

**DEPARTMENT OF RAILWAY SAFETY OF GREECE**

# **ANNUAL SAFETY REPORT FOR THE YEAR 2007**

Athens September 2008

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## **A. SCOPE OF THE REPORT**

The Annual Report for the year 2007 contains information about the activities of the National Safety Authority concerning the preceding year and the situation of the railway transport for the reporting year in Greece.

The information given through this Report has the purpose to fulfill the requirements of Article 18 of Safety Directive and to inform the different actors in the railway field on Member State level, as well as the other NSAs.

The Report has been produced in accordance with the Template “Structure for the content of the NSA Annual safety Report “, version 12, date 12/02/2008.

## **B. INTRODUCTORY SECTION**

### **B.1. Introduction to the report**

According to Article 18 of the Safety Directive the Report shall contain information on:

- (a) the development of railway safety, including an aggregation at Member States level of the CSIs laid down in Annex I.
- (b) important changes in legislation and regulation concerning railway safety.
- (c) the development of safety certification and safety authorisation.

The Report interests as well the infrastructure manager, the present and future railway undertakings and the other European national safety authorities.

The data provided for the CSIs are those laid down in Annex I, with the exception of those concerning parts under heading 2 “Indicators relating to incidents and near-misses”, heading 3 “Indicators relating to consequences of accidents” and heading 5 “Indicators relating to the management of safety”, for which we encountered some problems in gathering the data. The main problem was the lack of previous procedures in estimating some economic aspects of the accidents.

## **B.2. Railway Structure Information (Annex A)**

**Annex A.1** contains the Network map, as presented in the Infrastructure Manager's Network Statement 2007. The railway network is separated in three different Regions. The Region of Athens, Peloponnesus and Macedonia-Thrace.

**Annex A.2** contains the list with the RU and IM in service in the country.

## **B.3. The Safety Directive – Stage of implementation**

The Safety Directive 2004/49/EC was transposed into national law with the Presidential Decree 160, which was published in the Official Gazette of the Hellenic Republic on August 23rd 2007 (FEK 201/A'/23.8.2007). The National Safety Authority of Greece in railways was established by the Presidential Decree 186/2007, which was published on 12<sup>th</sup> September 2007 (FEK 221/A'/12.9.2007).

## **C. ORGANISATION**

### **C.1. Introduction to the organisation**

As stated previously, the Hellenic National Safety Authority was established with the Presidential Decree 186/2007, as a separate Department of the Directorate of the Freight Transport in the Ministry of Transport and Communications.

The Department of Railway Safety performs the following tasks, according to the provisions of the Presidential Decree 186/07:

- a) Authorising the bringing into service of the structural subsystems constituting the trans-European high-speed and conventional rail system, the new and substantially altered rolling stock that is not yet covered by a TSI.
- b) Supervising that the interoperability constituents are in compliance with the essential requirements as required by the existing legislation.

- c) Implementation of the relevant legislation concerning the transport of dangerous goods, as well as the collaboration with the competent national, European and international authorities.
- d) The issue, renewal, amendments and revocation of relevant parts of safety certificates and of safety authorisations and checking that conditions and requirements laid down in them are met and that infrastructure managers and railway undertakings are operating under the requirements of Community or national law.
- e) keep and update of national vehicle registers and registers of infrastructure of railway system.
- f) issuing of new national safety rules or the modification of the notified national safety rules.
- g) cooperation with the safety authorities of the E.E. and the National Investigation Body.

## **C.2. The Organisational flow**

The relationship (diagram) between the NSA and the other national bodies (such as the National Investigation Body, National Regulatory Body, Ministry of Transport etc.) has been provided in *Annex B.1*.

## **D. THE DEVELOPMENT OF RAILWAY SAFETY**

### **D.1 Initiatives to maintain/improve safety performances**

The Department of Railway Safety was established on August 23<sup>rd</sup> 2007, as previously stated. Before the transposition of SD 2004/49/EC into national law, there was no legal act for the authorization of the monitor of safety performance of the relative parts, Infrastructure Manager and Railway Undertakings. As we had not an independent body responsible for the improvement of safety, this means that the IMs and RUs were self-regulated in terms of safety. For the time period until the end of 2007, the Division of Freight Transport of the Ministry of Transport and Communications, put a lot of effort in the recruitment of employees in the new established Department of Railway Safety.

