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ANNUAL SAFETY REPORT

on activities of the Rail Authority for the year of 2009

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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 2009. 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). These guidelines were also used to elaborate the Annual Report 2010.

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 2009. 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 2009, and results and experiences concerning supervision of infrastructure managers and railway undertakings. Also, the report summarizes procedure of issuing safety certificates for railway undertakings and infrastructure managers where new safety certificates were issued in accordance with the 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.).

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 and graphs demonstrating trend of accidents and other data between 2006 and 2009.

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 certificate and authorization 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 2009:

Rail system owner	**Infrastructure manager**	**Track**	**Track length**	**Railway undertaking (operator)**
Czech Republic	SŽDC, s.o.	Nation-wide and regional rail systems of the Czech Republic	9422 km	Operators who concluded the contract with the Railway Infrastructure Administration
	ČD, a.s.	Nation-wide and regional rail systems of the Czech Republic	107 km	Operators who concluded the contract with the Railway Infrastructure Administration
	VIAMONT a.s.	Regional rail systems Trutnov – Svoboda nad Úpou a Sokolov – Kraslice	37 km	VIAMONT a.s.

	Advanced World Transport a.s. (new name of the company OKD, Doprava, akciová společnost)	Regional rail system- Milotice nad Opavou – Vrbno pod Pradědem	20 km	Advanced World Transport a.s. (new name of the company OKD, Doprava, akciová společnost)
Jindřichohradecké místní dráhy, a.s.	Jindřichohradecké místní dráhy, a.s.	Regional rail systems – Jindřichův Hradec – Nová Bystřice a Jindřichův Hradec - Obrataň	79 km	Jindřichohradecké místní dráhy, a.s.
Svazek obcí údolí Desné	SART - stavby a rekonstrukce, a. s.	Regional rail systems - Šumperk – Sobotín a Petrov n.D – Kouty n.D.	22 km	Veolia Transport Morava a.s., ČD Cargo, a.s.
KŽC Doprava, s.r.o.	Infrastructure is not operated	Regional rail system Česká Kamenice – Kamenický Šenov	5 km	

Basic characteristics of railway network of SŽDC (on 31/12/2009):

Total length of rail tracks	9 479	Km
Length of electrified tracks	3 153	Km
Length of standard-gauge track	9 456	Km
Length of narrow-gauge line	23	Km
Length of single tracks	7 585	Km
Length of double and multiple tracks	1 894	Km
Total construction length of tracks	15 577	Km
Number of bridges	6 722	Pcs
Number of tunnels	156	Pcs
Total length of bridges	150 276	m
Total length of tunnels	42 750	m
Number of level crossings	8 274	Pcs
Number of points	24946	Pcs

Tracks of national rail systems incorporated into the European railway system – corridor tracks

Indicator	km
Total length of rail tracks	1 402
Total construction length of tracks	3 802

Tracks of national rail systems incorporated into the European railway system – other

Indicator	km
Total length of rail tracks	1 189
Total construction length of tracks	2 803

Tracks of national rail systems – other

Indicator	km
Total length of rail tracks	3 748
Total construction length of tracks	5 447

Regional tracks

Indicator	km
Total length of rail tracks	3 130
Total construction length of tracks	3 499

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

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.

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 2009.

List of Railway Undertakings and Infrastructure Managers

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

Just to explain Table in Annex A.2.1 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 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 2009, there were 61 contractual operators. Rail transport was actively operated by 57 operators, see detailed list in Annex A.2.2. This list also includes 1 operator that, in addition to transport services on the connection of rail systems, operates transport on his own rail system (JHMD), and one operator that operates rail transport on a rail system which is not operated by SŽDC (Railway Infrastructure Administration, state organization) but legal person *SART - stavby a rekonstrukce, a. s.,* owned by association titled *Svazek obcí údolí Desné*. And there are also 4 operators who did not concluded the contract on access to rail system, but gained safety certificate during 2009 (three operators received both part A and B, one foreign operator received part B certificate only by the Czech Republic). These operators plan to operate rail transport in future.

3. Summary – General Trend Analysis

General trend of safety cannot be evaluated in the long-term because the Rail Authority has data only from year 2006, 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 2009 are further described in Annex C.1

	2006	**2007**	**2008**	**2009**
Number of accidents:	282	123	133	113
Number of fatalities:	52	25	44	26
Total number of serious injuries:	89	102	139	92
Number of precursors:	91	47	30	55

Tendency of accident rate during the monitored period is demonstrated in table analyzing general trend. Although number of accidents, fatalities and serious injuries is slightly decreasing, number of precursors is variable.

The data are obtained mainly from annual reports effective on 30/06/2010 submitted by infrastructure managers. During data collection phase, there was a problem with indicators associated with accident consequences such as cost and number of working hours of employees and suppliers that could not be worked due to accidents etc. It is therefore difficult to compare these data.

C. Organization

1. Introduction to the organization

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 given in Annex B.1 and it has not changed since 2006 when annual reports started to be published. Organizational chart must be agreed on with the Ministry of Transport.

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,
- supervision of observance of passengers' rights.

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 and it is the same as in 2008.

D. The development of railway safety

1. Initiatives to maintain/improve safety performance

The most important safety recommendations issued in 2009 are stated in Table D.1.1. These recommendations were issued by the Rail Safety Inspection Office as part of Reports on the results of investigation of causes and circumstances of incidents in accordance with provisions of the Act on rail systems in order to minimize risks of accidents.

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.

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 by the Rail Safety Inspection Office**
Date	**Place**	**Description of the event**	
8.1.2009	Plzeň – České Budějovice km 222.975	Collision of train Os 8043 with a passenger car on level crossing	Implement unified system of signing of railway level crossings from the perspective of rail system, i.e. railway and road topology, both for infrastructure managers and operators and road users and bodies of integrated rescue system.

