 580, PSČ 56002	http://www.cmks.cz		CZ1120070004	2.9.2007	1.11.2006	LTO	2	0	0/0	9	0	0,006345
České dráhy, a. s.	Praha 1, Nábřeží L. Svobody 1223, PSČ 110 15	http://www.cd.cz/	OSD/2003/0069, (24.10.2003)			1.11.2003	OVLTNZ	962	868	9695/0	3955	117,521	40,82078
ČD Cargo, a.s.	Jankovcova 1569/2c, Praha 7, PSČ 170 00	http://www.cdcargo.cz/		CZ1120070009	30.11.2007	1.12.2007	OVLT	983		87/32805	2565	0	2,497571
České soukromé dráhy spol.s r.o.	Chomutov, Štefánikovo náměstí 1566, PSČ 43001		OSD/2002/0042, (30.1.2002)			15.10.1996	NL	0	0	0/0	2/2	0	0,0052
DBV-ITL, s. r. o.	Kolín IV, Polepská 867, PSČ 28002	http://www.dbv-itl.cz/	OSD/2003/0066 (28.4.2003)			29.4.2003	VL	4	0	0/0	2/0	0	0,003227
Elektrizace železnic Praha a.s.	Praha 4, Nusle, nám. Hrdinů 1693/4a, PSČ 14000	http://www.elzel.cz/	OSD/2001/0029 (9.5.2001)			1.9.1996	T	17	0	0/172	19/33	0	0,038265
GJW Praha spol. s r.o.	Praha 9 - Hloubětín, Mezitraťová 137, 198 00	http://www.gjw-pha.cz/	OSD/2001/0028, (13.7.2001)			15.10.1995	VT	5	0	0/4	3/7	0	0,039334
Chládek & Tintěra, a.s.	Litoměřice, Nerudova 16, PSČ 412 01	http://www.cht.cz/	OSD/2002/0056, (27.6.2002)			1.1.2002	OT	2	0	0/19	3/1	0	0,029153
Chládek & Tintěra, Pardubice, a.s.	Pardubice, Zelené Předměstí, K Vápence 2677, PSČ 53002	http://www.cht-pce.cz/	OSD/2001/0051, (6.6.2001)			1.4.1996	T	9	0	0/0	11	0	0
IDS-Inženýrské a dopravní stavby Olomouc a. s.	Olomouc, Albertova 229/21, 779 00	www.ids-olomouc.cz	OSD/2002/0055, (19.2.2002)			20.8.2001	VT	20	0	0/42	11/2	0	0,03243
INSKY spol. s r. o.	Ústí nad Labem, Nový svět 100, PSČ 40007	www.insky.cz	OSD/20001/0045, (1.10.2001)			1.1.1996	T	1	0	0/0	2/0	0	0,000046
JARO Česká Skalice, s. r. o.	Česká Skalice, Havlíčkova 610, okres Náchod, PSČ 55203	www.jarocs.cz	OSD/2002/0050, (9.7.2002)			23.4.2001	T	2	0	3	0	0	0,000848
KK-provoz a opravy lokomotiv s.r.o.	Býškovice, č.p. 108, 753 53		OSD/2003/0071, (8.12.2003)			15.12.2003	T	8	0	0/0	24/2	0	0,001473