Moreover a Working Group was established with the partition of employees from the Infrastructure Manager for the enhancement of the cooperation between the different players of the railways sectors. The purpose of the Working Group was to support the definition of the requirements stated in the SD 2004/49/EC and the obligations derived, to analyze the existing legal framework, to classify the national rules and regulations according to the provisions of Annex II of the SD and specify the lack of measures for the improvement of safety performance.

## **D.2. Detailed data trend analysis**

Taking into account the CSIs reported in 2006 we made the following trend analysis:

- **Number of accidents:** the total number of accidents occurred in 2007 including all types of accident, was reduced from 71 reported in 2006 to 53.
- **Number of fatalities:** the total number of persons killed in 2007 including all categories of people, was reduced from 39 reported in 2006 to 18.
- **Number of injures:** the total number of injures occurred in 2007 including all categories of people, was reduced from 51 reported in 2006 to 38.
- **Number of precursors to accidents:** it is not possible to compare the specific category of data because the previous year we did not collect all the sub-categories needed.
- **Cost of all accidents, hours worked on safety:** the only data which can be compared is the total number of working hours of staff and contractors lost as a consequence of accidents in which we have a reduction from 95312 to 5840.
- **Technical safety of infrastructure and its implementation, management of safety:** there was a decrease in the number of level crossings and an increase in the percentage of level crossings with automatic or manual protection. The safety management system of the Infrastructure Manager and the Railway Undertakings has not been approved, so we have not any audits to be conducted in 2007.

We should clarify that the missing data “Costs of deaths” and “Costs of Injuries” has not been provided due to the fact that for the time being are calculated according to the methodology used by the RUs/IMs. The problem is that in the situation in which the railway undertaking should pay a compensation due to an accident, the amount of it can

be defined only after a legal examination, which lasts some years, so any calculation could be based only on assumptions. Relating to the “Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue” we should clarify that the value reported includes only the extra costs for staff. Generally the methodology used takes into account the costs born by the RUs/IMs.

The above-mentioned data have been provided in *Annex C* according to the definitions of Annex I of the Safety Directive.

## **E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION**

- The Safety Directive was transposed into national law with the Presidential Decree 160 (FEK 201/A'/23.8.2007), in which there are provided all the essential EU requirements stated in the Safety Directive. The P.D provides the essential amendments in the national legislation for the harmonisation with the EU requirements. The responsibilities of the railway players as the Infrastructure Manager, Railway Undertakings, Ministry of Transport and Communications, National Safety Authority, Investigation Body and Notified Body are precisely defined.
- The National Safety Authority of Greece was established with the Presidential Decree 186/2007 (FEK 221/A'/12.9.2007) as a separate Department of the Division Freight Transport. The P.D defines the tasks of the Department of Railway Safety.

## **F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION**

### **F.1. National legislation – starting dates – availability**

1.1. *Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)*

The documents required for issuing Safety Certificates to railways undertakings are to be determined by a Ministerial Decision published by the Ministry of Transport and Communications.

*1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC*

The documents required for issuing Safety Authorisation to infrastructure managers are to be determined by a Ministerial Decision published by the Ministry of Transport and Communications.

*1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)*

National safety rules and other relevant legislation are available to any interested party through the Official Gazette of the Hellenic Republic and on request.

**F.2. Numerical data (*Annex E*)**

See *Annex E*.

**F.3. Procedural aspects**

All procedural aspects concerning safety certification and authorisation are to be regulated through a ministerial decision in due time.



## **G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS**

1.No inspections or audits of RUs/IMs were conducted in 2007, since the safety management system has not been approved.