23.11.2008	Mikulovice st. Hr. – Hanušovice km 20.285	Collision of train Os 3610 with a trailer towed by a motor car	Immediately ensure compliance of internal rule of infrastructure manager ČD S 4/3 "Rules of administration and maintenance of railway level crossings" effective from 01/09/1987 with standard ČSN 73 6380 "Railway level crossings and pedestrian crossings".
17.12.2008	Opava východ – Hradec nad Moravicí km 4.981	Collision of train Os 23475 with a motor car on railway level crossing	Infrastructure manager SŽDC, s. o. should negotiate with road owners appropriate traffic measures concerning level crossing of A-road No 57 and C-road No 44346 located in immediate proximity of railway level crossing at km 4.981 of railway track of regional category from Opava východ – Hradec nad Moravicí. Traffic measure should make it possible for road users to turn off safely from A-road 57 to C-road 44346 and a level crossing at 4.981 km. At the same time, it should prevent motor cars turning off from C-road 44346 to A-road 57 from stopping in the railway level crossing's safety zone.
			2. Safety recommendation is the same as in case of accident from 23/11/2008 – see point 2.

2. Results of safety recommendations

The following safety recommendations were issued in 2009:

1. Safety recommendation of 07/07/2009 for the incident from 08/01/2009

- After all interested parties discussed the recommendation, signing of level crossings was implemented as of 01/08/2009.

2. Safety recommendation of 30/06/2009 for the incident from 23/11/2009

- This safety recommendation was generalized and sent by the Rail Authority to appropriate infrastructure managers on 22/10/2009. Infrastructure managers committed to tackle with the problems on an ongoing basis. It should be noted that the abovementioned standard applies only to newly built crossings and crossings being reconstructed.

3. Safety recommendation of 26/08/2009 for the incident from 17/12/2008

- 1. Railway Infrastructure Administration, state organization, owner and manager of the infrastructure, enhanced sight conditions on the abovementioned railway level crossing. Thus they ensured that sight conditions comply with standard ČSN 73 6380 – "Railway level crossings and pedestrian crossings".

No other safety recommendations based on any other incidents/reasons were issued in the Czech Republic in 2009.

In order to maintain and improve railway safety expressed 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 2009, modernization of transit railway corridors and their important railway junctions continued in order to ensure technical parameters identical with corridor lines.

In order to ensure continuous improvement of railway safety, an increased attention has been paid to railway level crossings that are still critical places of collisions of road and railway vehicles. In 2009, many crossings and crossing safety devices have been reconstructed. A total of 135 railway crossings were reconstructed, while 63 useless or superfluous crossings were abolished.

In connection with the improvement of railway crossing safety, system of signing of level crossings with ID numbers was implemented in 2009, which ensured unambiguous and faster identification of incident location. This measure was done in reaction to an incident (recommendation by the Rail Safety Inspection Office). The implemented system makes it possible to stop railway operation in a given track section, if necessary. The system has been put into operation on 01/08/2009.

3. 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 2009:

- Number of accidents: 113,
- Number of fatalities: 26,
- Total number of serious injuries: 92,
- Number of precursors: 55.

Development of railway safety for year of 2009 is further given in Annex C.

In 2009, 113 accidents as defined by Regulation (EC) No 91/2003 of the European Parliament and of the Council happened on nation-wide and regional rail systems, which is a slight decrease (15%) of number of accidents as compared with 2008.

Twenty-six persons died (not counting suicides) and 92 persons were seriously injured – number of fatalities and serious injuries decreased as compared with 2008.

Total costs of damages caused by accidents amounted to approximately 305 thousands Euros.

In summary, number of incidents in 2009 and costs of damage are comparable with those from 2008, in both cases with slightly decreasing trend. The level of rail system and rail transport operation safety remains nevertheless very high.

Again, the most serious issue is represented by the number of accidents on railway level crossings, where people do not respect signalling devices (however, the number of these accidents significantly decreased in the long run). Therefore additional campaigns were launched by the Ministry of Transport of the Czech Republic and the Rail Safety Inspection Office in order to improve safety on level crossings and ensure that the public better understands the issue and that road users behave in a more disciplined way. Despite these initiatives, 21 persons died on railway level crossings.

E. Important changes in legislation and regulation on railway safety in 2009

Legal regulations concerning railway safety did not changed significantly in 2009. However, the parliament approved Act No 377/2009 Coll. as of 7. October 2009 that amends Act No 266/1994 Coll., on rail systems, as amended. This change is based on Regulation (EC) No 1371/2007. As this act concerns railway safety indirectly, it is not listed in Annex E.

It should be also noted that the Czech Republic made reservation in accordance with Article 42 of the Convention concerning International Carriage by Rail (COTIF) that it will not apply the following Appendices to COTIF:

- CUI - Uniform Rules concerning the Contract of Use of Infrastructure in International Rail Traffic (CUI)- Appendix E to COTIF;
- APTU - Uniform Rules concerning the Validation of Technical Standards and the Adoption of Uniform Technical Prescriptions applicable to Railway Material intended to be used in International Traffic - Appendix F to COTIF;
- ATMF - Uniform Rules concerning the Technical Admission of Railway Material used in International Traffic - Appendix G to COTIF.

This reservation came into effect for the Czech Republic on 31 December 2009.

Notification of regulations

In 2009, other regulations were submitted for notification. They were mainly regulations of infrastructure manager Railway Infrastructure Administration.

The Safety Directive - Stage of implementation

The Safety Directive was implemented already in 2007. No extension was done in 2009.

In the second half of 2009, preparation of implementation of 3rd railway package that significantly amends the Act on rail systems and other railway regulations was started. This package applies mainly to train drivers licensing, interoperability of approval of vehicles and further opening of market based on new provisions on train drivers licensing. The package will affect also Common Safety Indicators and Common Safety Methods for calculation of accident costs. This change should be understood as a reaction to Commission Directive 2009/149/EC of 27 November 2009 amending the existing Safety Directive. An amendment 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, has already been issued and came into effect on 31 August 2010.

F. The development of safety certification and authorization

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 authorization (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 2009, 11 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 39 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 312 days.

3.1.3. In 2009, 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 2009.

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 (312 vs. 39 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.

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 2009, 11 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 (285 vs. 38 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 Authorizations

3.3.1. In 2009, 2 modifications of safety authorization were issued for the infrastructure manager due to organizational changes.