Name	Address	Website/Network	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate 2004/49/EC		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport MLN. train km	Volume of freight transport MLN. train km
Klub přátel lokálky, sdružení občanů	Česká Kamenice, Nádražní ulice, 613 00	www.kpl.cz	OSD/2000/0002 (24.11.2000)			1.11.1996	T					0,001104	0
KŽC Doprava, s.r.o.	Praha 9, Koloděje, Meinlinova 336, PSČ 19016	http://www.kzc.cz/	OSD/2006/0090, (13.6.2006)			15.3.2006	VONTL	2	5	3	15/12	0,013529	0,01114
Lokálka Group, sdružení občanů	Rokycany, Plzeňská 334, PSČ 33701	http://www.lokalkagroup.cz/	OSD/2005/0083, (6.5.2005)			15.4.2005	OVN					0,004234	0,000138
LOKO TRANS s r. o.	Brno, Voříškova 2, 623 00	http://www.lokotrans.cz	OSD/2001/0022, (31.5.2001)	CZ1120070006	12.11.2007	29.5.1999	LTO	4	0	0/0	12	0	0,029298
Mostecká uhelná, a. s.	Most, V.Řezáče 315, PSČ 43467	http://www.mus.cz	OSD/2005/0088, (5.10.2005)			8.8.2005	V	6	6	0/106	3/4	0	0,003008
MTH Praha, a. s.	Praha 8, Kandertova 1a/1131, 180 00	www.mth.cz	OSD/2001/0043, (13.9.2001)			1.4.1996	LTO	5	0	0/0	1/2	0	0,004461
N+N-Konstrukce a dopravní stavby, s. r. o.	Litoměřice, Masarykova 31, 412 01	http://www.nanlitomerice.cz/	OSD/2001/0019, (13.7.2001)			13.7.1998	T	1	0	1	1.II	0	0,001412
OHL ŽS, a. s.	Brno - střed, Burešova 938/17, PSČ 66002	www.ohlzs.cz	OSD/2004/0080, (13.12.2004)			1.12.2004	V	0	0	0/25	6/3	0	0
OKD, Doprava, akciová společnost	Ostrava - Moravská Ostrava, Nádražní 93/2967, 702 62	www.okd-doprava.cz/indexcz.html	OSD/2001/0030, (20.6.2001)			1.5.1995	VN	112	0	0/2473	186/358	0,000107	0,807029
OLOMOUCKÁ DOPRAVNÍ s.r.o.	Olomouc, Neředín, gen.Píky 491/2, PSČ 77900	www.**olomouckadopravni**.cz/		CZ1120070005	8.8.2007	20.1.2007	N	1	0	0/6	1/1	0	0,000885
Ostravská dopravní společnost, a.s.	Ostrava, Přívoz, U Tiskárny 616/9, PSČ 70200	http://www.odos.cz/	OSD/2004/0079, (4.8.2004)			10.8.2004	VT	27	0	0/0	12/1	0	0,033896
Posázavský Pacifik - Doprava, s. r. o.	Čerčany, Nádražní čp. 25, PSČ 25722	http://www.posazavsky-pacifik.cz/	OSD/2006/0077, (29.3.2006)			20.7.2004	OVT					0,008429	0,004167
Puš s.r.o.	Dvůr Králové, Bezručova 1665, PSČ 54402	http://www.pussro.net/	OSD/2001/0040, (19.12.2001)			10.6.1995	VNO	1	0	5/0	1/1	0,002172	0,000088
RAILTRANS s r.o.	Sokolov, Spartakiádní 1979/4, 356 01	www.railtrans.info/	OSD/2004/0070, (5.2.2004)			10.1.2004	NTVO	6	6	2/70	10/3	0,097292	0,022865
RM LINES, a. s.	Litoměřice, Kořenského 1474/3, PSČ 41201	http://www.rmlines.cz	OSD/2005/0089, (7.9.2005)			25.8.2005	V	0	0	0/0	0	0	0
RUTR, spol. s r. o.	Praha 4, Chodovská 7, PSČ 14100	www.rutr.cz	OSD/2001/0010, (20.7.2001)			1.1.2001	T	1	0	0/0	5	0	0
SANRE, spol. s r. o.	Bohumín, Nový Bohumín, Lidická č.p. 219, PSČ 73581	www.sanre.cz	OSD/2001/0007, (19.4.2001)			15.8.1996	T	1	1	0/0	3	0	0,00022
SART - stavby a rekonstrukce, a. s.	Šumperk, Uničovská čp. 2944/1 B, PSČ 78701	http://www.sart.cz	OSD/2005/0085, (15.4.2005)			15.4.2005	T	1	0	0/0	2	0	0,000156
SD - Kolejová doprava, a. s.	Kadaň, Tušimice 7, PSČ 43201	http://www.sd-kd.cz		CZ1120070001	1.10.2007	1.9.2006	N	6	6	200	6	0	0,003866