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of inspections of RUs/IMs for 2007	planned	0	0	0	0
	carried out	0	0	0	0

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 2007	planned	0	0	0	0
	carried out	0	0	0	0

## **H. SOURCES OF INFORMATION**

1. Infrastructure Manager Annual Report Ref. Number 3919630/19.09.2008.

## **ANNEX A. Railway Structure Information**

**A.1: Network Map, as presented in the Network Statement 2007 of IM.**



## A.2. List of Railway Undertakings and Infrastructure Managers

### A.2.1. Infrastructure Manager(s)

Name	Address	Websit/Network Link	Statement	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Volta ges	Total Double/Simple Track Length	Total Track Length  HSL	ATP equipment used	Number of LC	Number of Signals
EDISY	Karolou 1-3 104 37, Athens	<a href="http://www.ose.gr">www.ose.gr</a>  Network Statement: <a href="http://www.ose.gr/ose/files/edisy_2007_networkstatement2329.pdf">http://www.ose.gr/ose/files/edisy_2007_networkstatement2329.pdf</a>		not granted	20 December 2005	1) 1.435 gauge: 2.287 km (*) 2) 1.000 gauge : 700 km 3) Combined 1.435/1.000: 30 km 4) 0.75 gauge: 22 km 5) 0.60 gauge: 21 km  Total Track Length in use 3.060 km	199 km 25kv 50Hz	double: 509 km single: 2.042 km  Total length of lines in use: 2.551 km	929 km(*)(* *)		1.265	1.439

(\*) Each track of a double track railway line was counted.

(\*\*) Are included lines with Speed  $\geq$  160 km/h

## A.2.2. Railway Undertaking

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
TRAI NOSE	Karolou 1-3 104 37, Athens	www.ose.gr	Not granted	Not granted	20 December 2005	Passenger, Freight	177*	EMUs 20 DMUs 103	372 passenger coaches 3.568 freight wagons	609 train drivers/ 639 safety crew <sup>(**)</sup>	1930 passenger x km (in millions)	4.943 tonnes in thousands 834,724 Tonne-km (in millions)

