TEHNILISE JÄRELEVALVE AMET
ESTONIAN TECHNICAL SURVEILLANCE AUTHORITY

2013 REPORT OF THE ESTONIAN TECHNICAL REGULATORY AUTHORITY

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A.1 Summary

[The original report starts with summaries in both Estonian and English]

This Annual Report provides an overview of the Estonian railway sector in 2013. The report focuses on the progress made in railway safety, the processing of safety certificates, important amendments to the legislation on railway safety as well as the outcomes of supervisory programs aimed at the infrastructure managers and the railway undertakings. It also describes the organisational structure of the Estonian Technical Regulatory Authority (National Safety Authority – NSA) and its relations with the railway sector.

In 2013, the Estonian Technical Regulatory Authority (hereinafter 'TRA') issued an authorisation to Eesti Liinirongid AS ('ELRON') to place in service new Stadler FLIRT electric and diesel multiple units, thus deeming the trains to be compliant. The new rolling stock passed a relevant testing procedure coordinated by TRA in cooperation with ELRON and Stadler Bussnang AG. The passenger platforms of the Estonian public railway network were reconstructed to make them compatible with the new trains. The reconstruction of passenger platforms to the height of 550 mm continued. Authorisations for use were issued for 25 new platforms. 10 temporary passenger platforms were provided at train stations and halting places where the construction of new platforms will be completed by the end of 2014. Thus, the reconstruction of passenger platforms – a precondition for placing new passenger trains in service – has reached its final stages.

In 2013, the main objectives of the Transport Division of TRA in the field of railway safety overview were to review and update the principles of safety monitoring. In 2013, a risk analysis 'Railway accidents with severe consequences', mandated by the Estonian Technical Regulatory Authority under the Emergency Act, was supplemented and reviewed and an overview of the current state of affairs ensuring the sustainability of this vital service (managing public railways and rail transport services) in the Republic of Estonia was provided.

A total of 15 railway accidents were registered in 2013 – about the same number as in 2012, yet nearly 50% less than in 2011 when 28 railway accidents occurred. Because inattention on the part of road users continues to be the main cause of railway accidents, TRA, in cooperation with NGO Operation Lifesaver Estonia, continued running railway safety campaigns in 2013, calling for people to follow road traffic rules and safety instructions when crossing tracks, boarding a train or walking in the vicinity of railway tracks.

A.2 Summary [Summary in Estonian, as per original Report]

Raporti sisu

Antud aastaaruanne annab ülevaate Eesti raudteevaldkonnast 2013. aastal. Põhiline rõhuasetus on raudteeohutuse arengus toimunud edasiminekutel, ohutustunnistuste menetlemisel, olulistel muudatustel raudteeohutust käsitlevates õigusaktides ning raudteeinfrastruktuuri-ettevõtjate ja raudteeveo-ettevõtjate järelevalve tulemustel ning sellega seotud kogemustel. Lisaks eelnevale on ka esitatud Tehnilise Järelevalve Ameti (National Safety Authority – NSA) struktuur ja sidusus raudteevaldkonnaga.

2013. aastal väljastas Tehnilise Järelevalve Amet (edaspidi TJA) Eesti Liinirongid AS-i uutele Stadler FLIRT tüüpi elektri- ja diiselrongidele kasutuselevõtu loa, millega need hinnati

nõuetele vastavaks. Kasutuselevõtu loa saamiseks läbis uus veerem vastava menetluse, mida koordineeris TJA koostöös Eesti Liinirongid AS-i ja Stadler Bussnang AG-ga. Eesti avalike raudteede võrgustikus loodi ühilduvus reisijate ooteplatvormide ning uute rongide vahel. Samuti jätkus ka ooteplatvormide rekonstrueerimine kõrgusele 550 mm – kasutusloa said 25 uut ooteplatvormi. Uute rongide ohutuks teenindamiseks püstitati ka 10 ajutist ooteplatvormi jaamades ja peatuskohtades, kus alalised ooteplatvormid valmivad 2014. aasta jooksul. Seega on jõutud reisijate ooteplatvormide rekonstrueerimisega, mis on uute reisirongide kasutuselevõtu üks eeldusi, lõpusirgele.

TJA transporditeenistuse raudteevaldkonna ohutusjärelevalve peamisteks märksõnadeks oli 2013. aastal järelevalvetegevuse aluste ülevaatamine ning ajakohastamine. 2013. aastal täiendati ning hinnati üle hädaolukorra seaduse alusel TJA kohustusena koostatav riskianalüüs „Raskete tagajärgedega õnnetus raudteel' ning anti ülevaade elutähtsa teenuse toimepidevuse (avaliku raudtee majandamise ning raudteeveoteenuse) korralduse seisust Eesti Vabariigis.

