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ANNUAL SAFETY REPORT

on activities of the Rail Authority for the year of 2008

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A.1. Scope of the report:

This Annual Report is prepared in accordance with Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 and 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 2008. The scope of the report is further based on guidelines for Template for Structure for the Content of the NSA Annual Safety Report – version 14 (NSA AR Template EN 2009) and Guideline for the use of the template – version 10 (NSA AR Guideline EN 2009) that were sent to the Rail Authority by email.

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 2008. 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 2008, 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.

In 2008, safety certification of operation of rail transport continued and new safety certificates were issued in accordance with Commission Regulation (EC) No. 653/2007, Directive 2004/49/EC 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.

Throughout the year and during processing the Safety Annual Report 2008, certain data had to be further specified, among others due to the change of the infrastructure manager operating nation-wide and regional rail systems from 1 July 2008 (e.g. number of level crossings, number of kilometres of rail systems etc.). Therefore there are certain differences against data presented in the past years.

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 and subsequent audits,
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.

This report has been published on the web site of the National Safety Authority (Drážní úřad) at www.ducr.cz.

2. Railway Structure Information

Railway network in the Czech Republic is formed of nation-wide and regional rail systems, mostly State owned, and in administration of the Railway Infrastructure Administration, state organization.

Classification of railway network of the Czech Republic that consists of nation-wide and regional rail systems, sorted by ownership, length of operated rail systems and infrastructure managers and railway undertakings, effective on 31 December 2008:

Rail system owner	**Infrastructure manager**	**Track length**	**Railway undertaking (operator)**
Czech Republic	SŽDC, s.o.	9430 km	Operators who concluded the contract with the Railway Infrastructure Administration
	VIAMONT a.s.	37 km	VIAMONT a.s.
	OKD, Doprava, akciová společnost	20 km	OKD, Doprava, akciová společnost
Jindřichohradecké místní dráhy, a.s.	Jindřichohradecké místní dráhy, a.s.	79 km	Jindřichohradecké místní dráhy, a.s.
Svazek obcí údolí Desné	SART - stavby a rekonstrukce, a.s.	22 km	Veolia Transport Morava a.s., ČD Cargo, a.s.
KŽC Doprava, s.r.o.		5 km	

Basic characteristics of railway network of SŽDC:	
Total length of rail tracks	9487 km
Length of electrified tracks	3078 km
Length of standard-gauge track	9464 km
Length of narrow-gauge line	23 km
Length of single tracks	7580 km
Length of double and multiple tracks	1907 km
Total construction length of tracks	15 616 km
Number of bridges	6715
Number of tunnels	158
Total length of bridges	149 399 m
Total length of tunnels	42 927 m

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

New recalculation was performed based on the transfer of activities, as operation of the rail systems was taken over by SŽDC 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.

Nation-wide rail systems and the majority of regional railways were operated by Czech Railways, j.s.c., until 30 June 2008. On 1 July 2008, the function of infrastructure manager was transferred to the Railway Infrastructure Administration, state organization (SŽDC). At the same time, related activities, employees and assets were transferred to SŽDC as well. Czech Railways, j.s.c., continues to operate the railway as per the contract concluded with SŽDC. However, SŽDC, state organization, assumed legal liability for operation of the railway.

Rail transport in the Czech Republic is operated for the purpose of public transport of persons, non-public transport of persons, and transport of 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 Czech Railways, j.s.c. and ČD Cargo, a.s. are the decisive railway undertakings (operators) operating the passenger and freight transport respectively on the railway network of the Czech Republic in 2008.

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.

Here it should be noted that part of tracks of nation-wide and regional rail systems that are used for maintenance of rail vehicles and loading and unloading remained after 30 June 2008 in the ownership of Czech Railways, j.s.c., that is also manager of this infrastructure (see Annex A.2.1).

Other tracks used for maintenance of rail vehicles are owned by ČD Cargo a.s. These tracks were reclassified as railway sidings and do not therefore come under Directive 2004/49/EC.

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 2008, there were 60 contractual operators. Rail transport was actively carried out by 48 operators. Twelve operators operated passenger and freight transport, 36 operators operated freight transport only. The list includes one operator who, besides transport services on the connection of rail systems, operates also rail transport on its own rail system. Finally, the list includes six operators that did not conclude the contract on access to rail systems in 2008, but received safety certificate Part A and B in 2008 in order to be able to operate rail transport in 2009.

3. Summary – General Trend Analysis

General trend of safety cannot be evaluated in the long-term because the Rail Authority has data only from years 2006, 2007 and 2008, i.e. from the moment when the Rail Authority was obliged to elaborate the first Annual Safety Report. Data are reported as per definitions of Regulation (EC) No. 91/2003 and an amending Regulation (EC) No. 1192/2003 in accordance with CSI. The Table below demonstrates the most important indicators for the period under consideration. Data from 2008 are further described in Annex C.1

	2006	**2007**	**2008**
Number of accidents:	282	123	133
Number of fatalities:	52	25	44
Total number of serious injuries:	89	102	139
Number of precursors:	91	47	30

The data over the last three years indicate that the trend of decreasing number of accidents and fatalities is stable, but the number of serious injuries increased. Number of precursors is decreasing.

It must be said that clear procedures for gathering certain indicators have not been defined yet. These indicators include particularly consequences of accidents – cost and number of working hours of employees and suppliers that were not worked due to the accident, and number of working hours. Analysis and comparison of these indicators will be difficult in future as well.

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 2; 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

Importantly, on 1 July 2008, the function of infrastructure manager of nation-wide and regional rail systems owned by the Czech Republic was transferred from Czech Railways, j.s.c., to the Railway Infrastructure Administration, state organization (SŽDC).

D. The development of railway safety

1. Initiatives to maintain/improve safety performance

The most important safety recommendations issued in 2008 are stated in Table D.1.1. Based on actual accidents, these recommendations were issued by the Rail

Safety Inspection Office according to the Act on rail systems in order to minimize possible risks.

Unlike Directive 2004/49/EC, safety recommendations of the Rail Safety Inspection Office are issued for railway owner, infrastructure manager or railway undertaking directly in connection with the results of investigation of an incident. The Rail Authority only communicates after a request these recommendations to other railway owners, infrastructure managers or railway undertakings.

It should be also noted that there are certain inaccuracies in official translation of Article 23, par. 2 of Directive 2004/49/EC. English version of the directive requires the investigating body to discuss the accident report and safety recommendations with relevant parties, while the Czech version requires the investigating body only to send the report to relevant parties. When transposing the Directive to Czech legislation, the Rail Safety Inspection Office will discuss the result of the accident investigation (safety recommendations will not be discussed) with infrastructure manager and railway undertakings involved in the incident and the Rail Authority. Railway undertakings and infrastructure manager must take measures to ensure safe operation of the railway and railway transport and communicate these measures to the Rail Safety Inspection Office (not the Rail Authority).

Based on actual incidents, railway undertakings and infrastructure managers take their own measures that do not have to be identical to those suggested by the Rail Safety Inspection Office.

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**	
20/02/2007	Mníšek pod Brdy- Čísovice km 15.993	Train derailment of traction unit 749.081-6 of train Mn 85956 and six rail vehicles	Extend internal ruling to include definitions of professional competence, way of verification of knowledge, and system of regular training of all employees of external natural persons and legal persons that concluded the contract with the infrastructure manager to work on railway infrastructure, substructure and superstructure, and to give and receive signals. Take measures to enhance control of adherence to technological procedures embedded in internal regulations of the infrastructure manager.
01/09/2007	Vodňany-Bavorov km 9.915	Collision of train Os 18003 and train Os 18032.	Owners and managers of infrastructure must fit tracks, where simplified control of railway transport is used, with train control systems in order to eliminate human errors. The control systems should particularly prevent departure of trains from operating control point without prior consent of conducting dispatcher.
04/07/2007	Railway station Veselí n. Luž. – level crossing km 56.245	Train R 648 collided with a lorry on a level crossing fitted with crossing safety system	Install crossing barriers or build level-separated crossing of the track and road.
06/12/2007	Railway station Ostrava-Kunčice	Derailment of drawn rail vehicle during the running of train Os 3425	Prepare the system of maintenance of rail vehicles of series 460 that would make it possible to check actual technical condition of a rail vehicle to ensure it complies with its approved technical worthiness.