(\*) 143 Diesel, 29 Electric, 5 Steam Locomotives

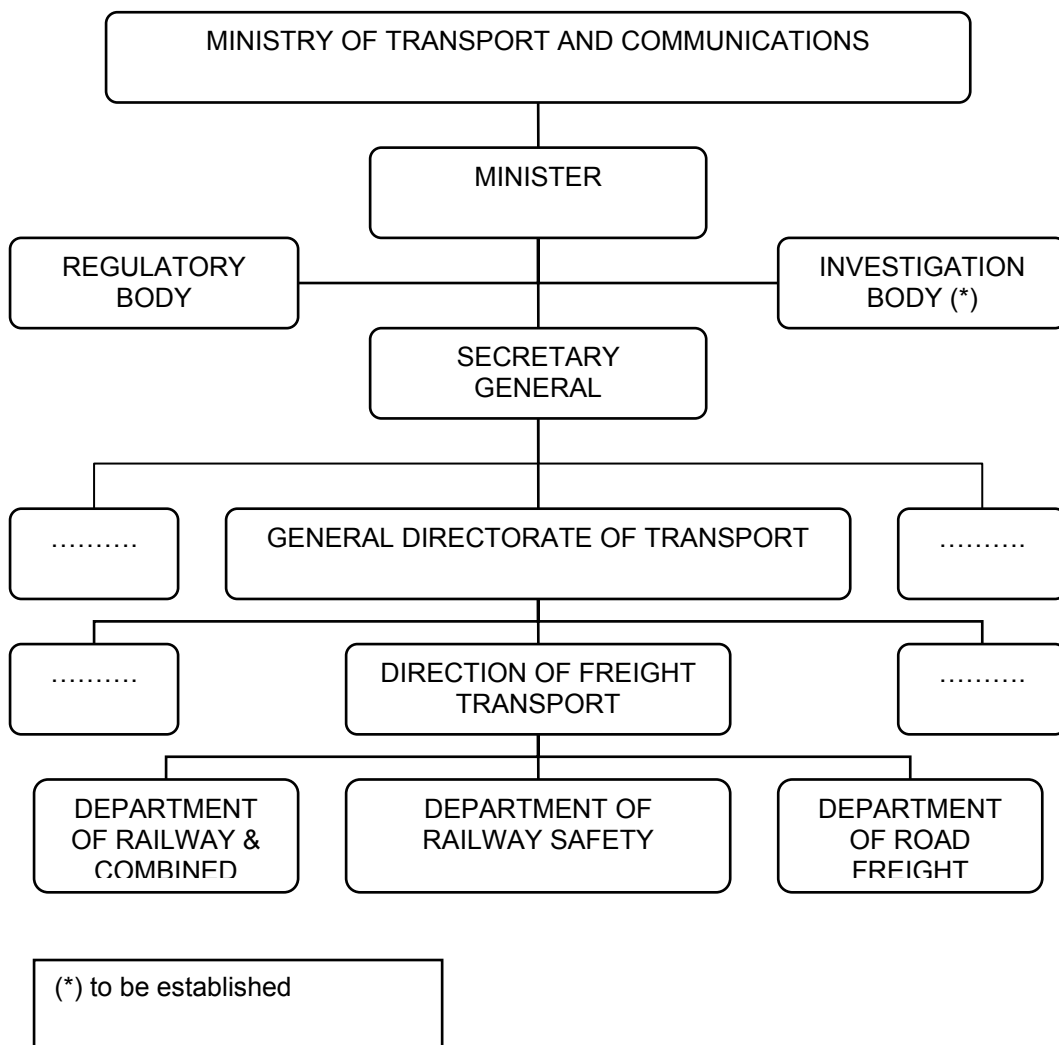
(\*\*) On-board staff

Abbreviations:

HSL	= High Speed Line (Definition acc. Directive 96/48/EC)
ATP	= Automatic Train Protection
LC	= Level Crossing