2013. aastal registreeriti kokku 15 raudteeõnnetust, mis jääb samale tasemele 2012. aastaga, kuid mida on pea poole võrra vähem kui 2011. aastal, mil toimus kokku 28 raudteeõnnetust. Kuna liiklejate tähelepanematus raudteega kokku puutudes on endiselt õnnetuste peamiseks põhjuseks, siis 2013. aastal jätkas TJA koostöös MTÜ-ga Operation Lifesaver Estonia ennetustegevusena raudteeohutuskampaaniaid kutsumaks kõiki üles järgima liiklusreegleid ja ohutusjuhiseid raudtee ületamisel, rongi sisenemisel ja sealt väljumisel, samuti raudtee piirkonnas liikumisel.

B. Introduction

B.1 General

This 2013 report is the eighth in a series of reports on railway safety prepared by the Technical Regulatory Authority (previous reports were published in 2006-2012). This report provides an overview of the implementation of the Safety Directive and of the developments and progress made so far in the field of railway safety.

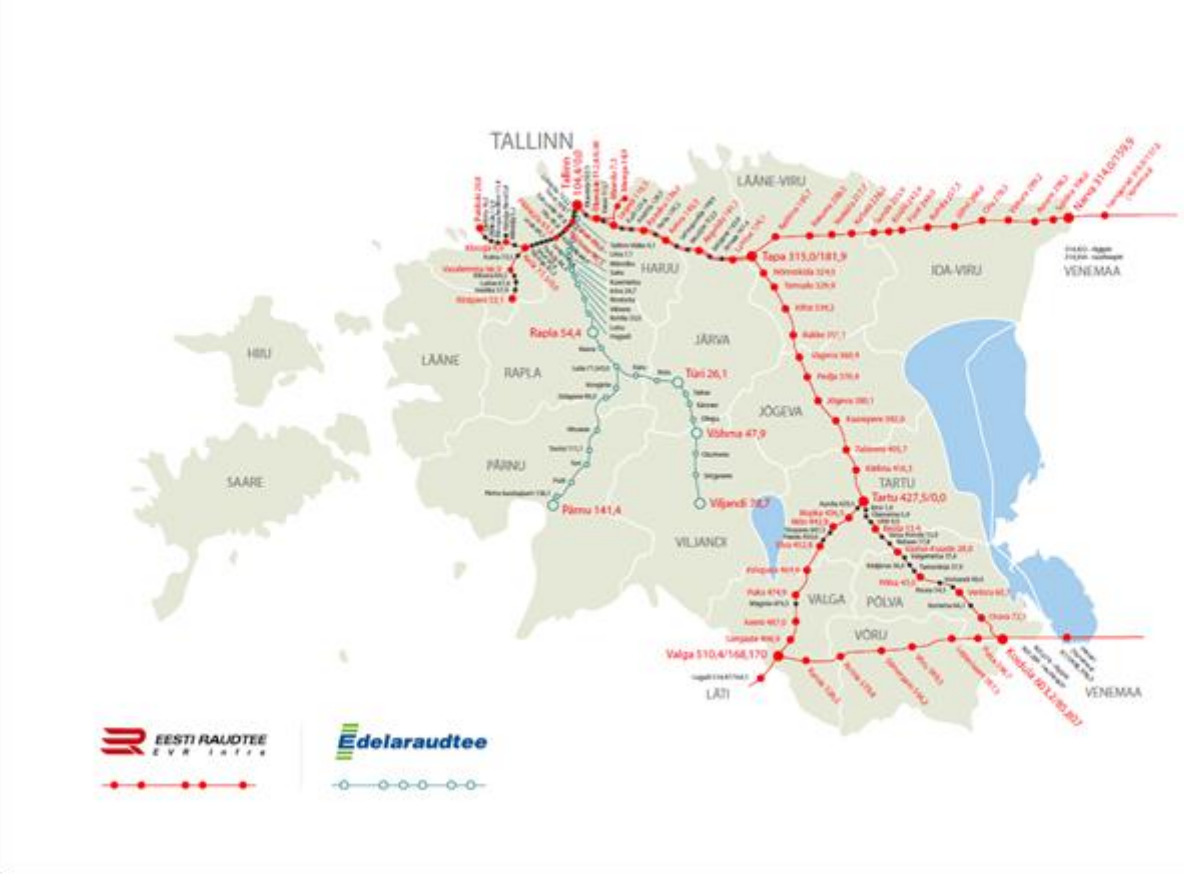
Based on an analysis of the main safety indicators (level-crossing accidents, accidents to persons caused by moving trains, etc.), the authors provide an overview of the development of railway safety performance in Estonia. Relevant source data have been provided, and their accuracy ensured, since at least 2004, allowing comparison of the data over a nearly 10-year period. Comparing the data of 2013 with those of previous years enables us to highlight the development of safety indicators.

This report is submitted to the European Railway Agency (ERA) to provide an overview of developments in the area of safety in Estonia. The safety report is available on the website of the Estonian Technical Regulatory Authority www.tja.ee.

B.2 Estonian railway sector

Railway infrastructure (public railway)

ANNEX A.1



In 2013, the total length of railways in Estonia was 2 146 km, of which 1 510 km are declared public in accordance with Estonian legislation. Public railways are managed by AS Eesti Raudtee and Edelaraudtee Infrastruktuuri AS.

AS Eesti Raudtee (a state-run undertaking) owns and manages 1 287 km of railways (including double-track railways and electrified lines).