Name	Address	Website/Network	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate 2004/49/EC		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport MLN. train km	Volume of freight transport MLN. train km
SEŽEV-REKO, s.r.o.	Brno, Maloměřice, Jarní 898/50, PSČ 61400	http://www.sezev-reko.cz/	OSD/2001/0009, (13.4.2001)			5.5.1997	T	6	0	0/6	8/6	0	0,004905
SGJW Hradec Králové, spol. s r. o.	Hradec Králové, Na Důchodě čp. 1674, PSČ 50002	http://www.sgjw.cz	OSD/2001/0023, (13.4.2001)			1.11.1995	T	1	0	0/3	1/5	0	0,004996
Skanska DS a.s.	Brno, Bohunická 133/50, PSČ 61900	www.skanska.cz	OSD/2003/0062, (11.2.2003)			1.9.2002	TV	11	0	5/31	11	0	0,030558
Slezskomoravská dráha. a. s.	Ostrava, Slezská Ostrava, Michálkovická ul.č.86/1942, 710 00	www.slezskomoravskadraha.cz	OSD/2001/0006, (2.2.2001)			20.3.1998	TV	23	0	0/0	21/21	0	0,012765
Sokolovská uhelná, právní nástupce, a.s.	Sokolov, Staré náměstí 69, PSČ 35600	www.suas.cz	OSD/2001/0003, (30.3.2001)	CZ1120070007	21.11.2007	15.6.1996	V	12	0	0/116	12/18	0	0,04702
Společnost železniční výtopna Jaroměř	Jaroměř, Nádražní 227, 551 01	http://www.spolecnost-zeleznicni.cz/	OSD/2002/0038, (4.1.2002)			1.11.1995	OVN	2	0	5/0	1/3	0,008427	0,000205
Stavby silnic a železnic, a. s.	Praha 1, Národní třída 10, PSČ 11319	www.ssz.cz	OSD/2003/0067, (9.6.2003)			15.6.2003	T	1	0	0/0	0/0	0	0,00181
Stavební firma Carda-Müller s. r. o.	Olomouc, Chválkovice, Chválkovická 332/17, 773 00	www.carda-muller.cz	OSD/2001/0054, (1.8.2001)			1.5.2001	T	1	0	0/0	1	0	0,001054
Stavební obnova železnic a. s.	Olomouc, Libušina 103, PSČ 77200	www.soz.cz	OSD/2001/0032, (23.10.2001)			1.3.1999	T	0	0	0/0	0/4	0	0,003592
Teplický spolek železniční Ú.T.D.- sdruž. občanů	Teplice, Závodní 860, PSČ 41501		OSD/200/0004, (14.11.2000)			1.5.2000	N					0,000078	0
TOMI-REMONT a. s.	Prostějov, Přemyslovka č.p. 2514/4, PSČ 79601	www.tomi-remont.cz	OSD/2001/0036, (4.9.2001)			2.10.1995	T	7	0	0/17	14/11	0	0,022536
TORAMOS, s. r. o.	Český Těšín, ul. Tovární 1001/129, PSČ 73701	www.toramos.cz/	OSD/2001/0025, (5.6.2001)			1.4.1996	T	3	0	0/0	4	0	0,000638
Trakce, a. s.	Ostrava-Moravská Ostrava a Přívoz, Hlávkova č. 428/3, PSČ 70200	www.trakce.cz	OSD/2003/0063, (23.1.2003)			20.8.2002	T	3	0	0/3	3	0	0,000825
TRAMO RAIL, a. s.	Olomouc, Železniční 547/4, PSČ 77200	http://www.tramo-rail.cz	OSD/2001/0031, (19.4.2001)			31.3.2000	T	3	0	0/8	3/4	0	0,002596
Traťová strojní společnost, a.s.	Hradec Králové, Jičínská 1605, PSČ 50101	www.tssas.cz	OSD/2005/0081, (7.3.2005)			1.2.2005	TV	101	0	0/0	146/122	0	0,432368
Unipetrol Doprava, a.s.	Litvínov - Růžodol č.p. 4, 436 70 Litvínov	www.unipetroldoprava.cz	OSD/2001/0037, (28.11.2001)	CZ1120070010	11.12.2007	1.1.1996	V	38	0	0/0	22/2	0	0,601919
Veolia Transport Morava a.s.(dříve Connex Morava)	Ostrava, Moravská Ostrava, Vítkovická 3133/5, PSČ 70200	www.connexmorava.wgz.cz/	OSD/2005/0082, (17.2.2005)			11.12.2005	OV	3	1	3	10/13	0,003328	0