3.3.2., 3.3.3 Table E 6 in Annex E indicates that no new safety authorization of infrastructure manager was issued in 2009. Average time to implement the change of safety authorization is 55 days.

3.3.4 In one case, procedure of issuing safety authorization of infrastructure manager was stopped in 2009 due to the failure to meet conditions of authorization issuance and also as a result of audit performed in this company (see Chapter G – Audits).

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.

1.1 In 2009, 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)	43	34
infrastructure managers	286	43
Total	**329**	**77**
out of it on railway crossings	118	25

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.	5
Not removed sources of imperilment of the rail system or disturbance of rail operation.	3
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.	3
Unpublished timetables and their changes for public railway passenger transport.	2
Unmarked names of stations (stops), which he operates, by the infrastructure manager.	10
Operation of rail vehicles in the technical conditions, which do not correspond to the approved worthiness.	3
Operation of rail vehicle, technical worthiness of which was not evidenced by conformity with an approved type	1
Failure to perform regular technical inspections of the rail vehicle	2
Deficiencies in marking the rail system facilities	2
Deficiencies in marking rail vehicles with signals on nation-wide rail system and regional system	1
Failure to perform regular technical inspections of the rail vehicle.	6
Liability to notify neglected.	2
Others	18
Safety management system	14

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 2009, state supervision was performed by 100 employees of the Rail Authority, which represents 80% of all employees. These persons are also authorized to perform state administration tasks concurrently with state supervision.

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 2009, 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 a total number of railway undertakings (see Annex A.2.2), all undertakings submitted the annual safety report by the date stated as per Article 9(4) of Safety Directive, except for 2 undertakings that did not submit the report although they had concluded the contract on access to rail systems and actively operated rail transport on these rail systems. These undertakings will be probably sanctioned after all aspects are considered.

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorizations	Other Activities
3. Number of inspections of RUs/IMs carried out in 2009	Planned	0	0	2	40/250
	unplanned	0	0	*	3/12
	carried out	0	0	2	43/262

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

Scope of inspection of infrastructure managers:

Inspections basically focus on the following items:

- 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.

Scope of inspection of railway undertakings:

Inspections basically focus on the following items:

- 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

As compared with 2008, audits performed by safety authority in 2009 were more focused on railway undertakings that received safety certificates and that operate rail transport on nation-wide rail system and regional rail systems. Special attention was paid to controlling activities performed by employees in order to ensure railway transport safety, and adherence to the accepted system of ensuring transport safety or its incorporation into organizational chart of individual companies. Here it is mainly a case of establishment of personal responsibility for realization of adopted measures and prevention.

Audits		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorizations	Other Activities
4. Number of audits of RUs/IMs carried out in 2009	Planned	16	16	*	2
	Carried out	16	16	*	2

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

In 2009, the Rail Authority performed 16 audits of railway undertakings and 2 audits of infrastructure operation performed by infrastructure manager or infrastructure owner. The following companies were audited:

Railway undertaking (operator)
Olomoucká dopravní a.s.
SD kolejová doprava a.s.
Sokolovská uhelná, právní nástupce a.s.
JHMD, a.s.
CZ Logistics, s.r.o.
UNIPETROL DOPRAVA, s.r.o.
Ostravská dopravní společnost, a.s.
NOR, a.s.
DBV-ITL, s.r.o.
Viamont DSP a.s.
Elektrizace železnic Praha a.s.
EDIKT a.s.
KK-provoz a opravy lok. s.r.o.
IDS Cargo a.s.
Sokolovská uhelná, právní nástupce a.s.
LOKO TRANS s.r.o.

Infrastructure manager / owner	
KŽC Dopravce, s.r.o.	Regional rail system Česká Kamenice-Kamenický Šenov
SŽDC, s.o., ČD, a.s., ČD Cargo, a.s	Regional rail system Domažlice - Poběžovice, Staňkov - Poběžovice

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 2009, the Rail Authority performed 16 audits after issuing safety certificates, see Table above. The audits did not reveal any serious discrepancies except for several administrative shortcomings (liability to notify neglected, failure to ensure safety system). 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).

Also, 2 audits of safety of operation of nation-wide or regional rail systems were performed (see Table above). Based on the audit of the infrastructure owner (KŽC, Doprava, s.r.o.) the procedure of issuing safety certification of infrastructure manager for operation of regional rail system Česká Kamenice - Kamenický Šenov was suspended. The procedure has not been reopened yet.

6. Complaints from the part of infrastructure managers against railway undertakings were not lodged in 2009.

7. Complaints from the part of railway undertakings against infrastructure managers were not also lodged in 2009.

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 was used, although it was not effective at that time.

In October 2009, Prague hosted a seminar with the participation of ERA where CSM principles were introduced. Unfortunately, attendance of the seminar was very low. The Regulation will be used as soon as it comes into force in 2010.

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:

The Rail Authority met the target in 2009 to perform audits of proper function of safety management. It plans to continue this effort in other infrastructure managers and railway undertakings in 2010.

J. Sources of information

- Annual report for the year of 2009– 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 2010 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. 2010 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

Abbreviations used in Annual Report

MU - mimořádná událost (incident)

UTZ - určené technické zařízení (specified technical equipment)