## **ANNEX B. Organisation Chart(s) of the National Safety Authority**

## B. Chart: Internal organisation and Relationship with other National Bodies



Guidelines for data transmission and file formats					
Field number	Data Code	Description of data	Data format	Example of data	
0. Reporting country details					
01	CC	Reporting country	the two-letter ISO code should be used (ISO 3166 alpha-2), except for Greece and the United Kingdom, for which the abbreviations EL and UK are recommended	<div>Greece▼</div>	
02	YY	Reporting year	Format: YYYY, four digits number	<div>2007▼</div>	
1.1a. Total number of accidents and a break-down into the following types of accidents					
Used definition					
1	N00	Total Number of all accident	Numeric value	53	
2	N01	Number of Collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	5	Definition from safety directive 2004/49 or Re
3	N02	Number of Derailments of trains	Numeric value	8	Definition from safety directive 2004/49 or Re
4	N03	Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	22	Definition from safety directive 2004/49 or Re
5	N04	Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	18	Definition from safety directive 2004/49 or Re
6	N05	Number of Fires in rolling stock	Numeric value	0	Definition from safety directive 2004/49 or Re
7	N06	Number of Other accidents	Numeric value	0	Definition from safety directive 2004/49 or Re
1.1a. Total number of suicides					
8	N07	Number events: suicide	Numeric value	4	Definition from safety directive 2004/49 or Re
1.1b. Relative to "billion" train kilometres number of accidents and a break-down into the following types of accidents					
9	N10	Relative to train km Total Number of all accident	Numeric value (train km in million)	2,66E+00	
10	N11	Relative to train km Number of Collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	2,51E-01	
11	N12	Relative to train km Number of Derailments of trains	Numeric value (train km in million)	4,02E-01	
12	N13	Relative to train km Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	1,11E+00	
13	N14	Relative to train km Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	9,04E-01	
14	N15	Relative to train km Number of Fires in rolling stock	Numeric value (train km in million)	0,00E+00	
15	N16	Relative to train km Number of Other accidents	Numeric value (train km in million)	0,00E+00	
1.1b. Relative to "billion" train kilometres number of suicides					
16	N17	Relative to train km Number events: suicide	Numeric value (train km in million)	2,01E-01	
1.2a. Total number of Persons seriously injured by type of accident divided into the following categories					
Definition from safety directive 2004/49 or Re					
17	TS00	Total number in all accident	Numeric value	38	
18	TS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	5	
19	TS02	In derailments of trains	Numeric value	1	
20	TS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	24	
21	TS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	8	
22	TS05	In fires in rolling stock	Numeric value	0	
23	TS06	In others	Numeric value	0	
1.2b. Relative to "billion" train kilometres total number of Persons seriously injured by type of accident divided into the following categories					
24	TS10	Total number in all accident	Numeric value (train km in million)	1,91E+00	
25	TS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	2,51E-01	
26	TS12	In derailments of trains	Numeric value (train km in million)	5,02E-02	
27	TS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	1,21E+00	
28	TS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	4,02E-01	
29	TS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
30	TS16	In others	Numeric value (train km in million)	0,00E+00	
1.2a. Total number of Passengers seriously injured by type of accident divided into the following categories					
Definition from safety directive 2004/49 or Re					
31	PS00	Total number in all accident	Numeric value	6	
32	PS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	3	
33	PS02	In derailments of trains	Numeric value	1	
34	PS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	1	
35	PS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	1	
36	PS05	In fires in rolling stock	Numeric value	0	
37	PS06	In others	Numeric value	0	
1.2b. Relative to "billion" train kilometres total number of Passengers seriously injured by type of accident divided into the following categories					
38	PS10	Total number in all accident	Numeric value (train km in million)	3,01E-01	
39	PS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	1,51E-01	
40	PS12	In derailments of trains	Numeric value (train km in million)	5,02E-02	
41	PS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	5,02E-02	
42	PS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	5,02E-02	
43	PS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
44	PS16	In others	Numeric value (train km in million)	0,00E+00	
1.2c. Relative to "billion" passenger kilometres total number of Passengers seriously injured by type of accident divided into the following categories					
45	PS20	Total number in all accident	Numeric value (pass. km in billion)	3,11E+00	
46	PS21	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (pass. km in billion)	1,55E+00	
47	PS22	In derailments of trains	Numeric value (pass. km in billion)	5,18E-01	
48	PS23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (pass. km in billion)	5,18E-01	
49	PS24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (pass. km in billion)	5,18E-01	