Edelaraudtee Infrastruktuuri AS is a subsidiary of Edelaraudtee AS, a private undertaking, which is the owner of 223 km of railways.

ANNEX A.2.1

Public Railway Infrastructure Managers	
1. AS Eesti Raudtee	TEN-T (except for routes Valga–Koidula, Keila–Riisipere and Klooga–Klooga-Ranna)
2. Edelaraudtee Infrastruktuuri AS	Apart fromTEN-T

ANNEX A.2.2

Railway undertakings (freight transport on the public railway infrastructure in Estonia)	
1. E.R.S AS	**SinceJanuary 2008**
2. EVR Cargo AS	**SinceJanuary 2009**
3. Edelaraudtee AS	**Marginal freight transport on the infrastructure of Edelaraudtee AS**
Railway undertakings (passenger transport in Estonia)	
1. Edelaraudtee AS	**Passenger train service by DMUs within Estonia**
2. GoRail AS	**International passenger-train service Tallinn-Moscow-Tallinn, Tallinn-St. Petersburg-Tallinn**
3. Eesti Liinirongid AS (former business name Elektriraudtee AS)	**Passenger train service by EMU-s within Estonia**

B.3 Summary – analysis of general trends (development of railway safety)

In 2013, AS Eesti Liinirongid placed a fleet of new Stadler FLIRT EMUs and DMUs in service on the public railway network of Estonia. The new trains have an improved design and better facilities compared with the old trains. As the new trains are faster, quieter and have a different appearance, the traffic environment has changed – for train passengers, pedestrians crossing railway line, drivers and people in the vicinity of railways. At the same

time, the addition of the new trains to the network has significantly reduced accidents (caused by inadequate access of certain groups of users to the rolling stock resulting in falls and accidents due to premature closing of doors, etc.), which were formerly caused by the poor alignment of passenger platforms and the old rolling stock.

The reconstruction of AS Eesti Raudtee's contact network on the route Tallinn-Keila-Paldiski/Klooga-Rand was completed in 2013. About 50% of the electrical railway network has been presently reconstructed; this has improved the operating reliability of overhead lines and compatibility with the new rolling stock, which in turn has reduced the risk of suspension devices being broken when coming into contact with rolling stock.

In 2013 EVS/TK 16 Railways, a technical committee within the Estonian Centre for Standardisation, issued the new standard 'Railway applications - Railway signals, track signals and warning signs'. The purpose of the standard is to harmonise the use of railway signals, track signals and warning signs on the Estonian rail network. The implementation of standardised traffic control devices will improve railway safety. Representatives of the Technical Regulatory Authority and infrastructure managers participate in the activities of EVS/TK 16 Railways.

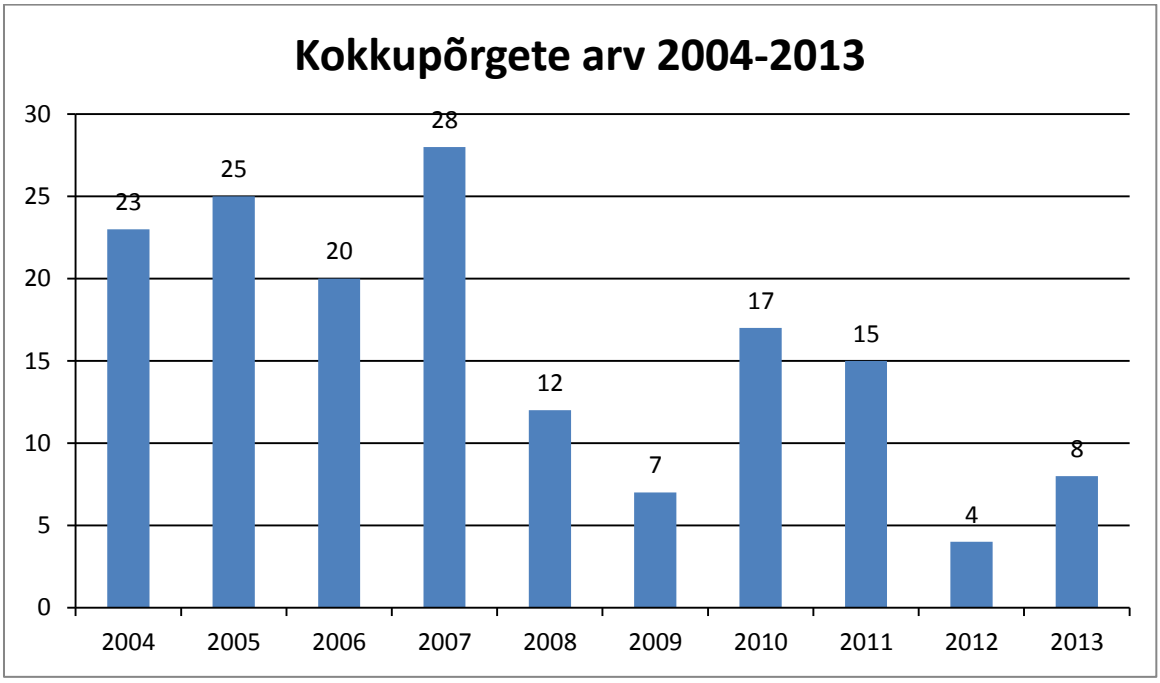
The analysis of safety indicators revealed one negative aspect: the number of collisions between rolling stock and motor vehicles at level crossings increased by four incidents in 2013 compared with 2012 (see ANNEX B.3.1).