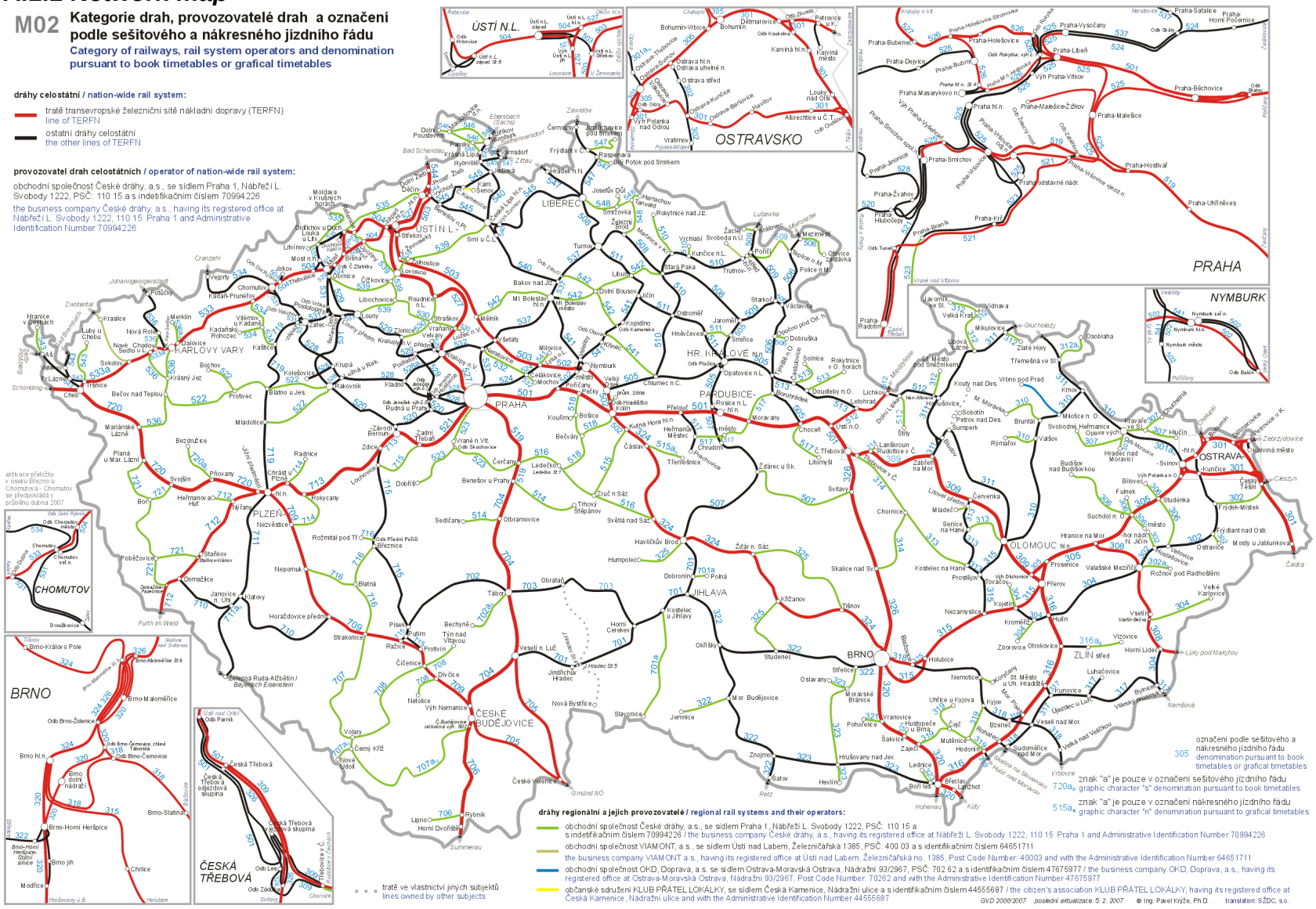
SŽDC – Správa železniční dopravní cesty – the Railway Infrastructure Administration, state organization (main infrastructure manager of nation-wide rail system and regional rail systems)

ČD – České dráhy, a.s. (Czech Railways, j.s.c., main railway undertaking for passenger transport)

Annex A. Railway Structure Information

A.1.1 Network map

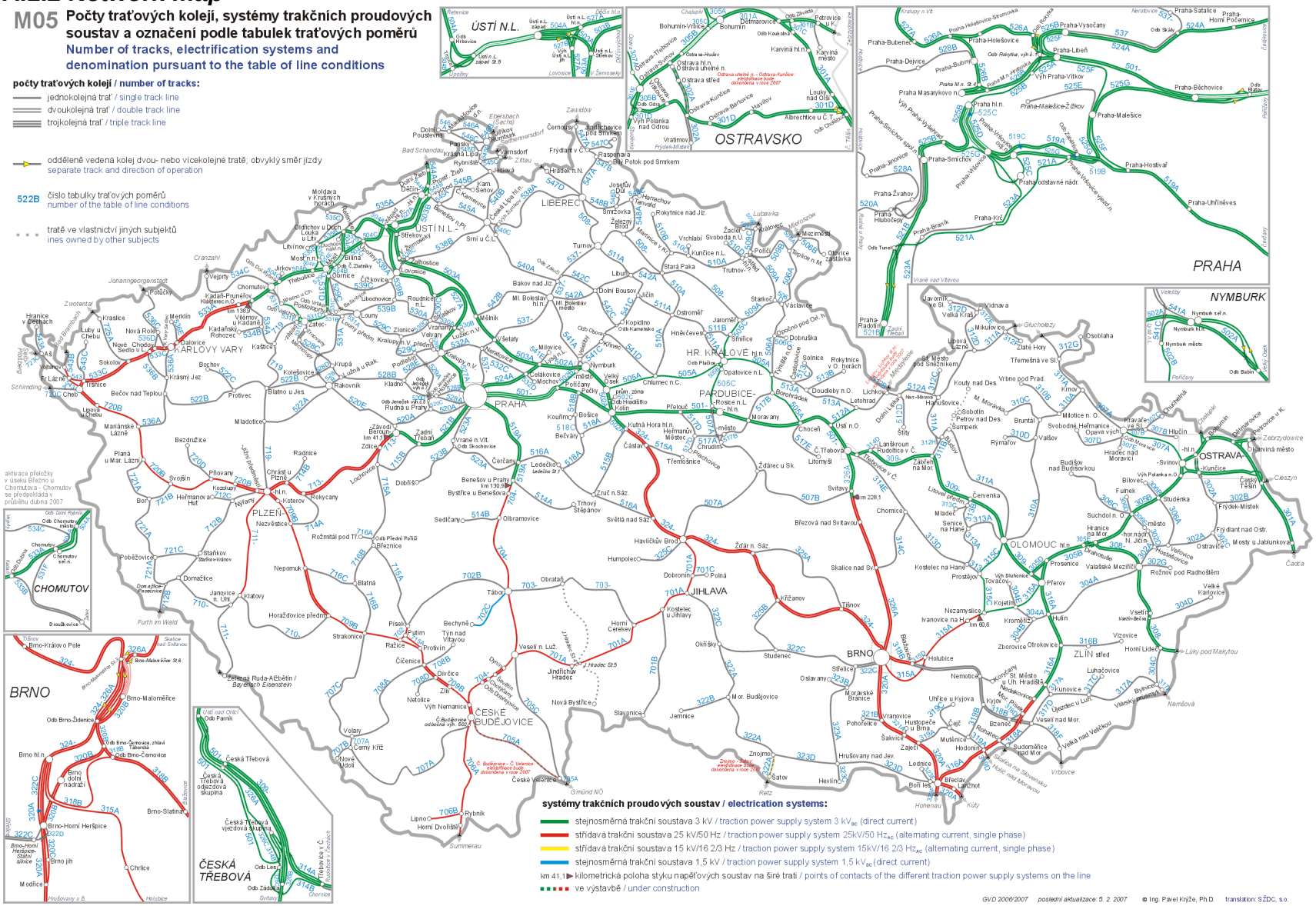
M02 **Kategorie drah, provozovatelé drah a označení podle sešitového a nákresného jízdního řádu**
Category of railways, rail system operators and denomination pursuant to book timetables or grafical timetables