Accidents/precursors which trigged the measure			Safety measure decided
Date	**Place**	**Description of the event**	
30/10/2007	Track section Moravský Beroun - Domašov nad Bystřici, level crossing km 32.212	Collision of train R827 with a standing motor vehicle	Take measure from 07/05/2007 in connection with accident 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 so that “drivers of rail vehicles could be warned in advance”.
14/07/2007	Railway station Čerčany km 143.767	Collision of train R 633 with a standing train unit	Routine medical examinations of persons who control railway transport and are older than 50 years should be extended to include neurological examination. In case neurological examination leads to a suspicion of pathological processes in central nervous system (CNS), the person must be examined by clinic psychologist to find out whether changes of CNS affect fitness for work of the examined person. Psychological examination by a psychologists specialized in psychological aspects of rail (or other) transport should be prescribed by physician reviewer also in cases when routine medical check-up reveals somatic disorder or disease that might affect mental fitness for work.
01/12/2007	Track Česká Třebová - Praha-Libeň, between branch Kyje and railway station Praha-Běchovice km 400.500	Derailment of train IC 507 "Pendolino"	Revise the whole process of qualification of non-destructive inspections and review independent training and testing of inspection staff. Procedures of testing and qualification of defectoscopy staff and requirements for devices should be extended to include requirements of applicable EU standards including ISO 9001 requirements. When qualifying the process, evaluation of the impact of combination of identified defects on railway transport safety must be focused on. Maximum lifespan of rails must be established with respect to how long they are used and how they are stressed.
20/09/2007	Between railway station Krasíkov and railway station Rudoltice v Čechách km 16.705	Collision of train Nex 51422 with an obstacle on the track and subsequent derailment of the traction unit’s first axle.	Prepare binding technological procedure – loading rules for transport of switches on wooden sleepers using irreversible tying material

Accidents/precursors which trigged the measure			Safety measure decided
Date	**Place**	**Description of the event**	
19/05/2008	Railway station Moravany	Collision of locomotive train Lv 72461 with passenger train Os 5011	All operators of station interlocking equipment ESA 11 are advised to adjust the equipment in such a manner that the current information about “free” track received by the connection of a track circuit accessory after the end of transmission of train control system code was processed with respect to the existing information about “busy” track in a way that ensures safety. New infrastructure manager, the Administration of Railway Infrastructure, state organisation, is advised to fit modernized main lines with the system of remote emergency stop of trains operated by a person controlling railway transport. Operators of traction units of series 163 and related series are advised to adjust signalization of sanding in such a manner that it reports actual state, i.e. “sanding in operation”, irrespective of whether sanding is requested or spontaneous (due to defect). Operators of traction units of series 163 and related series are advised to extend their maintenance procedures to include maintenance (disassembly, inspection and maintenance) of cascade valves of sanding device.
23/01/2008	Railway station Třebovice v Čechách	Collision of train IC 540 with handling trolley for grinding switches and rails.	Extend internal rules to include obligation for a person communicating about the movement of vehicles to warn in advance other persons working on the track so that they are able to clear the area safely. Check whether the regulations ensure safety of persons working on tracks in relation with track speed and time needed to clear the area. Rectify possible imperfections of regulations.
21/09/2007	Track section Moravské Budějovice-Jaroměřice nad Rokytnou	Collision of freight train Rn 52241 with a motorcar on the level crossing km 140,285	Immediately harmonize Czech Railways’ internal regulation ČD S 4/3 – „Rules of administration and maintenance of railway level crossings”, applicable from 01/19/1987, with standard ČSN 73 6380 – “Railway level crossings and pedestrian crossings”
30/07/2008	Between railway station. Pšovany and railway station Vranov u Stříbra km 374.100	Fire of traction unit during the running of train R 766.	Take efficient measures to harmonize internal regulations and rules for maintenance of rail vehicles with applicable legislation (and/or recommendations of rail vehicles manufacturers) in order to ensure safe operation of rail transport. Take efficient measures to prevent situations where breach of rules is tolerated or even incited.

No other safety recommendations based on any other incidents/reasons were issued in the Czech Republic in 2008.

In order to maintain and improve railway safety expressed by accident rate observed up to now, our long-term efforts focus on modernization and development of railway infrastructure, particularly in the following areas:

- modernize transit railway corridors and their crucial railway junctions, and fit these corridors with new safety devices
- prepare and realize projects to fit tracks with “Global System for Mobile Communication for Railway” (GSM-R) and “European Train Control System” (ETCS) and ensure interoperability of tracks incorporated into the European railway system
- reconstruct and modernize communication and safety devices, reduce the number of stations with electromechanical safety devices, fit stations with electronic safety devices, and use remote control of safety devices and remote control of the track
- enhance safety of railway crossings – level crossings should be removed and other crossings should be fitted with safety devices
- build new stops, shelters and wheelchair accessible platforms

In 2008, modernization of transit railway corridors and their important railway junctions continued in order to ensure technical parameters identical with corridor lines.

In 2008, increased attention was paid also to railway crossings that represent critical sites of collisions of rail and road vehicles. Dozens of reconstructions of crossings and crossing safety devices were realized in 2008 within the programme “Improvement of railway crossing safety”. And the preparation of many other constructions focused mainly on improvement of railway crossing safety continued.

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

2. Detailed data trend analysis

In accordance with Directive 2004/49/EC and Regulation (EC) No 91/2003 of the European Parliament and of the Council the following events were recorded in 2008:

- Number of accidents: 133,
- Number of fatalities: 44,
- Total number of serious injuries: 139,
- Number of precursors: 30.

In 2008, there were 133 accidents (as defined by Regulation (EC) No 91/2003 of the European Parliament and of the Council) on nation-wide and regional rail systems in the Czech Republic. As compared with 2007, a slight increase of the total number of accidents (by 8%) was observed in 2008.

Not counting suicides, 44 people died and 139 were seriously injured.

As obvious from the summary, the number of precursors significantly decreased in 2008.

Total costs of damages caused by accidents amounted to approximately 10 million Euros.

In summary it can be said that the number of accidents in 2008 and the associated costs is comparable with the previous period and that the safety of operation of rail systems and railway transport remained to be very good.

On 8 August 2008, an extremely serious railway transport incident happened in railway station Studénka where train EC 108 COMENIUS ran into the construction of a road flyover that collapsed and fell onto station tracks just before the running train. This incident claimed 8 lives, 28 people were injured seriously and 65 persons suffered light injury (4 of them were employees of Czech Railways, j.s.c, and 1 was employee of ČD Cargo, a.s.). Damage of equipment of Czech Railways, j.s.c amounted to CZK 55,500,000, equipment of SŽDC, s.o. CZK 7,344,000 and bridge structure CZK 70,000,000.

Rail Safety Inspection Office has not closed this serious incident and therefore no safety recommendation was issued yet. This accident substantially affected statistics of incidences in 2008.

The number of accidents on railway level crossings seems to be the most serious problem, although from the long-term perspective there was a significant decrease in the number of these accidents. The Ministry of Transport of the Czech Republic and Rail Safety Inspection Office realized further campaigns to enhance awareness of the public in order to increase safety on level crossings and improve discipline of road users. Despite all that, 24 persons died on railway crossings.

Development of railway safety for year of 2008 is further given in Annex C.

3. Results of safety recommendations

The following safety recommendations were issued in 2008:

1. Safety recommendation of 25/02/2008 for the incident from 20/02/2007

- Establish professional qualification in internal ruling; verify knowledge and reinforce training system.

Result:

- Infrastructure manager took an appropriate measure concerning work of people on the track with respect to railway transport safety and established the system of verification of knowledge and training system in connection with contractual relationships with relevant suppliers of work.

2. Safety recommendation of 20/06/2008 for the incident from 1.9/2007

- Fit tracks, where simplified control of railway transport is used, with train control system.