Based on the analysis, the following positive trends can be highlighted:

- A significant improvement in railway safety was achieved by restricting access to railways, limiting the use of unauthorised crossings and making the existing traffic pathways safer. The analysis shows that the number of accidents where pedestrians were struck by trains decreased by five incidents, compared to 2012 (see ANNEX B.3.2). This was achieved by infrastructure modernisation at the stations and halting places of the public railway, the reorganisation of passenger flows and restriction of pedestrian access to the tracks in the period 2010–2013.
- The number of accidents caused by limited access to the rolling stock for certain user groups has decreased. The introduction of new passenger trains on the lines served by the electric railway (the lines handling the biggest passenger flows) in the middle of 2013 has contributed to a reduction in the number of accidents (only one accident occurred in the first half of the year).

ANNEX B.3.1

Level crossing accidents (excluding accidents involving pedestrians at level crossings), collisions (2004-2013)



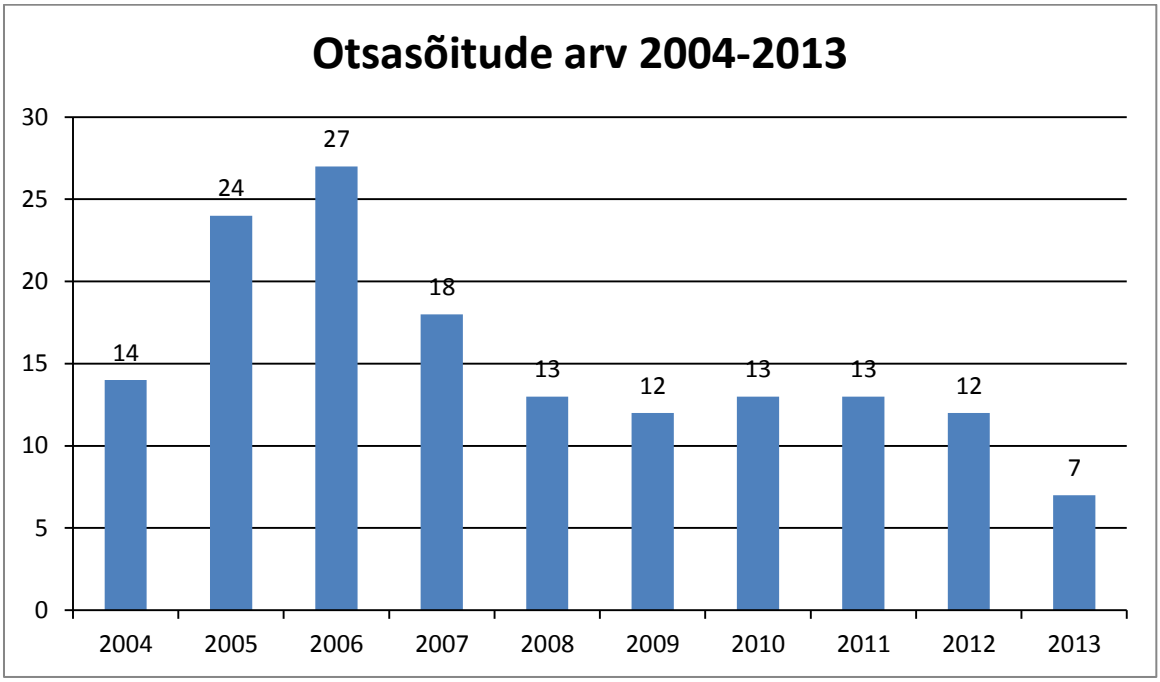
There were eight collisions between motor vehicles and trains in 2013, resulting in one death but no injuries. The majority of the accidents (five) happened in the third quarter of the year. The inattentiveness of drivers when crossing the railway remains the main reason for accidents.

While the total number of accidents increased compared with the year before, the consequences were less severe and in most cases there were no injuries to people. An important measure that has improved overall railway safety is the improvement and modernisation of level-crossing equipment (LED signals, improved visibility, rumble strips, etc.) which began earlier and continued in 2013.

Notable amongst other measures is the modernisation of seven level-crossings on the section Tallinn-Tapa (the section where railway traffic is most intensive). Those level crossings were fitted with barriers and light signals. The remaining five level crossings on that section, and three on the section Tapa-Tartu will be fitted with barriers in the first half of 2014. According to the Estonian Technical Regulatory Authority, these improvements will continue to have a positive effect on railway safety in the future.