Annex A. Railway Structure Information

A.1.2 Network map

M05 **Počty traťových kolejí, systémy trakčních proudových soustav a označení podle tabulek traťových poměrů**
Number of tracks, electrification systems and denomination pursuant to the table of line conditions



Annex A. Railway Structure Information

A.2.1. Infrastructure Manager(s)

Name-IM	Address	Website/Network	Safety Authorization (Number/Date)	Safety Authorization (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/2008/9004 (25.8.2008) UP/2008/9005 (25.8.2008)	OSPD/2007/001 (12.11.2007)	1.11.2003	107/1435	0,95/3000V ss	107/0	0	4	47
Remaining tracks that still holds ČD,a.s. even after division (30/06/2008)											
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	9455/1435 22/760	3151	7580/1907	31,1	8274	14703

Name-IM	Address	Website/Network	Safety Authorization (Number/Date)	Safety Authorization (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
Advanced World Transport a.s. (new name of OKD, Doprava, akciová společnost)	Ostrava, Moravská Ostrava, Hornopolní 3314/38, PSČ 70262	http://www.awtgroup.eu/cz.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	34	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	12
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	53	12

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
			Number	Date								
Railway undertakings operating on nation-wide rail system or state-owned regional rail systems – SŽDC (including rented tracks) – according to outputs												
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	0/10	7/0		1 282
BF Logistics s.r.o.	Praha 9, Beranových 65, PSČ 19902	www.bfl.cz/	CZ1120070003	28.5.2007	1.3.2007	V	9	0	0/5	9/4		83 253
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		35 308
ČD Cargo, a. s.	Jankovcova 1569/2c, Praha 7, PSČ 170 00	http://www.cdcargo.cz/	CZ1120070009	30.11.2007	1.12.2007	OVLT	873	0	53/27116	2208/352		25 977 000
České dráhy, a. s.	Praha 1, Nábřeží L. Svobody 1223, PSČ 110 15	http://www.cd.cz/	CZ1120080008	26.3.2008	1.11.2003	OVLTNZ	748	826	3035/142	4020/3434	125 083 072	1 235 454
DBV-ITL, s. r. o.	Kolín IV, Polepská 867, PSČ 28002	http://www.dbv-itl.cz/	CZ1120080006	25.3.2008	29.4.2003	VL	3	0	0	1/0		1 112
Elektrizace železnic a.s.	Praha 4, Nusle, nám. Hrdinů 1693/4a, PSČ 14000	http://www.elzel.cz/	CZ1120080007	25.3.2008	1.9.1996	T	20	0	0/183	15/41		35 648
Elektrizácia železníc Kysak a. s.	Praha 4, Nusle, Nám. Hrdinů 1693/4a, PSČ 14000		CZ1220080019	29.5.2008			5	0	0/37	5/4		6 576
EUROVIA CZ, a. s. (do 31.3. Stavby silnic a žel.)	Praha 1, Národní třída 10, PSČ 11319	www.ssz.cz	CZ1120080024	13.6.2008	15.6.2003	T	7	0	0/0	8		1 399
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		40 694
Chládek & Tintěra, a.s.	Litoměřice, Nerudova 16, PSČ 412 01	http://www.cht.cz/	CZ11200800013	22.4.2008	1.1.2002	OT	2	0	0/25	3/1		30 620

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
			Number	Date								
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	12	0	0/0	18		
IDS CARGO a. s.	Albertova 21 PSČ 77900 Olomouc	http://www.ids-cargo.cz/	CZ11200800043	5.12.2008	6.1.1900	V	3	0	0/10	31/2		28 334
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	5		751
inTERRA s.r.o.	Lanškroun, Dvorská 605, PSČ 56301	http://www.interracz.eu	CZ11200900006	15.4.2009	1.5.1998	T	1	1	0	3		
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		2 206
Jindřichohradecké místní dráhy, a. s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.jhmd.cz	CZ1120070008	22.11.2007	1.7.1997	NLT	15	1	36/31	15/13		40
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	26/0		4 932
KŽC Doprava, s.r.o.	Praha 9, Koloděje, Meinlinova 336, PSČ 19016	http://www.kzc.cz/	CZ11200800041	10.11.2008	15.3.2006	VONTL	4	5	6	12/14	18 315	4 556
Lokálka Group, občanské sdružení	Rokycany, Plzeňská 334, PSČ 33701	http://www.lokalkagroup.cz/	CZ11200800040	5.11.2008	15.4.2005	OVN	3	0	0	3	4 308	152
LOKO TRANS s r. o.	Brno, Voříškova 2, 623 00	http://www.lokotrans.cz	CZ1120070006	12.11.2007	29.5.1999	LTO	0	0	0	3		5 941
LTE Logistik a Transport Czechia s.r.o.	Šilheřovice, Dolní 404, PSČ 74715	http://www.lte-czechia.cz/	CZ1120090012	14.7.2009	1.12.2005	v	0	0	0	4/2		7 111
METRANS a. s.	Praha 10, Podleská 926	http://www.metrans.cz	CZ1120090010	9.6.2009	1.9.2008	V	4	0	0/1060	7/0		603
MTH Praha, a. s.	Praha 8, Kandertova 1a/1131, 180 00	www.mth.cz	CZ1120090004	10.3.2009	1.4.1996	LTO	6	0	0	1/2		576
N+N-Konstrukce a dopr. stav. Litoměřice, s. r. o.	Litoměřice, Masarykova 31, 412 01	http://www.nanlitomerice.cz/	CZ11200800044	15.12.2008	13.7.1998	T	4	0	0	7		5 553