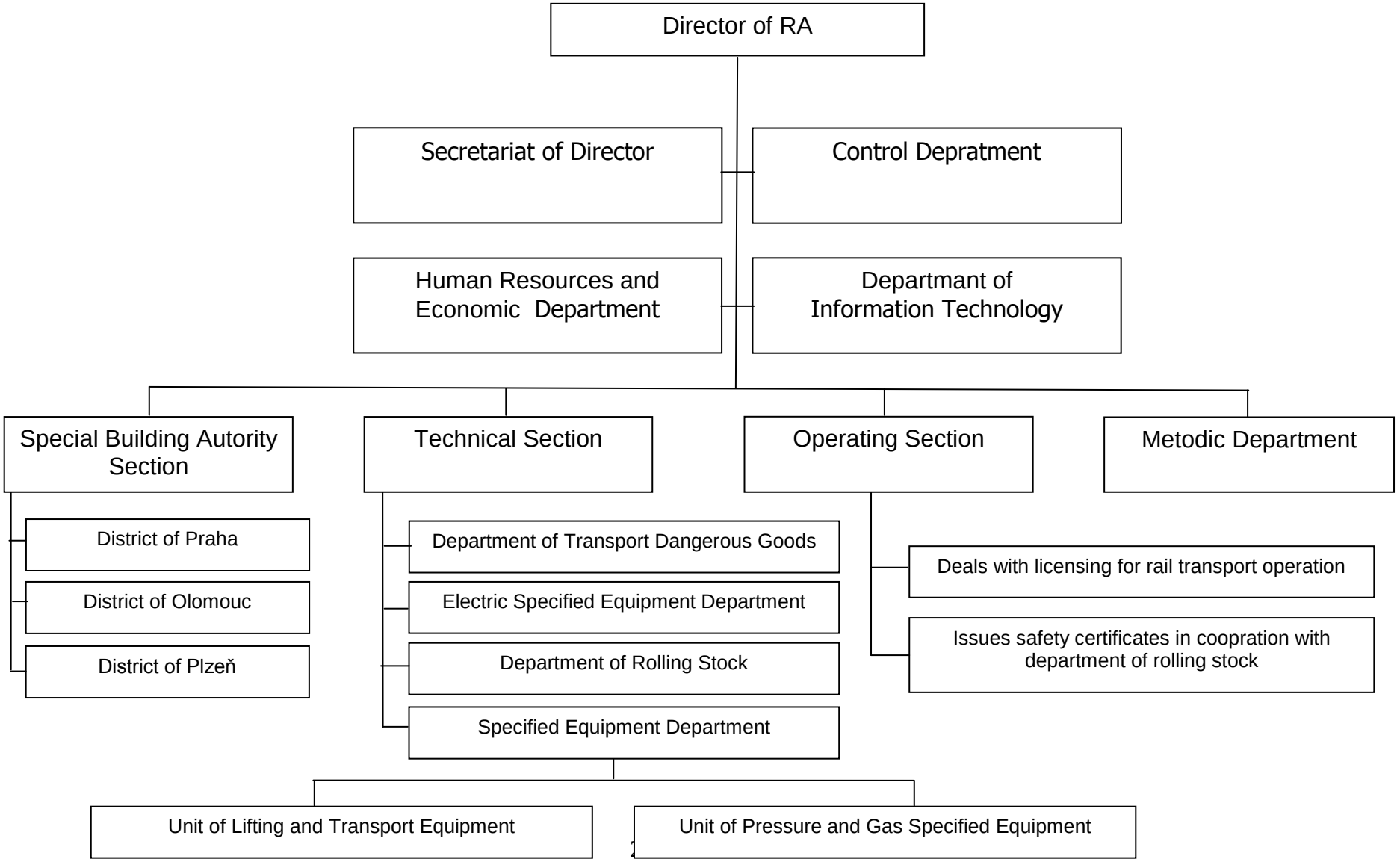
Name	Address	Website/Network	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate 2004/49/EC		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport MLN. train km	Volume of freight transport MLN. train km
VIAMONT a.s	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	www.viamont.cz	OSD/2001/0021, (14.5.2001)			2.10.1995	T	43	3	0/148	51/45	0,38924	0,277566
Viamont DSP, a. s.	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	http://www.viamont.cz/dsp/	OSD/2002/0061, (21.8.2002)			10.11.2001	VT	7	0	0/46	33/8	0	0,058985
Vítkovice Doprava, a. s.	Ostrava, Moravská Ostrava, ulice 1. máje 3302/102 A, PSČ 70300	http://doprava.vitkovice.cz/	OSD/2004/0076, (30.8.2004)			10.6.2004	V	3	0	0/59	3/5	0	0,014191
ZABABA, s. r. o.	Praha 5, Pod Lipkami 1407/16, PSČ 15000	http://www.zababa.cz	OSD/2005/0075, (5.5.2005)			10.7.2004	VONTL	1	0	0/0	4/2	0,000808	0,000051
Zubrnická museální železnice, občanské sdruž.	Týniště 25, 403 23 Zubrnice	www.zmz.cz	OSD/2001/0041, (8.8.2001)			3.3.1997	N					0,000497	0,000018
Jindřichohradecké místní dráhy, a.s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.jhmd.cz	OSD/2001/0016, (31.5.2001)	CZ1120070008	22.11.2007	1.7.1997	NLT	15	0	36/31	16/14	0,349	0,008
Edikt a.s.	České Budějovice, Rudolfovská 461/95, PSČ 37001	www.edikt.cz		CZ1120070011	19.12.2007	1.2.2002	T	4	0	0/2	5		