Field number	Data Code	Description of data	Data format	Example of data	
50	PS25	In fires in rolling stock	Numeric value (pass. km in billion)	0,00E+00	
51	PS26	In others	Numeric value (pass. km in billion)	0,00E+00	
<b>1.2a. Total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories</b>					Definition from safety directive 2004/49 or Ref. 1
52	SS00	Total number in all accident	Numeric value	3	
53	SS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	1	
54	SS02	In derailments of trains	Numeric value	0	
55	SS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	1	
56	SS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	1	
57	SS05	In fires in rolling stock	Numeric value	0	
58	SS06	In others	Numeric value	0	
<b>1.2b. Relative to "billion" train kilometres total number of Employees including the staff of contractors seriously injured by type of accident divided into the following categories</b>					
59	SS10	Total number in all accident	Numeric value (train km in million)	1,51E-01	
60	SS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	5,02E-02	
61	SS12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
62	SS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	5,02E-02	
63	SS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	5,02E-02	
64	SS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
65	SS16	In others	Numeric value (train km in million)	0,00E+00	
<b>1.2a. Total number of Level-crossing users seriously injured by type of accident divided into the following categories</b>					Definition from safety directive 2004/49 or Ref. 1
66	LS00	Total number in all accident	Numeric value	22	
67	LS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value		
68	LS02	In derailments of trains	Numeric value		
69	LS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	22	
70	LS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value		
71	LS05	In fires in rolling stock	Numeric value		
72	LS06	In others	Numeric value		
<b>1.2b. Relative to "billion" train kilometres total number of Level-crossing users seriously injured by type of accident divided into the following categories</b>					
73	LS10	Total number in all accident	Numeric value (train km in million)	1,11E+00	
74	LS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
75	LS12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
76	LS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	1,11E+00	
77	LS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00	
78	LS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
79	LS16	In others	Numeric value (train km in million)	0,00E+00	
<b>1.2a. Total number of Unauthorised persons seriously injured by type of accident divided into the following categories</b>					Definition from safety directive 2004/49 or Ref. 1
80	US00	Total number in all accident	Numeric value	7	
81	US01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	1	
82	US02	In derailments of trains	Numeric value	0	
83	US03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value		
84	US04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	6	
85	US05	In fires in rolling stock	Numeric value	0	
86	US06	In others	Numeric value	0	
<b>1.2b. Relative to "billion" train kilometres total Total number of Unauthorised persons seriously injured by type of accident divided into the following categories</b>					
87	US10	Total number in all accident	Numeric value (train km in million)	3,52E-01	
88	US11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	5,02E-02	
89	US12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
90	US13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
91	US14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	3,01E-01	
92	US15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
93	US16	In others	Numeric value (train km in million)	0,00E+00	
<b>1.2a. Total number of Other persons seriously injured by type of accident divided into the following categories</b>					Definition from safety directive 2004/49 or Ref. 1
94	OS00	Total number in all accident	Numeric value	0	
95	OS01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
96	OS02	In derailments of trains	Numeric value	0	
97	OS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value		
98	OS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0	
99	OS05	In fires in rolling stock	Numeric value	0	
100	OS06	In others	Numeric value	0	
<b>1.2b. Relative to "billion" train kilometres total number of Other persons seriously injured by type of accident divided into the following categories</b>					
101	OS10	Total number in all accident	Numeric value (train km in million)	0,00E+00	
102	OS11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
103	OS12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
104	OS13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
105	OS14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00	
106	OS15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
107	OS16	In others	Numeric value (train km in million)	0,00E+00	
<b>1.3a. Total number of Persons killed by type of accident divided into the following categories</b>					Definition from safety directive 2004/49 or Ref. 1