Result:

- The owner of infrastructure took measure to provide necessary project documentation of suitable solution that will be presumably realized through a pilot project in 2010. Realization of track section Čičenice - Volary has priority and should be completed in 2009.

3. Safety recommendation of 14/03/2008 for the incident from 04/07/2007

- Install crossing barriers or build level-separated crossing of the track and road.

Result:

- Infrastructure manager asked infrastructure owner to fund new safety device of the crossing. This will be realized as part of modernization of the track.

4. Safety recommendation of 03/06/2008 for the incident from 06/12/2007

- Prepare the system of maintenance of rail vehicles of series 460.

Result:

- Railway undertaking took a one-off measure concerning inspections performed together with defectoscopy. In future, this measure will be used permanently as per applicable maintenance rules.

5. Safety recommendation of 07/04/2008 for the incident from 30/10/2007

- Introduction of a unique marking system to ensure unambiguous and unmistakable identification of railway crossings.

Result:

- The system was implemented in the first half of 2009 after it was discussed by all interested parties.

6. Safety recommendation of 25/06/2008 for the incident from 14/07/2007

- Routine medical examinations of persons who control railway transport and are older than 50 years should be extended to include neurological examination and possible psychological examination by a railway psychology specialist.

Result:

- Railway undertaking discussed this proposal with medical specialists.

7. Safety recommendation of 18/09/2008 for the incident from 01/12/2007

- Revise the whole process of qualification of non-destructive inspections and review independent training and testing of inspection staff.

Result:

- Settled by internal ruling of the infrastructure manager.

8. Safety recommendation of 20/03/2008 for the incident from 20/09/2007

- Prepare binding technological procedure – loading directive for transport of points on wooden sleepers using irreversible tying material.

Result:

- Infrastructure manager took measure to ensure safe transport of points.

9. Safety recommendation of 26/09/2008 for the incident from 19/05/2008

- All operators of station interlocking equipment ESA 11 are advised to adjust the equipment in such a manner that the current information about “free” track received by the connection of a track circuit accessory after the end of transmission of train control system code was processed with respect to the existing information about “busy” track in a way that ensures safety.
- Operators of traction units of series 163 and related series are advised to adjust signalization of sanding in such a manner that it reports actual state, i.e. “sanding in operation”, irrespective of whether sanding is requested or spontaneous (due to defect).

- Operators of traction units of series 163 and related series are advised to extend their maintenance procedures to include maintenance (disassembly, inspection and maintenance) of cascade valves of sanding device.

Result:

- The Rail Authority took the following measures based on safety recommendations concerning accident from 19/05/2008 in Moravany:

  - The Rail Authority issued a decision to shorten life span of station interlocking equipment ESA 11 to expire on 31/12/2010 – the decision is effective. After 31/12/2010, it will not be possible to use ESA 11 without adjustments ensuring required safety level even in case of possible loss of shunt of track circuit.
  - The Rail Authority issued a decision to put out of operation all vehicles whose sanding device is not able to ensure maximum sanding output of sand required by Commission Decision No. 2006/679/EC (TSI Control-Command and Signalling), as amended, or sanding output comparable with requirements of this Decision. Several railway undertakings appealed against this decision to the Ministry of Transport. Ministry of Transport abolished the decision of the Rail Authority and remitted it. After the problem was discussed again, the Rail Authority confirmed its original decision. Again, several railway undertakings made an appeal. Now we are waiting for the decision of the Ministry of Transport which is an appellate body for this case.

The Rail Authority invited the Ministry of Transport to modify national safety regulations to limit maximum sanding output so that shunt cannot be lost due to excessive sanding. This requirement would apply also to the vehicles being already operated. The regulation would set a time-limit of the adjustment of existing vehicles. However, amendment to the national safety regulation has not been issued yet.

10. Safety recommendation of 19/12/2008 for the incident from 23/01/2008

- Extend internal rules to include obligation for a person communicating about the movement of vehicles to warn in advance other persons working on the track so that they are able to clear the area safely.

Result:

- Specific measures were taken at the level of all infrastructure managers (of both nation-wide and regional rail systems) concerning organization of works on tracks without traffic closure.

11. Safety recommendation of 25/05/2008 for the incident from 21/09/2007

- Harmonize infrastructure manager's internal ruling on railway crossings with an appropriate national standard. Subsequently, sight conditions should be verified.

Result:

- Considering legislative complexity of the solution, it will take more time to harmonize the rules. Moreover, the cited standard applies only to new crossings and crossing reconstructions.

12. Safety recommendation of 18/12/2008 for the incident from 30/07/2008

- Ensure harmonization of internal regulations and rules for maintenance of rail vehicles with applicable legislation.

Result:

- Ensured by the railway undertaking as required by the safety recommendation.

As far as the content of safety recommendations is concerned, the Rail Safety Inspection Office, for the time being, does not absolutely adhere to the draft manual for issuing safety recommendations as suggested by the European Railway Agency (ERA).

E. Important changes in legislation and regulation on railway safety in 2008

Legal regulations concerning railway safety did not changed in 2008. However, the Act No. 77/2002 Coll., on Czech Railways j.s.c., state organization, as amended, has changed and transferred the function of infrastructure manager of nation-wide and regional rail systems from Czech Railways, j.s.c., to the Railway Infrastructure Administration, state organization (SŽDC) with effect from 1 July 2008. Furthermore, the Act No. 266/1994 Coll., on rail systems, was amended, but without affecting railway safety issues. Important changes of regulations that happened in 2008 are summarized in Annex D.

In December 2007, the regulations were submitted for notification by means of the Permanent representation of the Czech Republic to the EU. Notification of regulation has not been completed yet.

The Safety Directive - Stage of implementation

The Safety Directive was implemented already in 2007. No extension was done in 2008.

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. Information about national safety regulations are available at www.ducr.cz – *činnosti - Národní bezpečnostní úřad (NSA)* where regulations and guidelines on notification of national safety rules for infrastructure managers are detailed. 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. In 2008, three modifications of Certificate Part A were issued. The modifications were caused by organizational changes of railway undertakings.

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 40 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 188 days.

3.1.3. In 2008, no foreign safety authority inquired the Rail Authority about the correctness of safety certificate part A issued for railway undertaking that applied for safety certificate type B in other member state.

3.1.4. No problems with mutual acceptance of Part Certificates were being solved in 2008.

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

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 (188 vs. 40 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. In 2008, three modifications of Certificate Part B were issued. The modifications were caused by organizational changes of railway undertakings.

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 (184 vs. 39 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. In 2008, modification of safety authorization was issued for the infrastructure manager due to organizational changes.

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 37 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 202 days.

3.3.3. The difference between total issuing time for safety authorizations and the time of the proceedings (202 vs. 37 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 performs state supervision of railway undertakings and infrastructure managers under conditions defined by the Act on rail systems. 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. Ministry of Transport checks the execution of the state supervision within the framework of the supreme State supervision.

In 2008, the Safety Authority focused mainly on issuing of safety certifications (of railway undertakings) and safety authorizations (of infrastructure manager). Therefore, 4 post-certification audits were carried out at railway undertakings in 2008. Nevertheless, continuous supervision of railway undertakings and infrastructure managers was ensured as part of state supervisions (inspection).

1.1. In 2008, 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)	145	13
infrastructure managers	421	95
Total	**466**	**108**
out of it on railway crossings	215	48

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.	30
Not removed sources of imperilment of the rail system or disturbance of rail operation.	10
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.	5
Operation of the rail systems in conflict with rules for the rail system operation and official permission.	1
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.	1
Unmarked names of stations (stops), which he operates, by the infrastructure manager.	11
Operation of STE (by infrastructure manager) in technical condition that does not comply with approved fitness of the equipment.	6
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.	1
Operation of rail vehicles without valid certificate of worthiness.	2
Allowing performance of activities in operation of the rail transport to a person, who is not professionally competent or due to health reasons.	1
Operation of rail vehicle, technical worthiness of which was not evidenced by conformity with an approved type.	3
Failure to perform regular revision, inspection or test of specified technical equipment	1
Failure to fulfil basic requirements for structural and operational conditions and technical specification for interoperability of structural and operational subsystems and their individual parts of railway incorporated into the European railway system.	1
Failure to perform regular technical inspections of the rail vehicle.	2
Liability to notify neglected.	1
Others	31

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.