Traffic Type*:*

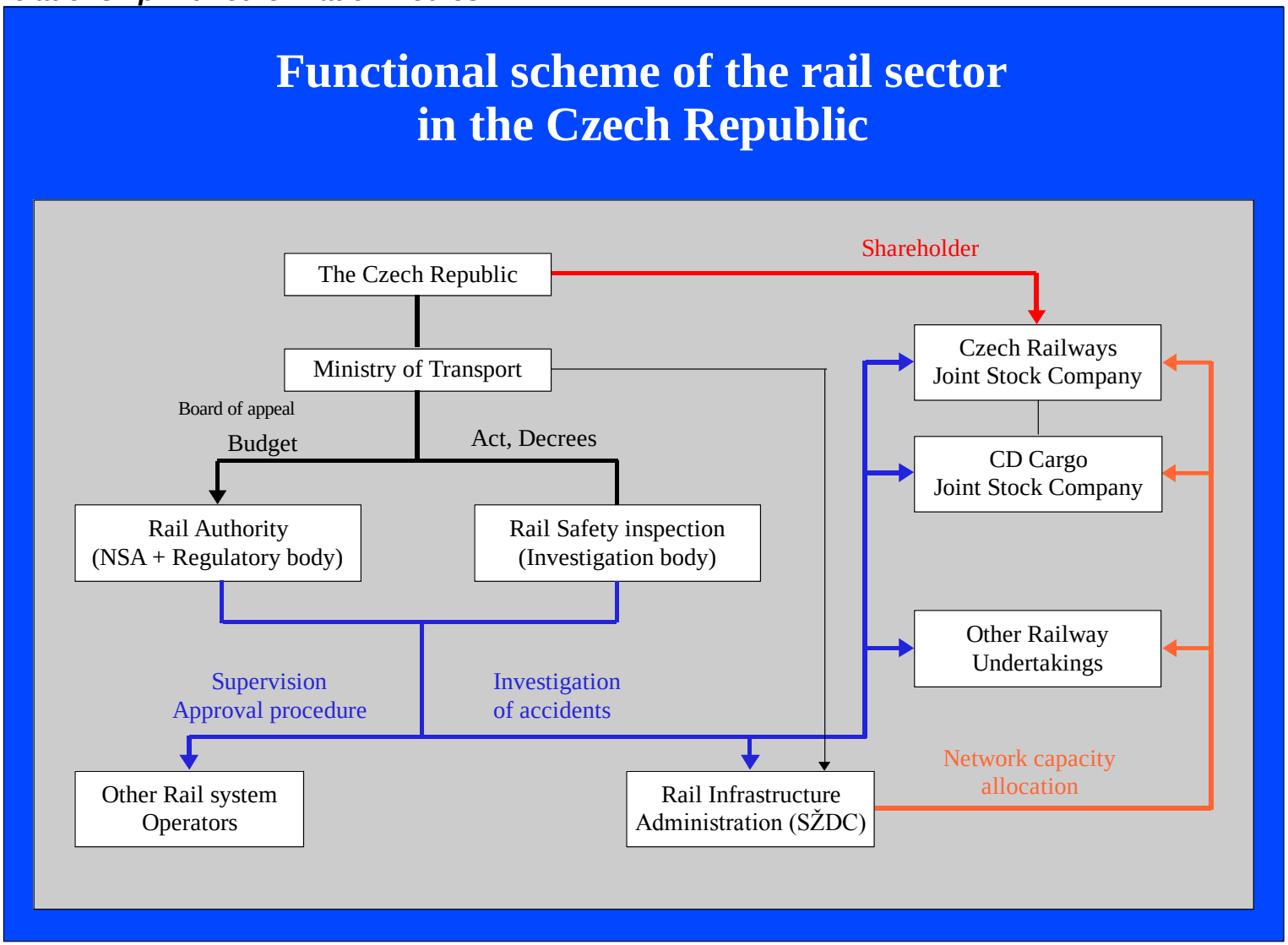
O – passenger transport
V – freight transport
Z – transport of animals
T – transport track machinery
L – transport vehicles (locomotives) in connection with their repair and test
N – nostalgic driving