Field number	Data Code	Description of data	Data format	Example of data
108	TK00	Total number in all accident	Numeric value	18
109	TK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	3
110	TK02	In derailments of trains	Numeric value	0
111	TK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	5
112	TK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	10
113	TK05	In fires in rolling stock	Numeric value	0
114	TK06	In others	Numeric value	0
<b>1.3b. Relative to "billion" train kilometres total number of Persons killed by type of accident divided into the following categories</b>				
115	TK10	Total number in all accident	Numeric value (train km in million)	9,04E-01
116	TK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	1,51E-01
117	TK12	In derailments of trains	Numeric value (train km in million)	0,00E+00
118	TK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	2,51E-01
119	TK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	5,02E-01
120	TK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
121	TK16	In others	Numeric value (train km in million)	0,00E+00
<b>1.3a. Total number of Passengers killed by type of accident divided into the following categories</b>				
122	PK00	Total number in all accident	Numeric value	0
123	PK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
124	PK02	In derailments of trains	Numeric value	0
125	PK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0
126	PK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0
127	PK05	In fires in rolling stock	Numeric value	0
128	PK06	In others	Numeric value	0
<b>1.3b. Relative to "billion" train kilometres total number of Passengers killed by type of accident divided into the following categories</b>				
129	PK10	Total number in all accident	Numeric value (train km in million)	0,00E+00
130	PK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
131	PK12	In derailments of trains	Numeric value (train km in million)	0,00E+00
132	PK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00
133	PK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00
134	PK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
135	PK16	In others	Numeric value (train km in million)	0,00E+00
<b>1.3c. Relative to "billion" passenger kilometres total number of Passengers killed by type of accident divided into the following categories</b>				
136	PK20	Total number in all accident	Numeric value (pass. km in billion)	0,00E+00
137	PK21	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (pass. km in billion)	0,00E+00
138	PK22	In derailments of trains	Numeric value (pass. km in billion)	0,00E+00
139	PK23	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (pass. km in billion)	0,00E+00
140	PK24	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (pass. km in billion)	0,00E+00
141	PK25	In fires in rolling stock	Numeric value (pass. km in billion)	0,00E+00
142	PK26	In others	Numeric value (pass. km in billion)	0,00E+00
<b>1.3a. Total number of Employees including the staff of contractors killed by type of accident divided into the following categories</b>				
143	SK00	Total number in all accident	Numeric value	0
144	SK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0
145	SK02	In derailments of trains	Numeric value	0
146	SK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0
147	SK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0
148	SK05	In fires in rolling stock	Numeric value	0
149	SK06	In others	Numeric value	0
<b>1.3b. Relative to "billion" train kilometres total number of Employees including the staff of contractors killed by type of accident divided into the following categories</b>				
150	SK10	Total number in all accident	Numeric value (train km in million)	0,00E+00
151	SK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
152	SK12	In derailments of trains	Numeric value (train km in million)	0,00E+00
153	SK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00
154	SK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00
155	SK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00
156	SK16	In others	Numeric value (train km in million)	0,00E+00
<b>1.3a. Total number of Level-crossing users killed by type of accident divided into the following categories</b>				
157	LK00	Total number in all accident	Numeric value	5
158	LK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	
159	LK02	In derailments of trains	Numeric value	
160	LK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	5
161	LK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	
162	LK05	In fires in rolling stock	Numeric value	
163	LK06	In others	Numeric value	
<b>1.3b. Relative to "billion" train kilometres total number of Level-crossing users killed by type of accident divided into the following categories</b>				
164	LK10	Total number in all accident	Numeric value (train km in million)	2,51E-01
165	LK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00
166	LK12	In derailments of trains	Numeric value (train km in million)	0,00E+00
167	LK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	2,51E-01