In the Rail Authority, 100 persons, i.e. 80.0% out of the total number of employees, are commissioned with execution of the State supervision. In light of financial costs, the execution of the State supervision was in an amount of CZK 347.7 thousand, i.e. 0.5% of the total costs of operation of the Rail Authority.

In 2008, the Rail Authority started to perform audits of railway undertakings that received safety certificates and operated rail transport on nation-wide and regional rail systems. Special attention was paid to controlling activities of executives and employees when ensuring safety of railway operation and to the adherence to the agreed system of transport safety, or its incorporation into the organizational structure of individual companies. This particularly means to establish personal responsibility for fulfilment of agreed measures and define preventive activities.

In 2008, four audits were carried out by the Rail Authority at the following companies:

- railway undertaking BF Logistics s.r.o.
- railway undertaking ČD Cargo a.s.
- railway undertaking Traťová strojní společnost, a.s.
- ČD a.s. - DKV Brno

Certain supervisory activities revealed administrative shortcomings. As railway undertakings took appropriate corrective measures, they did not have to be sanctioned.

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. In 2008, all infrastructure managers operating nation-wide and regional rail systems submitted the Annual Safety Report by the date stated as per Article 9(4) of Safety Directive.

Out of 67 railway undertakings listed in Annex A.2.2, 48 submitted the Annual Safety Report by the date stated as per Article 9(4) of Safety Directive, 3 submitted the report later and 16 did not submitted it at all. Seven (7) railway undertakings of those that did not submitted the report concluded the contract on access to nation-wide or regional rail systems with the Railway Infrastructure Administration, state organization, but they did not actively operate rail transport on these rail systems.

		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 2008	Planned	0	0	0	141/368
	unplanned	0	0	0	4/15
	carried out	0	0	0	45/383

*) Inspections were not carried out in connection with issuing certificates and safety authorizations.

Out of all state supervisions (inspections), 51.8 % were focused on infrastructure manager and railway undertaking.

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 2008	Planned	0	0	0	0
	Carried out	0	0	0	0

*) Audits were not carried out in connection with issuing certificates and safety authorizations.

Inspection of infrastructure managers focuses on fulfilment of obligations established by the Act on rail systems and implementing regulations. The following items are checked particularly:

- Contracts on the contact of mutually interconnected rail systems.
- Internal regulations concerning railway operation and organization of rail transport; qualification and knowledge of persons who ensure railway operation; the way of verification of their qualification and knowledge; and the system of regular training.
- Documentation of specified technical equipment operated on given rail systems and of technical inspections of this equipment.
- Documentation of medical fitness of persons who ensure railway operation.
- Documentation of regular inspections and measurements of railway constructions/structures.

Inspection of railway undertakings focuses on fulfilment of obligations established by the Act on rail system and implementing regulations. The following items are checked particularly:

- Internal regulations concerning railway operation; qualification and knowledge of persons who ensure railway operation; the way of verification of their qualification and knowledge; and the system of regular training.
- Documentation of good technical worthiness of traction units, special rail vehicles and specified technical equipment used for operation of rail transport; and documentation of technical inspections of rail vehicles and specified technical equipment.
- Documentation of professional qualification of persons ensuring rail transport.
- Documentation of medical fitness of persons ensuring rail transport.

Audits of railway undertakings have the following scope:

- Implementation of the rail transport safety system and instruments to ensure the system will be observed and communicated to railway undertaking's employees and organizational units.
- List of risks, procedures and methods of risk assessments and implementation of measures to reduce risks.

- Definition of responsibility of executives and employees for safety of rail transport.
- Quality of inspections of safe technical condition of rail vehicles.
- Procedures for analysis, training and taking steps to prevent incidents, including removal consequences of accidents.
- Realization of periodical internal inspections of safety assurance system.
- Definition of responsibility for ongoing keeping of records of important parts of the rail transport safety assurance system.

5. In 2008, the Rail Authority performed 4 audits only after the certificates were issued, mainly because it was pressed for time due to processing of new certificates. The audits did not reveal any serious discrepancies except for several administrative shortcomings. As railway undertakings took appropriate corrective measures, they did not have to be sanctioned or otherwise penalized (e.g. specification, cancellation or withdrawal of the certificate).

6. Complaints from the part of infrastructure managers against railway undertakings were not lodged in 2008.

7. Complaints from the part of railway undertakings against infrastructure managers were not also lodged in 2008.

H. Reporting on the application on the CSM on risk evaluation and assessment

Railway undertakings use common safety methods to implement safety management principles in the form described by Annex III of Directive 2004/49/EC. Probability methods of risk assessment are used mainly when assessing safety devices while they are almost never used in other areas. Level of safety is therefore determined by many technical standards, although these are not binding. In practice, Commission Regulation (EC) No. 352/2009 is currently used, although it is not effective yet.

I. 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.

Goals and plans of the Rail Authority for the next period are as follows:

In 2008, the Rail Authority issued safety certificates for railway undertakings only administratively, i.e. according to submitted documentation only, due to the accumulation of issuing certificates in a short period of time. Therefore the Rail Authority plans to perform audits to verify functioning of safety management of 4 infrastructure managers and 12 railway undertakings.

If the Czech Republic signs the Memorandum of Understanding concerning entities in charge of maintenance as per Article 14a Directive 2004/49/EC, a great number of applications for certification according to the Memorandum are expected.

The Rail Authority plans to organize (in cooperation with ERA) the seminar on details of Directive 2009/352/EC as part of the preparation for implementation of common safety methods.

The Rail Authority also plans to organize at least one professional seminar on the topic of "New aspects of Czech and European safety and interoperability legislation". The seminar will be attended by railway undertakings, infrastructure managers or representatives of railway industry and approval bodies/authorities.

J. Sources of information

- Annual report for the year of 2008 – Railway Infrastructure Administration, state organization (SŽDC)
- 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 2009 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. 2009 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.
- Documentation of fulfilment of safety recommendations requested from infrastructure managers and railway undertakings.