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
			Number	Date								
OHL ŽS, a. s.	Brno - střed, Burešova 938/17, PSČ 66002	www.ohlzs.cz	CZ11200800012	21.4.2008	1.12.2004	V	0	0	0/10	7/3		
OKD, Doprava,akciová spol. (vč. pronajatých tratí)	Ostrava - Moravská Ostrava, Nádražní 93/2967, 702 62	www.okd-doprava.cz/indexcz.html	CZ11200800002	16.1.2008	1.5.1995	VN	157	0	0/2594	140/224	120 440	1 266 553
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	0/18	2/2		21 049
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	23		110 597
Posázavský Pacifik - doprava, s. r. o.	Čerčany, Nádražní čp. 25, PSČ 25722	http://www.posazavsky-pacifik.cz/		zastaveno v r.2009	20.7.2004	OVT	*	*	*	*	240	0
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	1/1	1 171	240
RAILTRANSPORT s r. o.	Sokolov, Spartakiádní 1979/4, 356 01	www.railtrans.info/	CZ11200800038	1.10.2008	10.1.2004	NTVO	3	0	2/0	12/3	94 379	1 171
RM LINES, a. s.	Litoměřice, Kořenského 1474/3, PSČ 41201	http://www.rmlines.cz	CZ11200800020	3.6.2008	25.8.2005	V	2	0	0/0	0		94 379
RUTR, spol. s r. o.	Praha 4, Chodovská 7, PSČ 14100	www.rutr.cz	CZ11200800025	17.6.2008	1.1.2001	T	0	0	0/0	0		
SANRE, spol. s r. o.	Bohumín, Nový Bohumín, Lidická č.p. 219, PSČ 73581	www.sanre.cz	CZ11200900005	24.3.2009	15.8.1996	T	1	1	0/0	3		54
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		5
SD - Kolejová doprava, a. s.	Kadaň, Tušimice 7, PSČ 43201	http://www.sd-kd.cz	CZ1120070001	1.10.2007	1.9.2006	N	26	0	0/180	14/12		8 016
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		7 376

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
			Number	Date								
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	2/6		8 686
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		30 501
Slezské zemské dráhy o.p.s.	Bohušov č.p.15, 793 99		CZ1120080027	19.6.2008	15.6.2006	VOTL	*	*	*	*	2 202	8 408
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	9	0	0	21/21		17 027
Slovenská železničná dopravná spoločnosť, a.s.	Na Štepnici 1379/1, Zvolen		CZ1220080032	16.7.2009			8	0	0	31		93
Sokolovská uhelná, právní nástupce, a.s.	Sokolov, Staré náměstí 69, PSČ 35600	www.suas.cz	CZ1120070007	21.11.2007	15.6.1996	V	12	0	0/116	14/30		38 066
Společnost železniční výtopna Jaroměř	Jaroměř, Nádražní 227, 551 01	http://www.spolecnost-zeleznicni.cz/	CZ1120090016	10.8.2009	1.11.1995	OVN	2	0	5/0	1/3	37 101	7 758
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		2 676 263
Stavební firma Carda-Müller s. r. o.	Olomouc, Chválkovice, Chválkovická 332/17, 773 00	www.carda-muller.cz	CZ1120090001	3.2.2009	1.5.2001	T	1	0	0	1		468
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		1 064
TCHAS ŽD s.r.o.	Ostrava, Poruba, Francouzská 6167, PSČ 70800		CZ1120090007	15.4.2009	1.12.2008	T	1	0	0	4		3 054
TOMI-REMONT a. s.	Prostějov, Přemyslovka č.p. 2514/4, PSČ 79601	www.tomi-remont.cz	CZ1120080017	14.5.2008	2.10.1995	T	9	0	0/17	18/24		25 211
TORAMOS, s. r. o.	Český Těšín, ul. Tovární 1001/129, PSČ 73701	www.toramos.cz/	CZ1120080046	17.12.2008	1.4.1996	T	2	0	0/0	4		521

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
			Number	Date								
Trakce, a. s.	Ostrava-Moravská Ostrava a Přívoz, Hlávkova č. 428/3, PSČ 70200	www.trakce.cz	CZ1120090002	20.2.2009	20.8.2002	T	3/1	0	0/16	2/3		3 586
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		3 092
Traťová strojní společnost, a.s.	Hradec Králové, Jičínská 1605, PSČ 50101	www.tssas.cz	CZ1120080011	21.4.2008	1.2.2005	TV	33	0	0/877	28/23		505 209
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		810 115
Veolia Transport Morava, a. s.	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		
VIAMONT a.s. (including leased tracks)	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	www.viamont.cz	CZ120080005	6.2.2008	2.10.1995	T	0	9	5	45	749 697	
VIAMONT Cargo a. s. (including leased tracks)	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		228 535
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	83	33/8		62 878
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	5/4		10 418
ZABABA, s. r. o.	Praha 5, Pod Lipkami 1407/16, PSČ 15000	http://www.zababa.cz	CZ1120090009	20.4.2009	10.7.2004	VONTL	1	0	0/0	4/2		137

Railway undertaking operating on a regional rail system whose infrastructure manager is not SŽDC (but JHMD or SART)

Name	Address	Website/Network	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate 2004/49/EC	Start date commer	Traffic Type	Number of Locomotives	Number of Railcars/Multipl e Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety	Volume of passenger transport MLN.