ANNEX B.3.2

Accidents to persons caused by rolling stock in motion (2004-2013)



Seven people were hit by a train, three of them were killed and four sustained injuries. Compared with 2012, the number of such accidents has decreased by five incidents. The main reasons for this type of accident are the inattentiveness of pedestrians when crossing the tracks, pedestrians ignoring traffic regulations, trespassing and crossing the tracks at places not designated for this purpose. A significant improvement in railway safety was achieved by restricting the use of unauthorised crossings and making the existing transit paths safer. According to the Estonian Technical Regulatory Authority, an analysis of people's movement trajectories, which was conducted in conjunction with the modernisation of the passenger infrastructure in 2010–2013, and the resulting improvements are already having a positive effect as the number of accidents has decreased.

C. Organisation

C.1 The Estonian Technical Regulatory Authority

The Estonian Technical Regulatory Authority is a governmental authority acting within the Ministry of Economic Affairs and Communications, with the wider role of contributing to the implementation of Estonia's economic policy through improved safety, ensuring the efficient use of limited resources and improving the reliability of products in the fields of production, industrial equipment, and railway and electronic communications.

The Transport Division of the Estonian Technical Regulatory Authority consists of three departments: the Railway Infrastructure Department, the Railway Transport Department and the Transport Investments Department.

The Railway Division is responsible for activities stipulated for in national legislation (the Railways Act and the legislation adopted pursuant to it) and for monitoring, as the National

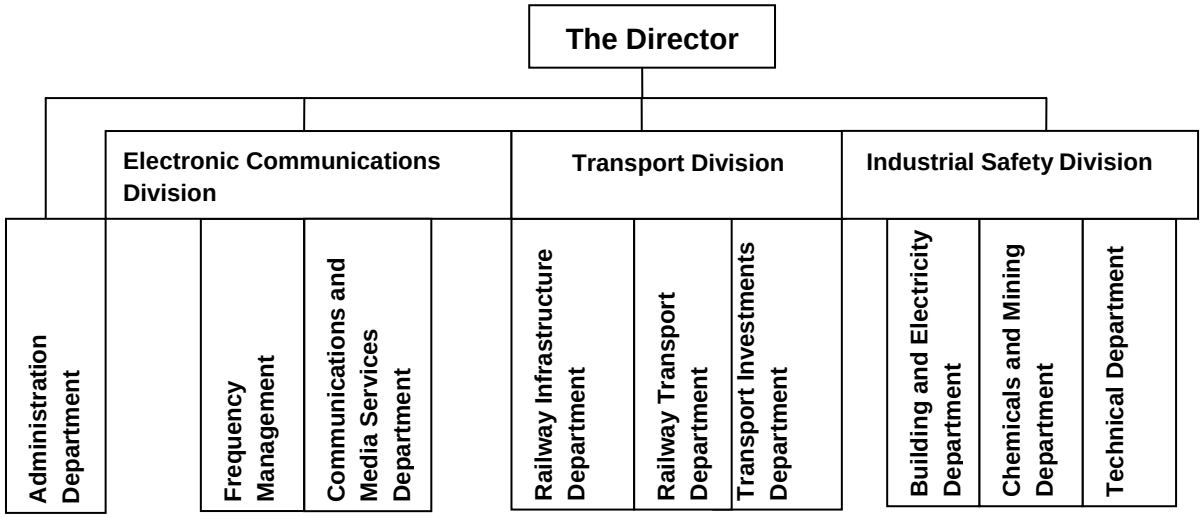
Safety Authority, the compliance of railway undertakings with EU legislation on interoperability and safety. The division also participates in the practical implementation of the relevant legislation.

Under the Railways Act, the Technical Regulatory Authority is competent to issue safety certificates and decide on their renewal, inspect the compliance of the railway infrastructure and railway traffic management with the requirements, approve the detailed plans and design criteria of railway civil engineering works, exercise state supervision over the performance of construction works on railways, issue building permits and permits for use, issue train driving licences, distribute railway capacity, ensure the performance of the obligations of the Republic of Estonia in the field of technical surveillance of railways under international treaties, represent the Republic of Estonia in international railway organisations, if necessary, and to perform any other function defined by the law. The Technical Regulatory Authority is also responsible for overseeing the organisation of the transport of hazardous goods.

Summarising the above-mentioned points, the Estonian Technical Regulatory Authority is responsible for ensuring the secure and safe development of the Estonian railway network through continuous surveillance in accordance with national legislation and European law. Furthermore, the Technical Regulatory Authority, together with the Ministry of Economic Affairs and Communications, is responsible for harmonising and updating the legal basis of the Estonian railway sector.

The structure of the organisation

ANNEX B.1



C.2 Division of responsibilities between organisations

In the Ministry of Economic Affairs and Communications, the Road and Railways Department is responsible for preparing and implementing national development plans in the fields related to the road network, freight and passenger transport, railway infrastructure, railway transport logistics, railway passenger and freight transport, and traffic and environmental safety. Furthermore, the department is responsible for preparing draft legislation in the field of transport.