K. 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

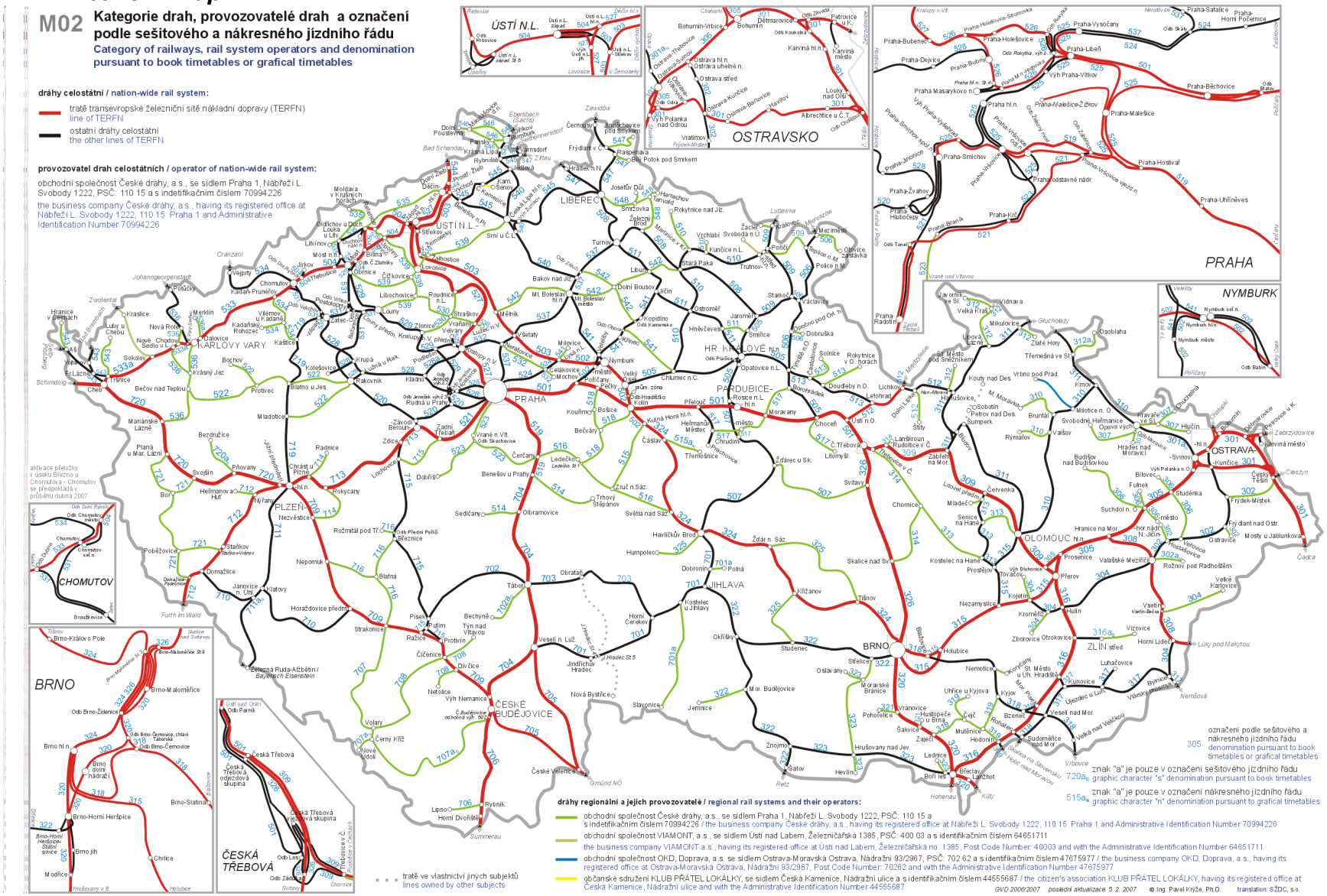
ČNI - Český normalizační institut (Czech Standard Institute)

MU - mimořádná událost (incident)

UTZ - určené technické zařízení (specified technical equipment)

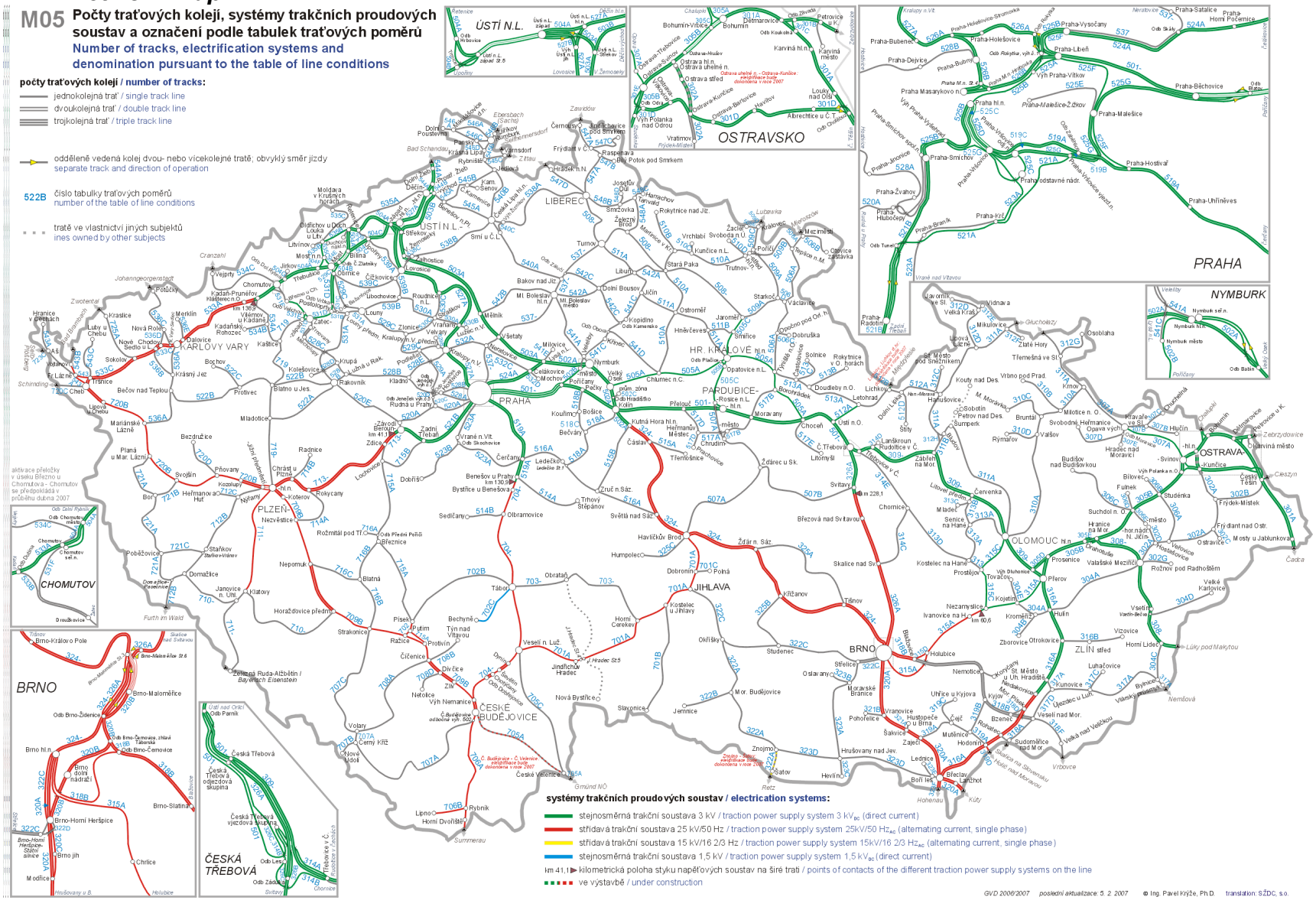
Annex A. Railway Structure Information

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-IM	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	Name-IM
Czech Railways, j.s.c.	Praha 1, Nábřeží L. Svobody 1223, PSČ 110 15	http://www.cd.cz/	1. UP/2003/9000 (17.9.2003) 2. UP/2008/9004 (25.8.2008) UP/2008/9005 (25.8.2008)	OSPD/2007/001 (12.11.2007)	1.11.2003	1. 9487/1435 22/760 2. 106,7/1435	3078 0/25kV 3,3/3kV 0/1,5kV	7580/1907 106,7/0	31,1 0	**8296** 4	14671 0
1. data k 30.6.2008 2. data k 31.12.2008 - mimo dep											
Správa železniční dopravní cesty, s. o.	Dlážděná 1003/7, Praha 1, PSČ 110 00	http://www.szdc.cz	UP/2008/9002 (29.5.2008) UP/2008/9005 (29.5.2008)	OSPD/2008/007 (30.6.2008)	1.7.2008	9487/1435 22/760	3078	7580/1907	31,1	**8296**	14671

Name-IM	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	Name-IM
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	20/0	0	24	7
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
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
SART - stavby a rekonstrukce, a.s.	Šumperk, Uničovská čp. 2944/1 B, PSČ 78701	http://www.sart.cz	UP/2005/8014 (23.3.2005)	OSPD/2008/004	15.4.2005	22/1435	0	22/0	0	55	12
KLUB PŘÁTEL * LOKÁLKY	Česká Kamenice, Nádražní ulice, 613 00	www.kpl.cz	UP/1998/8011 (26.8.1998)		19.9.1998						2
KŽC Doprava, s.r.o.	Praha 9, Koloděje, Meinlinova 336, PSČ 19016	http://www.kzc.cz/	ÚP/2008/8015 (6.5.2008)	OSPD v projednávání	1.6.2008	5/1435	0	5/0	0	7	

** Infrastructure manager dissolved in 2008

Total length of double-track lines was understood to be the double of construction length of tracks.