Annex B. Organisation chart(s) of the National Safety Authority
B.1 Chart: Internal organization

Organizational structure RA



Annex B. Organisation chart(s) of the National Safety Authority
B.2 Chart: Relationship with other Nation Bodies



Annex C CSIs data – Definitions applied
C.2 Definitions used in the Annual report

C.2.1. Definitions from Regulation (EC) No. 91/2003 of the European Parliament and of the Council:

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

"Significant accident" means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded;

As accidents are unwanted and unintended, they cannot result from vandalism, suicide and terrorist attacks.

"Extensive damage" to vehicles, tracks, other installations or environment means damage that can immediately be assessed by the investigating body to cost at least EUR 150,000 in total.

"Extensive interruption of rail traffic" means traffic interruption on the railway line for more than 6 hours.

"Serious injury accident" means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person. Accidents in workshops, warehouses and depots are excluded.

"Collisions of trains, including collisions with obstacles within the clearance gauge" means any head-on or rear collision of two trains or sideswipe collision of the train with part of other train that interferes in the clearance gauge, or collision of the train with:

a) shunting vehicles;

b) fixed obstacles such as buffer-blocks;

c) objects temporarily placed on or near rails (except for objects on the level crossing that were lost by passing cars or other road users) such as rocks, landslides, trees, lost parts of rail vehicles, vehicles and machines or equipment used to maintain the tracks.

"Train derailment" means any event when at least one wheel of the train leaves the track.

"Level crossing accident" means any accident on the level crossing involving at least one rail vehicle and one or more crossing vehicles, other level crossing users such as pedestrians or other objects temporarily present on or near the track that were lost by crossing vehicles or other level crossing users.

"Accidents to persons caused by rolling stock in motion" are accidents involving one or more persons who were either knocked down by a rail vehicle or an object loaded on the vehicle or having fallen from the vehicle. Number of persons who fell out of rail vehicles includes also persons who fell, or were hit by a lost object that was transported by the vehicle.

"Rolling stock fire" means any fire and explosion in rolling stock (including the cargo) when being transported between loading station and unloading station (including intermediate stations and marshalling works) – corresponds to damage assessed to cost at least EUR 150,000 in total.

"Rail passenger" means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included;

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

"Person injured" means any person injured whose injury required medical treatment.

"Person seriously injured" means any person injured who was hospitalised for more than 24 hours as a result of an accident;

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

"Employee" (contractual employees and contractual natural persons included) means any person employed by rail transport operator who is in work at the moment of the accident. Included are train crews and staff handling rolling stock and transport infrastructure installations.

"Level crossing user" means any person who uses a level crossing to cross a railway track by any means of transport or by walking.

"Person moving along the railway track without permission (unauthorized person)" means any person moving along the railway track without permission, except for level crossing users.

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

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

C.2.2. National definitions

Total number of other incidents – precursors divided to the following groups

"Broken rail" means disruption of rail integrity that makes it impossible for a rail vehicle to cross the damaged place.

"Track buckles" is a horizontal or vertical change of the rail position due to excessive transversal and longitudinal resistance and buckling resistance of the rail that makes it impossible for a rail vehicle to cross the damaged place.

"Wrong-side signalling failures" occurs when a signalling device is not in a condition to ensure safe rail transport or to avert danger to rail transport due to a defect of any of its components.

"Unauthorized running through a prohibitive aspect" means that a rail vehicle jumps a prohibitive signal aspect.