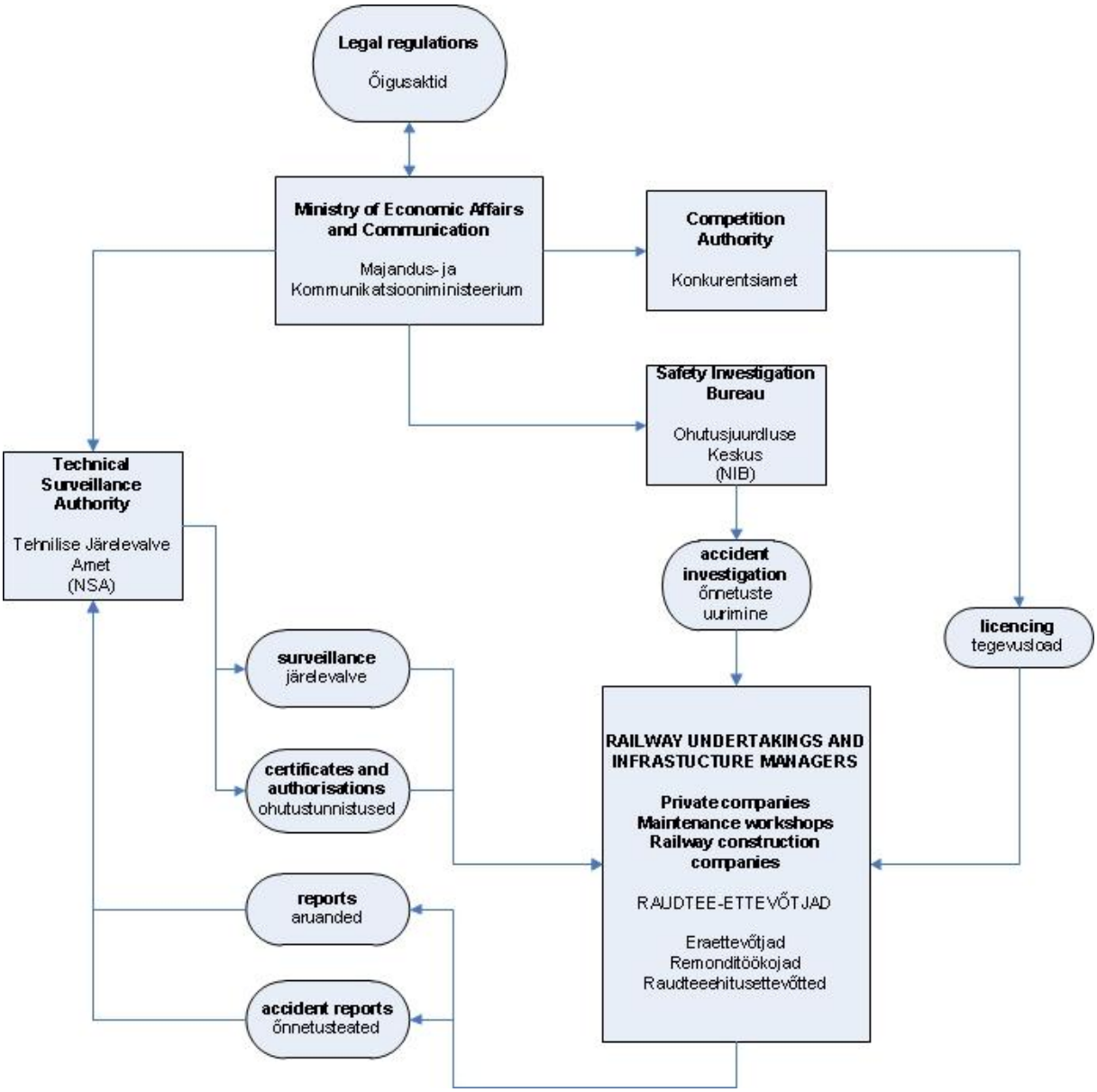
The Estonian Safety Investigation Bureau (National Investigation Body – NIB) investigates railway accidents and prepares risk analyses in the field of transport.

The Estonian Technical Regulatory Authority, as a National Safety Authority (NSA), exercises state supervision to the extent of the functions provided for by law, and the enforcement powers of the state on the basis of and to the extent provided for by law. The authority issues railway structure building permits and permits for the use of construction works as well as safety certificates, Parts A and B, and operational safety certificates to railway infrastructure managers and railway undertakings. Train drivers' exams are organised and driving licences issued in cooperation with the Regional Office of the Road Administration.

Estonian railway undertakings are required to ensure the compliance of their activities with the requirements by law regarding the management of the railway infrastructure, provision of freight and passenger transport services, repairs of rolling stock and construction of railway facilities.

Organisational relationship chart

ANNEX B.2



D. Development of railway safety

D.1 Initiative for maintaining and increasing railway safety

In 2013, the focus was mainly on preparing for placing new rolling stock in service. In view of the need to maintain the level of railway safety, the Estonian Technical Regulatory Authority checked, in cooperation with railway infrastructure managers, all critical aspects affecting the compliance of trains with the infrastructure (construction gauges, suspension devices of the overhead line system, safety devices at level-crossings, etc.).