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
				Number	Date								
Railway undertakings operating on State owned (Railway Infrastructure Administration owned) nation-wide rail system or regional rail systems (including leased tracks)													
AŽD Praha s. r. o.	Praha 10, Žirovnická 2/3146, PSČ 10617	http://www.azd.cz/		CZ1120080045	31.7.2008	15.2.1996	T	10	0	0/3	7	0	0,001068
BF Logistics s.r.o.	Praha 9, Beranových 65, PSČ 19902	www.bfl.cz/		CZ1120070003	28.5.2007	1.3.2007	V	10	0	0/5	9/4	0	0,088634
CZ Logistics, s.r.o.	Česká Třebová, Bezručovo nám. 580, PSČ 56002	http://www.cmks.cz		CZ1120070004	20.6.2007	1.11.2006	LTO	1	0	0	10	0	0,026078
ČD Cargo, a.s.	Jankovcova 1569/2c, Praha 7, PSČ 170 00	http://www.cdcargo.cz/		CZ1120070009	30.11.2007	1.12.2007	OVLT	947	0	35/30867	2420/387	0	38,04969
Czech Railways, j.s.c.	Praha 1, Nábřeží L. Svobody 1223, PSČ 110 15	http://www.cd.cz/		CZ1120080008	26.3.2008	1.11.2003	OVLTNZ	828	865	3208	4025	120,894444	1,212351
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
DBV-ITL, s. r. o.	Kolín IV, Polepská 867, PSČ 28002	http://www.dbv-itl.cz/		CZ1120080006	25.3.2008	29.4.2003	VL	4	0	0	1/0	0	0,002873
Elektrizace železnic Kysak a.s.	Praha 4, Nusle, Nám. Hrdinů 1693/4a, PSČ 14000	nenašla jsem		CZ1220080019	29.5.2008			6	0	2/41	6/6	0	0,000443
Elektrizace železnic Praha a.s.	Praha 4, Nusle, nám. Hrdinů 1693/4a, PSČ 14000	http://www.elzel.cz/		CZ1120080007	25.3.2008	1.9.1996	T	19	0	0/182	13/35	0	0,047322
GJW Praha spol. s r.o.	Praha 9 - Hloubětín, Mezitraťová 137, 198 00	http://www.gjw-pha.cz/		CZ11200800014	22.4.2008	15.10.1995	VT	6	0	0/4	3/4	0	0,0031371
Chládek & Tintěra, a.s.	Litoměřice, Nerudova 16, PSČ 412 01	http://www.cht.cz/		CZ11200800013	22.4.2008	1.1.2002	OT	2	0	0/20	3/1	0	0,023826
Chládek & Tintěra, Pardubice, a.s.	Pardubice, Zelené Předměstí, K Vápence 2677, PSČ 53002	http://www.cht-pce.cz/		CZ11200800035	5.9.2008	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		CZ11200800018	10.3.2008	20.8.2001	VT	27	0	0/42	11/2	0	0,014544
INSKY spol. s r. o.	Ústí nad Labem, Nový svět 100, PSČ 40007	www.insky.cz		CZ11200800018		1.1.1996	T	1	0	0/0	2/0	0	0
inTERRA CZ s.r.o.	Lanškroun, Dvorská 605, PSČ 56301	http://www.interracz.eu		*		1.5.1998	T					0	0
JARO Česká Skalice, s. r. o.	Česká Skalice, Havlíčkova 610, okres Náchod, PSČ 55203	www.jarocs.cz		CZ11200800029	1.7.2008	23.4.2001	T	2	0	4	2	0	0,001563
KK-provoz a opravy lokomotiv s.r.o.	Býškovice, č.p. 108, 753 53			CZ11200800022	12.6.2008	15.12.2003	T	9	0	0	24/2	0	0,001678
Klub přátel lokálky, sdružení občanů	Česká Kamenice, Nádražní ulice, 613 00	www.kpl.cz	OSD/2000/0002 (24.11.2000)			1.11.1996	T					0,001716	0,000005
KŽC Doprava, s.r.o.	Praha 9, Koloděje, Meinlinova 336, PSČ 19016	http://www.kzc.cz/		CZ11200800041	10.11.2008	15.3.2006	VONTL	2	5	3	15/12	0,0015667	0,006674
Lokálka Group, sdružení občanů	Rokycany, Plzeňská 334, PSČ 33701	http://www.lokalkagroup.cz/		CZ11200800040	5.11.2008	15.4.2005	OVN					0,004871	0,000036
LOKO TRANS s r. o.	Brno, Voříškova 2, 623 00	http://www.lokotrans.cz		CZ1120070006	12.11.2007	29.5.1999	LTO	2	0	0	2	0	0,002018
METRANS a.s.	Praha 10, Podleská 926	http://www.metrans.cz		*		1.9.2008	v					0	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
				Number	Date								
Mostecká uhelná, a.s.	Most, V.Řezáče 315, PSČ 43467	http://www.mus.cz	OSD/2005/0088 (5.10.2005)		o	8.8.2005	V	6	6	0/106	3/4	0	0
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	1/2	0	0
N+N-Konstrukce a dopravní stavby, s. r. o.	Litoměřice, Masarykova 31, 412 01	http://www.nanlitomerice.cz/		CZ11200800044	15.12.2008	13.7.1998	T	1	0	1	1/2	0	0,002449
OHL ŽS, a.s.	Brno - střed, Burešova 938/17, PSČ 66002	www.ohlzs.cz		CZ11200800012	21.4.2008	1.12.2004	V	0	0	0/25	6/3	0	0
OKD, Doprava, akciová společnost (včetně pronajatých tratí)	Ostrava - Moravská Ostrava, Nádražní 93/2967, 702 62	www.okd-doprava.cz/indexcz.html		CZ11200800002	16.1.2008	1.5.1995	VN	116	0	0/2473	193/344	0,147018	0,939557
OLOMOUCKÁ DOPRAVNÍ s.r.o.	Olomouc, Neředín, gen.Píky 491/2, PSČ 77900	www.**olomouckadopravni**.cz/		CZ1120070005	8.8.2007	20.1.2007	N	2	0	0/7	2/2	0	0,023619
Ostravská dopravní společnost, a.s.	Ostrava, Přívoz, U Tiskárny 616/9, PSČ 70200	http://www.odos.cz/		CZ11200800016	7.5.2008	10.8.2004	VT	27	0	0/0	12/1	0	0,071928
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					0,004689	0,002205
Puš s.r.o.	Dvůr Králové, Bezručova 1665, PSČ 54402	http://www.pussro.net/		CZ11200800039	2.10.2008	10.6.1995	VNO	1	0	5/0	1/2	0,00176	0,000366
RAILTRANS s r.o./RAILTRASPORT s.r.o.	Sokolov, Spartakiádní 1979/4, 356 01	www.railtrans.info/		CZ11200800038	1.10.2008	10.1.2004	NTVO	6	6	2/27	10/3	0,088807	0,050576
RM LINES, a.s.	Litoměřice, Kořenského 1474/3, PSČ 41201	http://www.rmlines.cz		CZ11200800020	3.6.2008	25.8.2005	V	0	0	0/0	0	0	0,006529
RUTR, spol. s r. o.	Praha 4, Chodovská 7, PSČ 14100	www.rutr.cz		CZ11200800025	17.6.2008	1.1.2001	T	1	0	0	4	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	0,000009
SART - stavby a rekonstrukce, a.s.	Šumperk, Uničovská čp. 2944/1 B, PSČ 78701	http://www.sart.cz		CZ1120080009	8.4.2008	15.4.2005	T	1	0	0/0	2		
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	0,008314
SEŽEV-REKO, s.r.o.	Brno, Maloměřice, Jarní 898/50, PSČ 61400	http://www.sezev-reko.cz/		CZ1120080026	17.6.2008	5.5.1997	T	8	0	0/6	8/0	0	0,007478
SGJW Hradec Králové, spol. s r. o.	Hradec Králové, Na Důchodě čp. 1674, PSČ 50002	http://www.sgjw.cz		CZ1120080023	12.6.2008	1.11.1995	T	1	0	0/3	1/5	0	0,008529
Skanska DS a.s.	Brno, Bohunická 133/50, PSČ 61900	www.skanska.cz		CZ1120080021	3.6.2008	1.9.2002	TV	11	0	5/31	11	0	0,04341
Slezské zemské dráhy, o.s.p.	Bohušov č.p.15, 793 99			CZ1120080027	19.6.2008	15.6.2006	VOTL					0,000413	0,002557
Slezskomoravská dráha. a.s.	Ostrava, Slezská Ostrava, Michálkovická ul.č.86/1942, 710 00	www.slezskomoravskadraha.cz		CZ1120080032	7.7.2008	20.3.1998	TV	22	0	0	21/21	0	0,014124
Sokolovská uhelná, právní nástupce, a.s.	Sokolov, Staré náměstí 69, PSČ 35600	www.suas.cz		CZ1120070007	21.11.2007	15.6.1996	V	22	0	0/156	12/18	0	0,043768
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	0,014705	0,003518
Správa železniční dopravní cesty, s. o.	Dlážděná 1003/7, Praha 1, PSČ 110 00	http://www.szdc.cz		CZ1120080028	30.6.2008	1.7.2008	OT	1	0	0/259	1/356	0	1,280043