			Number	Date		cial activity					crew	train km
Jindřichohradecké místní dráhy, a. s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.jhmd.cz	CZ1120070008	22.11.2007	1.7.1997	NLT	15	1	36/31	15/13	359 821	75 700
Veolia Transport Morava, a. s.	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	246 000	

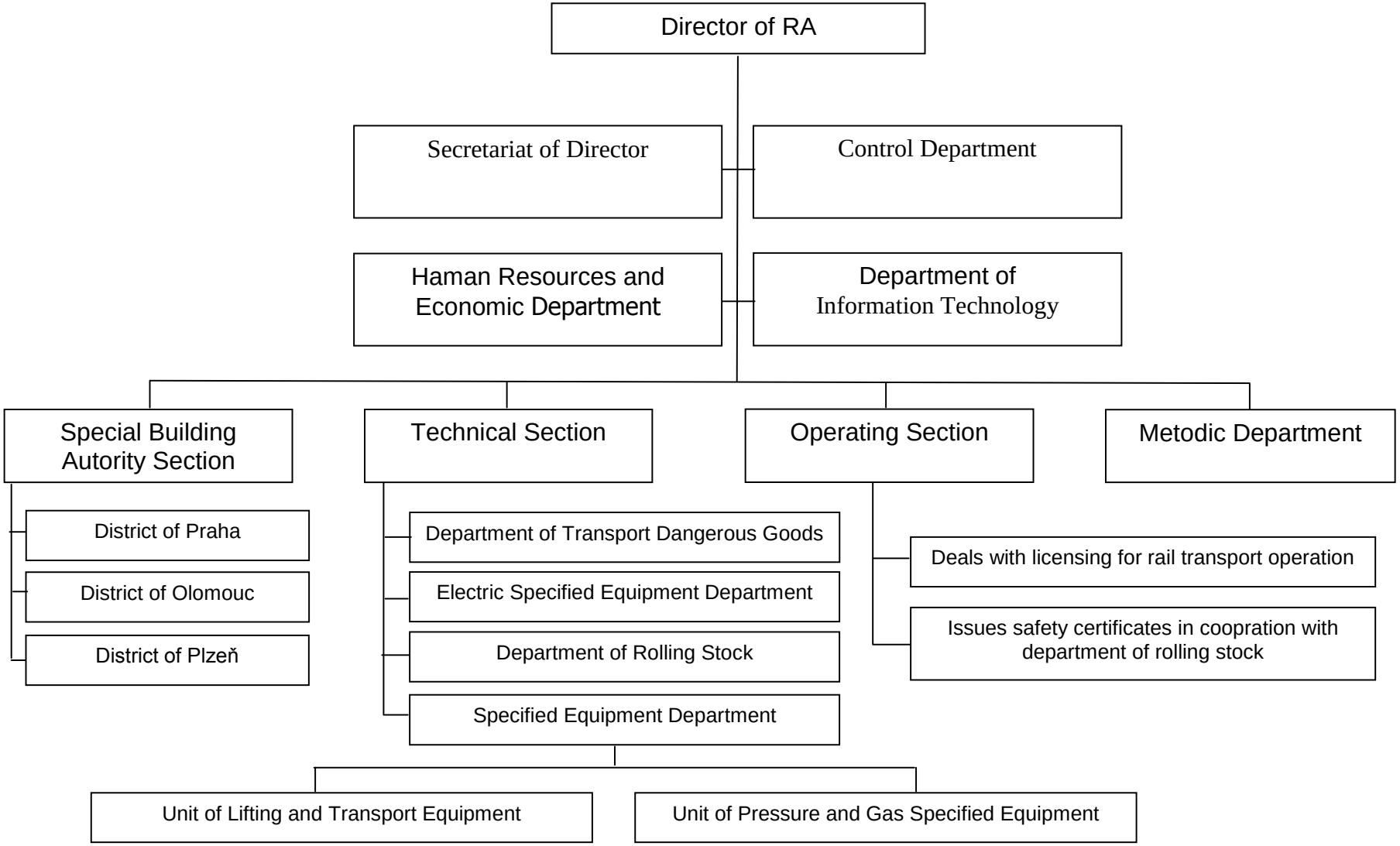
Note:
1. All railway undertakings that received Safety Certificates Part A in the Czech Republic obtained also Part B.
2. No certificate issued according to 2001/14/EC is valid in the Czech Republic since 2009.