The most important initiative to improve railway safety was the replacement of the old passenger train fleet with a new one in a very short period of time, and the related preparations of the railway infrastructure (reconstruction of approximately 50% of the overhead line system, full reconstruction of passenger facilities). The modernisation of the technological basis will have a positive effect on railway safety in the future.

In connection with the introduction of new trains, the Estonian Technical Regulatory Authority and NGO Operation Lifesaver Estonia held a joint railway safety campaign 'Notice the train' in 2013. The aim of the preventive effort was to draw road users' attention to the changes resulting from the introduction of new trains as well as to traffic regulations and behaviour in the vicinity of the railway. The slogan 'Look, listen, live!' called on people to pay attention to the fact that the new Stadler Flirt passenger trains are faster and less noisy than the old trains and, therefore, people should be especially careful when crossing the tracks.

D.2 Detailed analysis of data

ANNEX C – CSI data

Input from the Estonian Technical Regulatory Authority to the Table of Common Safety Indicators (CSI) in 2013 has been uploaded to the ERAIL information system (http://erail.era.europa.eu/).

Year	Railway accidents	Fatalities	Injuries
2006	47	16	21
2007	46	13	19
2008	26	9	10
2009	19	10	7
2010	31	12	14
2011	28*	9	7
2012	20*	7	7
2013	15*	4	4

*Railway accidents include both collisions between motor vehicles and rolling stock, and persons hit by a rolling stock, as well as derailments and collisions between trains. In previous years this number included only collisions and persons hit by a train because collisions between trains during shunting operations were not classified as moving train accidents. In recent years, the Estonian law has been aligned with European law; therefore, the total number of accidents includes also derailments and collisions between trains during shunting.

D.3 Summary of safety recommendations

In 2012, the Estonian Safety Investigation Bureau did not make any recommendations to railway undertakings and the Estonian Technical Regulatory Authority for improving railway safety. In 2013, the Estonian Safety Investigation Bureau made two recommendations to infrastructure manager AS Eesti Raudtee. The recommendations concerned the technical aspects of level-crossing signals.

Information about the recommendations is available on the website of the Estonian Safety Investigation Bureau: http://www.ojk.ee/.

E. Main amendments to legislation

The Estonian Technical Regulatory Authority contributed significant input for changes to the law by cooperating with both the railway sector and the Ministry of Economic Affairs and Communications.

In 2013, the Railways Act was amended to specify the functions of the Safety Investigation Bureau in investigating railway accidents. The Estonian Safety Investigation Bureau is responsible for independent investigation of accidents in the air, maritime and railway transport sectors and for making safety recommendations following accidents.

In 2013, the Ministry of Economic Affairs and Communication issued the regulation ‘The procedure for the certification of examiners of train drivers and the requirements for the examination procedure’ and amended versions of: ‘The rules for the issue, renewal and provision of copies of locomotive driver's licences and the format of a locomotive driver's licence’ and ‘The procedure for conducting the testing of locomotive drivers’. The above regulations were adopted to transpose into Estonian law the European Commission’s decision 2011/765/EL on criteria for the recognition of training centres involved in the training of train drivers, on criteria for the recognition of examiners of train drivers and on criteria for the organisation of examinations in accordance with Directive 2007/59/EC of the European Parliament and of the Council’.

F. Development and authorisation of safety certificates

F.1 National law – safety certificates and permits

The regulations concerning safety certificates are set out in section 2 on ‘Safety certificates’ of Chapter 2 on ‘Operating licences and safety certificates’. More detailed provisions on the process of issuing safety certificates are laid down in the regulation on ‘The procedure for the issue, amendment and renewal of safety certificates and the formats of safety certificates’ of the Ministry of Economic Affairs and Communication. The legislation referred to above is available at www.riigiteataja.ee.

F.2 Issued safety certificates (table)

ANNEX E

No	Railway undertaking Safety certificate number	Business register code	Field of activity (RU, RU-passenger, IM)	Validity
	Westgate Transport OÜ EE1120130008 Part A	11056908	Rail freight transport service (RU)	2/10/2018
	EE1220130008 Part B			10/12/2018
	OÜ Dekoil EE1120130005 Part A	10069369	Rail freight transport service (RU)	1/10/2018
	EE1220130005 Part B			9/12/2018
	AS Sillamäe Sadam EE1120130002 Part A	10318973	Rail freight transport service (RU)	1/10/2018
	EE1220130002 Part B			10/12/2018
	Maardu Raudtee AS EE1120130007 Part A	10049295	Rail freight transport service (RU)	1/10/2018
	EE1220130007 Part B			9/12/2018
	AS Railservis EE1120130003 Part A	10677459	Rail freight transport service (RU)	1/10/2018
	EE1220130003 Part B			10/12/2018