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
				Number	Date								
Stavby silnic a železnic, a.s.	Praha 1, Národní třída 10, PSČ 11319	www.ssz.cz		CZ1120080024	13.6.2008	15.6.2003	T	1	0	0/0	0/0	0	0,001696
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	1	0	0
Stavební obnova železnic a.s.	Olomouc, Libušina 103, PSČ 77200	www.soz.cz		CZ1120080003	23.1.2008	1.3.1999	T	0	0	0/0	0/4	0	0,001634
TOMI-REMONT a.s.	Prostějov, Přemyslovka č.p. 2514/4, PSČ 79601	www.tomi-remont.cz		CZ1120080017	14.5.2008	2.10.1995	T	7	0	0/17	14/11	0	0,018697
TORAMOS, s. r. o.	Český Těšín, ul. Tovární 1001/129, PSČ 73701	www.toramos.cz/		CZ1120080046	17.12.2008	1.4.1996	T	3	0	0/0	4	0	0
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	3/1	0	0/16	2/5	0	0
TRAMO RAIL, a.s.	Olomouc, Železniční 547/4, PSČ 77200	http://www.tramo-rail.cz		CZ1120070031	7.7.2008	31.3.2000	T	3	0	0/9	3/4	0	0,001814
Traťová strojní společnost, a.s.	Hradec Králové, Jičínská 1605, PSČ 50101	www.tssas.cz		CZ1120080011	21.4.2008	1.2.2005	TV	34/76	0	0/876	213/25	0	0,46725
Unipetrol Doprava, a.s.	Litvínov - Růžodol č.p. 4, 436 70 Litvínov	www.unipetroldoprava.cz		CZ1120070010	11.12.2007	1.1.1996	V	38	0	0/0	22/2	0	0,717193
Veolia Transport Morava a.s.(dříve Connex Morava)	Ostrava, Moravská Ostrava, Vítkovická 3133/5, PSČ 70200	www.connexmorava.wgz.cz/		CZ1120080036	10.9.2008	11.12.2005	OV	3	1	2	9/9	0,243836	8,78
VIAMONT a.s. (včetně pronajatých tratí)	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	www.viamont.cz		CZ120080005	6.2.2008	2.10.1995	T	39	4	0/117	45/57	0,764972	0,164511
VIAMONT Cargo a.s.	Ústí nad Labem, Havířská 346/100, PSČ 40010	http://www.viamontcargo.cz		**CZ1120080004**	**6.2.2008**	**15.8.2007**	**VT**	**40**	**0**	**0/148**	**31/26**	**0**	**0,20738**
Viamont DSP, a.s.	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	http://www.viamont.cz/dsp/		CZ1120080010	10.4.2008	10.11.2001	VT	9	0	0/51+5 obytných vozů	33/8	0	0,066736
Vítkovice Doprava, a.s.	Ostrava, Moravská Ostrava, ulice 1. máje 3302/102 A, PSČ 70300	http://doprava.vitkovice.cz/		CZ1120080034	3.9.2008	10.6.2004	V	3	0	0/59	3/5	0	0,013521
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	0,000088	0,000276
Jindřichohradecké místní dráhy, a.s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.jhmd.cz		CZ1120070008	22.11.2007	1.7.1997	NLT	15	0	36/31	15/15	0,348	0,013
												122,51	**52,446**

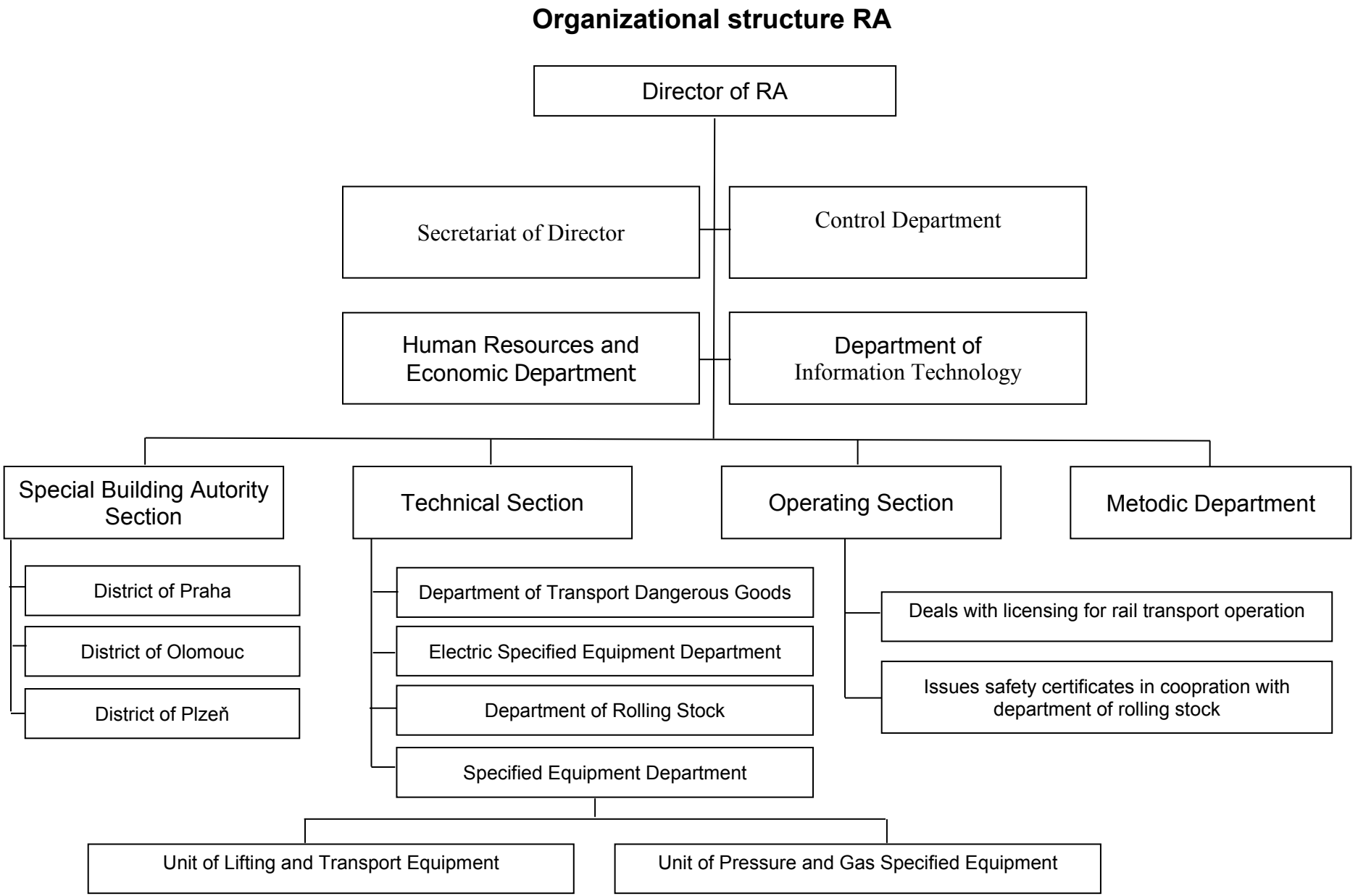
*) Safety certificate Part A - B to Directive 2004/49/EC has been issued in the first half of 2009.