Traffic Type*:*

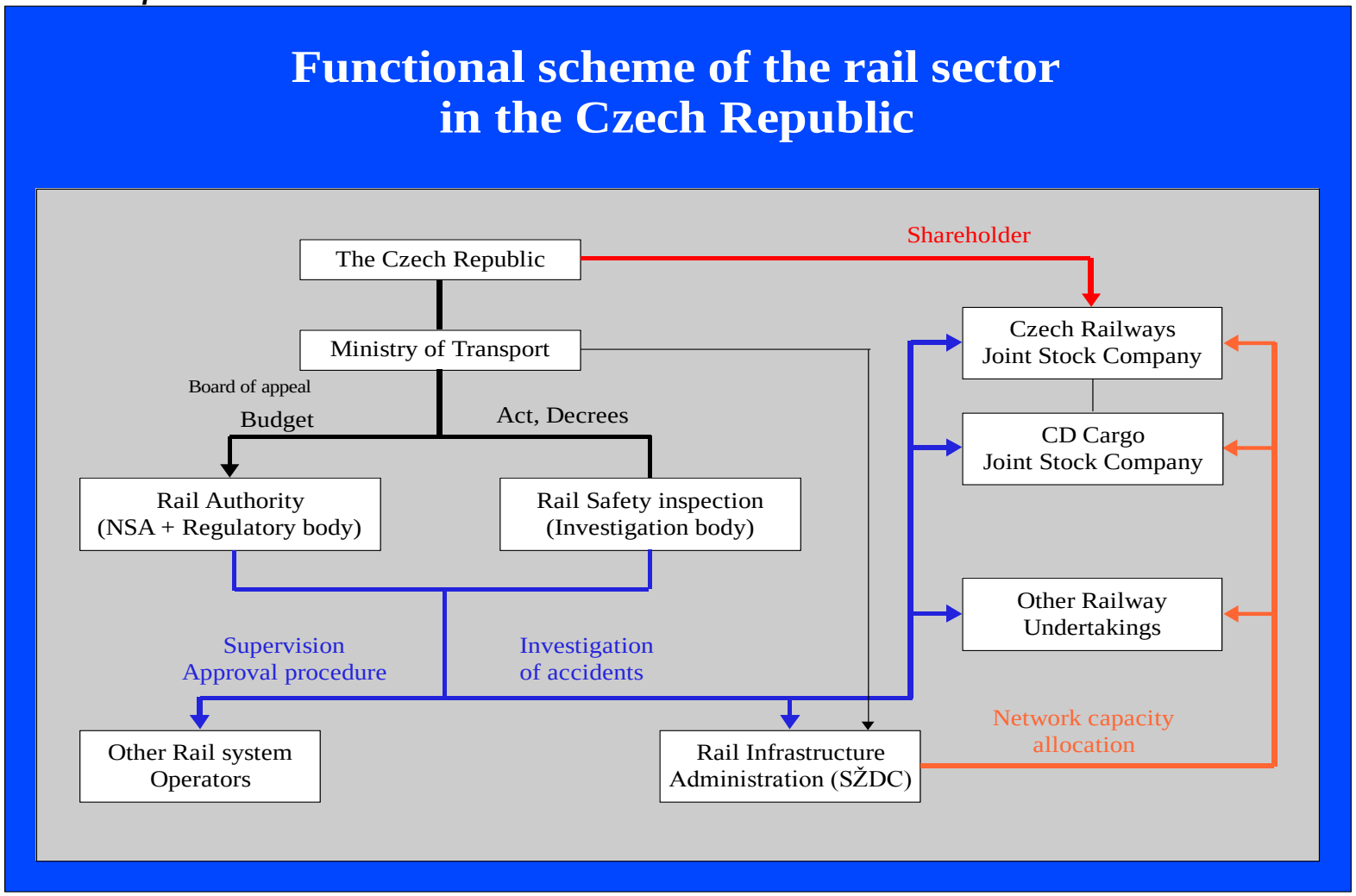
O – passenger transport
V – freight transport
Z – transport of animals
T – transport track machinery
L – transport vehicles (locomotives) in connection with their repair and test
N – nostalgic driving

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

Organizational structure RA



Annex B. Organizational 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 hospitalized 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 kilometer. 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 signaling failures" occurs when a signaling 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 authorization of infrastructure managers	None			
Rules concerning requirements for wagonkeepers	None			
Rules concerning requirements for maintenance workshops	None			
Rules concerning requirements for the authorization 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	Notification of the Ministry of Foreign Affairs No 43/2010, Collection of international treaties.	31/12/2009	Reservation about the Convention concerning International Carriage by Rail (COTIF) agreed in Bern on 9 May 1980 was submitted under No 8/1985.	Reservation of the Czech Republic according to Article 42 of Convention concerning International Carriage by Rail (COTIF) that it will not accept the following appendices to the Convention: CUI, APTU, ATMF.

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment of existing law)	Description
	None			
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	None			
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 analyze the indicators	None			
Rules concerning requirements for authorization of placing in service the infrastructure (tracks, bridges, tunnels, energy, ACT, radio, signalling, interlocking, level crossing, platforms, etc.)	None			

ANNEX E: The development of safety certification and authorization – 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 2009	Bring licensed in Czech Republic	0
	in another Member State	0

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 2009	being registered in the Czech Republic	66	11	0
	Being registered in another Member State	0	0	0

Note: Sixty-six (66) new certificates part A should be understood as 53 valid certificates issued in previous years + 13 new certificates issued in 2009; 11 issued amendments of certificates part A should by understood as 8 valid amendments issued in previous years + 3 amendments issued in 2009.

		New	Updated/amended	Renewed
E.2.2 Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 2009	being registered in the Czech Republic	66	11	0
	Being registered in another Member State	3	0	0

Note: Sixty-six (66) new certificates part A should be understood as 53 valid certificates issued in previous years + 13 new certificates issued in 2009; 11 issued amendments of certificates part A should by understood as 8 valid amendments issued in previous years + 3 amendments issued in 2009. Three (3) new certificates part B should be understood as 2 new certificates issued in 2009 for foreign railway undertakings + 1 valid certificate issued in 2008.

			A.	R	P
E.2.3 Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2009.	being registered in the Czech Republic being registered in the Czech Republic	new certificates	6	0	2
		updated/amended certificates	4	0	0
		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	being registered in the Czech Republic being registered in the Czech Republic	new certificates	8	0	7
		updated/amended certificates	3	0	1
		renewed certificates	0	0	0
	Being registered in	new certificates	0	0	0

2009.	another Member State	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.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 - 2 railway undertakings,

2. Poland – 1 railway undertaking.

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

	New	Update/amended	Renewed
E.3.1 Number of valid Safety Authorizations held by Infrastructure Managers in the year 2009 being registered in the Czech Republic	6	2	0

Note: Six (6) new safety authorizations should be understood as 6 valid authorization issued in previous years; no new safety authorization was issued in 2009; 2 amendments of safety authorization should be understood as 1 valid amendment issued in 2008 + 1 amendment issued in 2009.

		A.	R	P
E.3.2 Number of applications for Safety Authorizations submitted by Infrastructure Managers in year 2009 being registered in the Czech Republic	New authorizations	0	1	0
	Update/amended authorizations	1	0	0
	Renewed authorizations	0	0	0

A = Accepted application, authorization is already issued
R = Rejected applications, no authorization was issued
P = Case is still pending, no authorization 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 2009 for Railway Undertakings	being registered in the Czech Republic	312 (39)	43 (40)	-
	being registered in the 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 2009 for Railway Undertakings	being registered in the Czech Republic	285 (38)	43 (40)	-
	being registered in the Czech Republic	108 (35)	-	-

E.6. Procedural aspects – Safety Authorizations

		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 Authorization in year 2009 for Infrastructure Managers	being registered in the Czech Republic	-	55 (55)	-
	being registered in the Czech Republic	-	55 (55)	-

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