"Broken wheel or axle of rail vehicle" means a disruption of integrity of wheel (axle) by internal and external causes (material or manufacturing defects etc.) due to which the rail vehicle must be put out of service.

C.3 List of abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10^6
BLN	10^9
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

Annex D. Important changes to legislation and regulations

	Legal reference	Date legislation comes into force	Reason for introduction (new law or amendment of existing law)	Description
General national railway safety legislation				
Legislation concerning the national safety authority	None			
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	None			
National rules concerning railway safety				
Rules concerning national safety targets and methods	None			
Rules concerning requirements for safety management systems and safety certification of railway undertakings	None			
Rules concerning requirements for safety management systems and safety authorisation of infrastructure managers	None			
Rules concerning requirements for wagonkeepers	None			
Rules concerning requirements for maintenance workshops	None			
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	ČSN 34 2613 ED.2 - a non-shareware national standard that can be bought by ČNI. For details see www.cni.cz	1.1.2008	Railway Signalling Equipment - Track circuits and outer condition for their function	Supersedes ČSN 34 2613 of October 1998. The standard establishes rules for limit values of traction return currents to ensure train detection.
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	None			

	Legal reference	Date legislation comes into force	Reason for introduction (new law or amendment of existing law)	Description
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	None			
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Regulation No. 305/2007 Coll. Available at www.mdcr.cz	01/01/2008	Amendment to Regulation No. 101/1995 Coll., Issuing the Rules for the Health and Professional Competence in the Operation of a Railway and Railway Transport	Change of professional competence in the operation of railway transport – drivers of traction units. Qualification requirements for engine-drivers were downgraded.
Rules concerning the investigation of the accident and incidents including recommendation	None			
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	None			
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	Government Regulation No. 371/2007 Coll. – available at www.mdcr.cz ČSN 34 2613 ED.2 - a non-shareware national standard that can be bought by ČNI. For details see www.cni.cz	01/01/2008 01/01/2008	Government Regulation on operational and technical interoperability of European railway system Railway Signalling Equipment - Track circuits and outer condition for their function	Transposition of Commission Directive 2007/32/EC Supersedes ČSN 34 2613 from October 1998. The standard establishes rules for limit values of traction return currents to ensure train detection.

ANNEX E: The development of safety certification and authorisation – Numerical Data

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2007 being licensed	in Czech Republic	58
	in another Member State	0

Note: The number of Safety Certificates according to Directive 2001/14/EC was reduce about new Safety Certificates issued in year 2007 according to Directive 2004/49/EC.

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

		New	Updated/amended	Renewed
E.2.1 Number of valid Safety Certificates **Part A** held by Railway Undertakings in the year 2006 being registered	in Czech Republic	11	0	0
	in another Member State	0	0	0

		New	Updated/amended	Renewed
E.2.2 Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 2006 being registered	in Czech Republic	11	0	0
	in another Member State	0	0	0

			A	R	P
E.2.3 Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2006 being registered	in Czech Republic	new certificates	7	0	47
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State	new certificates	0	0	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.4 Number of applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 2006 being registered	in Czech Republic	new certificates	7	0	47
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State	new certificates	0	0	0
		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

E.3. Safety Authorisations according to Directive 2004/49/EC

	New	Update/amended	Renewed
E.3.1 Number of valid Safety Authorisations held by Infrastructure Managers in the year 2006 being registered in Czech Republic	4	0	0

		A	R	P
E.3.2 Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2006 being registered in Czech Republic	New authorisations	4	1	2
	Update/amended authorisations	0	0	0
	Reneweded authorisations	0	0	0

A = Accepted application, authorisation is already issued
R = Rejected applications, no authorisation was issued
P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Update / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate **Part A** in year 2006 for Railway Undertakings holding	a licence released by Czech Republic	129 (59)	-	-
	a licence released by another Member State	-	-	-

E.5. Procedural aspects – Safety Certificates part B

		New	Update / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2006 for Railway Undertakings holding	a licence released by Czech Republic	129 (59)	-	-
	a licence released by another Member State	-	-	-

E.6. Procedural aspects – Safety Authorisations

		New	Update / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2006 for Infrastructure Managers holding	a licence released by Czech Republic	128 (53)	-	-
	a licence released by another Member State	-	-	-

Note: in the parenthesis is mentioned the mean time without time for discontinuing an action of the administrative procedure.