Name	Address	Website/Network	Safety Certificate 2001/14/EC (Number)	Safety Certificate, Part A - B 2004/49/EC		Start date commercial rail transport	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)
			(Issue date)	(Number)	(Issue date)								
Railway undertakings who hold certificate to Safety Directive 2004/49/EC and did not conclude the contract on access to rail systems													
Edikt a.s.	České Budějovice, Rudolfovská 461/95, PSČ 37001	www.edikt.cz		CZ1120070011	19.12.2007	1.2.2002	T	5	0	0	5		
FIRESTA-Fišer, rekonstrukce, stavby a.s.	Mlýnská 68, Brno, 602 00	http://www.firesta.cz/		CZ1120080037	11.9.2008	1.2.2005	T						
MIKO Havlíčkův Brod spol. s r.o.	Havířská 724 US, Havlíčkův Brod, 580 01	www.mikohb.cz		CZ11200080030	1.7.2008	15.12.2003	T	2	0	0	4/4		
Chládek a Tintěra Havlíčkův Brod, a.s.	Havlíčkův Brod, Průmyslová 941, PSČ 58001	www.chladek-tintera.cz		CZ11200080001	14.1.2008	1.5.2005	T						
TCHAS-SERVIS s.r.o.				CZ1220080015	24.4.2008								
IDS Cargo a.s.	Olomouc, Nová Ulice, Albertova 229/21, PSČ 77900	http://www.ids-cargo.cz/		CZ1220080043	5.12.2008	1.10.2007	V	3	0	0/0	31/2		

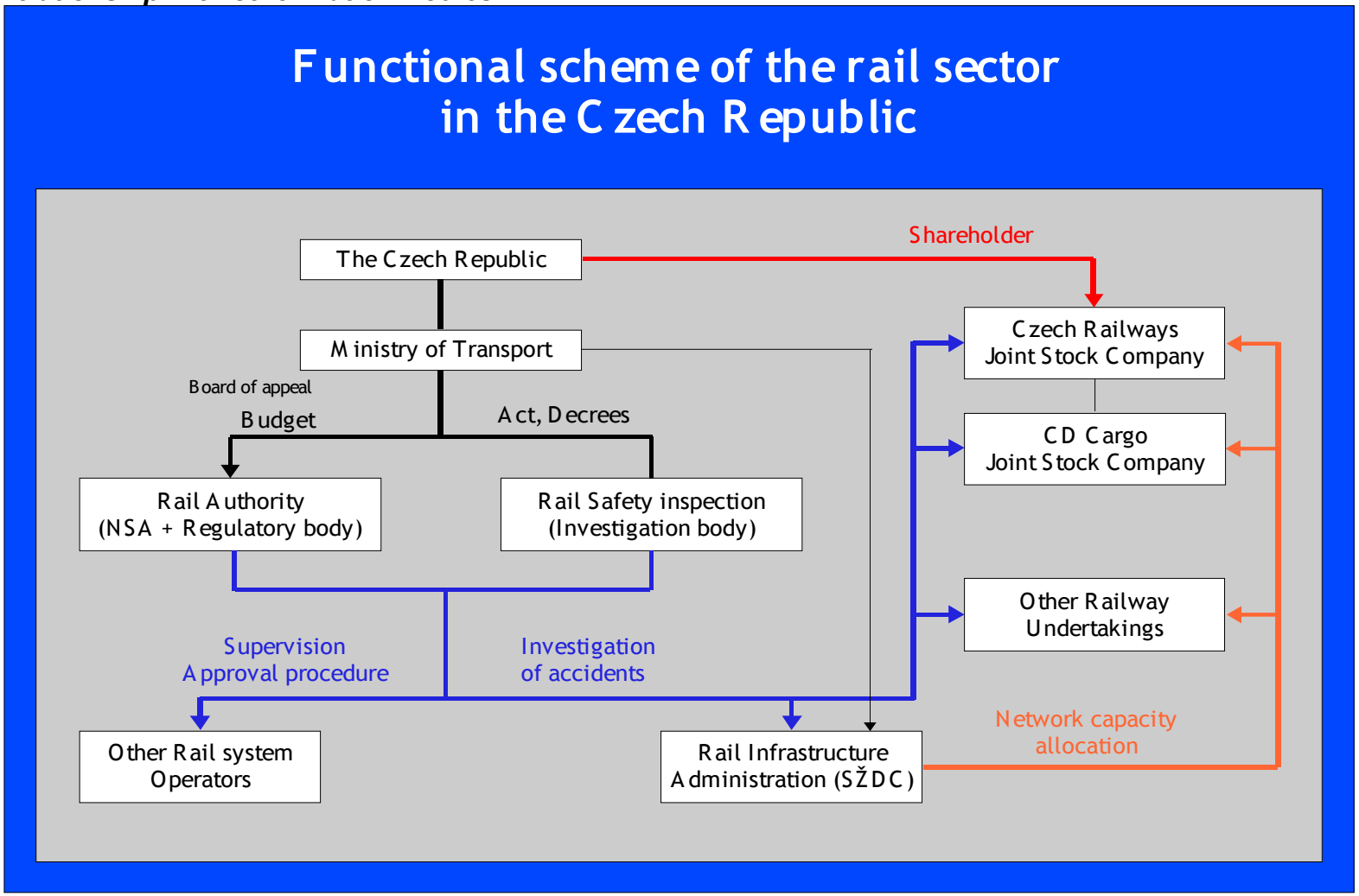
Traffic Type*:*

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



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.

"Injuries (Serious injured person)" 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 (Additionally specify 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	None	1.10.2008	Infrastructure manager's guideline for ensuring fluent and safe rail transport – No. 1/2008.	Amendment 09/2008 approved as 37 100/08-OAE from 30/09/2008 – Utilization of sand for traction purposes
	None	1.10.2008	Infrastructure manager's guideline for ensuring fluent and safe rail transport – No. 3/2008.	Ensuring running of special traction vehicles

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment of existing law)	Description
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	None	1.1.2009	Measure of Czech Railways, j.s.c. no. 5 676/2008-O11 from 06/11/2008	Ensuring operation under adverse meteorological conditions (gale, hurricane, storm, downpour, elevated water level etc.)
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	None			
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.)	None			

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 2008	Bring licensed in Czech Republic	10
	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 2008 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 2008	being registered in Czech Republic	54	3	0
	Being registered 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 2008	being registered in Czech Republic	54	3	0
	Being registered in another Member State	1	0	0

			A.	R	P
E.2.3 Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2008	being registered in Czech Republic being registered in Czech Republic	new certificates	4	1	7
		updated/amended certificates	3	0	1
		renewed certificates	0	0	0
	Being registered 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 2008	being registered in Czech Republic being registered in Czech Republic	new certificates	4	1	7
		updated/amended certificates	3	0	1
		renewed certificates	0	0	0
	Being registered in another Member State	new certificates	0	0	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0

Note: In 2008, proceedings was stopped (application rejected) in 4 cases where application was submitted in 2007.

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.2.5. State, whose railway undertakings applied for Certificate Part B in the Czech Republic, while their Certificate Part A was issued in other state.

1. Slovak Republic - 1 railway undertaking.

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 2008 being registered in Czech Republic	6	1	0

		A.	R	P
E.3.2 Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2008 being registered in Czech Republic	New authorisations	0	1	0
	Update/amended authorisations	1	0	0
	Renewed 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 2008 for Railway Undertakings	being registered in Czech Republic	184 (39)	41 (41)	-
	being registered in Czech Republic	-	-	-

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 2008 for Railway Undertakings	being registered in Czech Republic	184 (39)	41 (41)	-
	being registered in Czech Republic	164 (13)	-	-

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 2008 for Infrastructure Managers	being registered in Czech Republic	202 (37)	71 (40)	-
	being registered in Czech Republic	-	-	-

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