	AS E.R.S EE1120130001 Part A	10676715	Rail freight transport service (RU)	2/10/2018
	EE1220130001 Part B			10/12/2018
	AS GoRail EE1120130004 Part A	10541949	Passenger train service (RU-passenger)	2/10/2018
	EE1220130004 Part B			10/12/2018
	AS Eesti Liinirongid EE1120130006 Part A	10520953	Passenger train service (RU-passenger)	2/10/2018
	EE1220130006 Part B			10/12/2018
	Edelaraudtee Infrastruktuuri AS EE1120130001 Part A	10786958	Management of railway infrastructure (IM)	10/11/2018 23/12/2018
	EE1220130006 Part B			
	AS Kunda Trans EE1120130009 Part A	10228551	Rail freight transport service (RU)	23/12/2018 23/12/2018
	EE1220130010 Part B			
	AS EVR Cargo	11575850	Rail freight transport service (RU)	22/1/2019

	EE1120130010 Part A			
	EE1220130011 Part B			22/1/2019
	AS Eesti Raudtee EE1120130002 Part A	11575838	Management of railway infrastructure (IM)	24/1/2019
	EE1220130007 Part B			24/1/2014
	Vesta Terminal Tallinn OÜ EE1220130007 Part A	11301354	Rail freight transport service (RU)	9/12/2018
	EE 1220130009 Part B			23/12/2018
	Edelaraudtee AS EE1120140001 Part A	10702335	Rail freight transport service (RU)	6/6/2019
	EE1220140001 Part B			6/6/2019
	Edelaraudtee AS EE1120140002 Part A	10702335	Passenger train service (RU-passenger)	6/6/2019
	AS Alexela Terminal EE1120100001 Part A	10392389	Rail freight transport service (RU)	2/2/2015
	EE1220100003 Part B			2/2/2015
	Eesti Energia Kaevandused AS EE1120100002 Part A	10032386	Rail freight transport service (RU)	2/2/2015

				2/2/2015
	EE1220100004 Part B			
	Leonhard Weiss RTE AS EE1120120002 Part A	10133328	Rail freight transport service (RU)	24/9/2017
	EE1120120001 Part B			23/10/2017

F.3 Safety permits and safety certificates

At the end of 2013, 11 Estonian companies held a safety certificate for railway freight transport (Parts A and B), three companies held a safety certificate for passenger train service (Parts A and B) and two companies held a safety certificate for the management of railway infrastructure (Parts A and B). 13 companies renewed Parts A and B of their safety certificates in 2013. Two of them were passenger transport companies, nine were freight transport companies and two were public infrastructure management companies. Five non-public infrastructure managers renewed Part B of their operational safety certificates.

G. Surveillance over railway undertakings

The Technical Regulatory Authority carried out 11 planned surveillance operations in 2013, checking the implementation of safety management systems by railway companies, including traffic management, compliance of rolling stock, transport of dangerous goods and existence of transport management documentation, railway traffic safety and safety at stations.

All planned surveillance operations were carried out either in the presence of a representative of the railway company or with the railway company's knowledge.

In 2013, the Technical Regulatory Authority carried out 25 surveillance operations. 20 operations concerned the maintenance of the railway infrastructure and five operations concerned construction supervision. The surveillance operations were aimed at inspecting the maintenance of the railway infrastructure and safety at stations. A total of five precepts were issued: three concerning level-crossings and two concerning passenger platforms. Four of the five precepts have been implemented (the deficiencies have been remedied) and the requirements of the remaining one are being implemented.

H. Implementation of the Common Safety Methods (CSM) Regulation

The Common Safety Methods (CSM) Regulation was adopted on 24 April 2009 and its transposition into national legislation was organised in cooperation with the Ministry of Economic Affairs and Communication. Prior to the introduction of new trains, the readiness of the infrastructure and potential risks were assessed. Risk assessments were prepared for the existing platforms, overhead lines and a radio communication system based on the functionality and technical specifications of the new trains. Moreover, the introduction of the new fleet was such an important change for AS Eesti Liinirongid that the company

reassessed the risks related to its activity, based on the new regulations concerning the unified safety method for risk evaluation and assessment.

As regards safety indicators, it is worth mentioning that in 2013, all railway undertakings submitted their annual safety reports in the form laid down in the regulation 'The classification and the procedure for notification of railway accidents and incidents' that came into effect in 2011.

I. Summary, conclusions, priorities

In its report of 2012, the Estonian Technical Regulatory Authority stated that its priority in 2013 was the safe integration of new rolling stock into the Estonian public railway network, and to inform both the railway sector and the public about the new environment. In conclusion, we can say that the priorities of 2013 have been successfully addressed. The Stadler Flirt passenger trains have been integrated into the Estonian public railway network.

The foregoing important changes have improved the quality and safety of electric railway traffic as well as the passenger experience. It has also significantly reduced the risks in the railway sector arising from the incompatibility of the rolling stock with the infrastructure.

In the future, the Estonian Technical Regulatory Authority will focus on the safety equipment used at level crossings, and more precisely on demarcating pedestrian paths in order to prevent unauthorised persons from trespassing or crossing the tracks at locations not designated for this purpose.

J. Primary information sources

- Reports on accidents prepared by the Ministry of Economic Affairs and Communications (NIB);
- Reports and applications submitted by railway companies;
- Information collected by the Estonian Technical Regulatory Authority in the course of its supervision activity (based on common safety indicators);
- The Estonian Technical Regulatory Authority Yearbook 2013.