Field number	Data Code	Description of data	Data format	Example of data	
168	LK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00	
169	LK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
170	LK16	In others	Numeric value (train km in million)	0,00E+00	
<b>1.3a. Total number of Unauthorised persons killed by type of accident divided into the following categories</b>					
171	UK00	Total number in all accident	Numeric value	13	
172	UK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	3	
173	UK02	In derailments of trains	Numeric value	0	
174	UK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value		
175	UK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	10	
176	UK05	In fires in rolling stock	Numeric value	0	
177	UK06	In others	Numeric value	0	
<b>1.3b. Relative to "billion" train kilometres total Total number of Unauthorised persons killed by type of accident divided into the following categories</b>					
178	UK10	Total number in all accident	Numeric value (train km in million)	6,53E-01	
179	UK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	1,51E-01	
180	UK12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
181	UK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
182	UK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	5,02E-01	
183	UK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
184	UK16	In others	Numeric value (train km in million)	0,00E+00	
<b>1.3a. Total number of Other persons killed by type of accident divided into the following categories</b>					
185	OK00	Total number in all accident	Numeric value	0	
186	OK01	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value	0	
187	OK02	In derailments of trains	Numeric value	0	
188	OK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value	0	
189	OK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value	0	
190	OK05	In fires in rolling stock	Numeric value	0	
191	OK06	In others	Numeric value	0	
<b>1.3b. Relative to "billion" train kilometres total number of Other persons killed by type of accident divided into the following categories</b>					
192	OK10	Total number in all accident	Numeric value (train km in million)	0,00E+00	
193	OK11	In collisions of trains, including collisions with obstacles within the clearance gauge	Numeric value (train km in million)	0,00E+00	
194	OK12	In derailments of trains	Numeric value (train km in million)	0,00E+00	
195	OK13	In level-crossing accidents, including accidents involving pedestrians at level-crossings	Numeric value (train km in million)	0,00E+00	
196	OK14	In accidents to persons caused by rolling stock in motion, with the exception of suicides	Numeric value (train km in million)	0,00E+00	
197	OK15	In fires in rolling stock	Numeric value (train km in million)	0,00E+00	
198	OK16	In others	Numeric value (train km in million)	0,00E+00	
<b>2.1a. Total number of incidents and near-misses and a break-down into the following types</b>					
199	I00	Total number of incidents and near-misses	Numeric value	271	
200	I01	Total number of broken rails	Numeric value	269	Definition from safety directive 2004/49 or Ref
201	I02	Total number of track buckles	Numeric value		please select from list
202	I03	Total number of wrong-side signalling failures	Numeric value	0	Definition from safety directive 2004/49 or Ref
203	I04	Total number of signals passed at danger	Numeric value	1	Definition from safety directive 2004/49 or Ref
204	I05	Total number of broken wheels on rolling stock in service	Numeric value	1	please select from list
205	I06	Total number of broken axles on rolling stock in service	Numeric value	0	please select from list
<b>2.1b. Relative to "billion" train kilometres number of incidents and near-misses and a break-down into the following types of accidents</b>					
206	I10	Total number of incidents and near-misses	Numeric value (train km in million)	1,36E+01	
207	I11	Total number of broken rails	Numeric value (train km in million)	1,35E+01	
208	I12	Total number of track buckles	Numeric value (train km in million)	0,00E+00	
209	I13	Total number of wrong-side signalling failures	Numeric value (train km in million)	0,00E+00	
210	I14	Total number of signals passed at danger	Numeric value (train km in million)	5,02E-02	
211	I15	Total number of broken wheels on rolling stock in service	Numeric value (train km in million)	5,02E-02	
212	I16	Total number of broken axles on rolling stock in service	Numeric value (train km in million)	0,00E+00	
<b>3.1a. Total costs in euro of all accidents</b>					
213	C00	Total costs of all accidents	Numeric value in €	2119403,000	
214	C01	Costs of deaths	Numeric value in €		please select from list
215	C02	Costs of injuries	Numeric value in €		please select from list
216	C03	Costs of replacement or repair of damaged rolling stock and railway installations	Numeric value in €	1933255,000	please select from list
217	C04	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue	Numeric value in €	186148,000	please select from list
<b>3.1b. Relative to "billion" train kilometres total costs in euro of all accidents</b>					
218	C10	Total costs of all accidents	Numeric value in €/trainkm (train km in million)	1,06E+05	
219	C11	Costs of deaths	Numeric value in €/trainkm (train km in million)	0,00E+00	
220	C12	Costs of injuries	Numeric value in €/trainkm (train km in million)	0,00E+00	
221	C13	Costs of replacement or repair of damaged rolling stock and railway installations	Numeric value in €/trainkm (train km in million)	9,71E+04	
222	C14	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue	Numeric value in €/trainkm (train km in million)	9,35E+03	
<b>3.2a. Total number of working hours of staff and contractors lost as a consequence of accidents</b>					
223	W00	Total number of working hours of staff and contractors lost as a consequence of accidents	Numeric value	5840	Definition from safety directive 2004/49 or Ref
<b>3.2b. Relative to Total number of hours worked number of working hours of staff and contractors lost as a consequence of accidents</b>					
224	W10	Relative to Total number of working hours number of staff and contractors lost as a consequence of accidents	Numeric value (%)	38,589	

Field number	Data Code	Description of data	Data format	Example of data	
<b>4. Indicators relating to technical safety of infrastructure and its implementation</b>					
225	T01	Percentage of tracks with Automatic Train Protection (ATP) in operation	Numeric value (%) (67% = 0.67)	0,00%	Definition from safety directive 2004/49 or Re ▼
226	T02	Percentage of train kilometres using operational ATP systems	Numeric value (%)	0,00%	
227	T03	Total number of level crossings	Numeric value	1265	Definition from safety directive 2004/49 or Re ▼
228	T04	Total number of level crossings per line kilometre	Numeric value	4,13E-01	
229	T05	Percentage of level crossings with automatic or manual protection	Numeric value (%)	65,61%	Definition from safety directive 2004/49 or Re ▼
<b>5. Indicators relating to the management of safety</b>					please select from list ▼
230	A01	Total number of accomplished audits	Numeric value	-	please select from list ▼
231	A02	percentage of audits accomplished /required (and/or planned).	Numeric value (%)	-	
<b>6. Reference data</b>					
232	R01	Number of Train*Km	Numeric value (in million Train*km)	19,905	Definition from safety directive 2004/49 or Re ▼
233	R02	Number of Passenger*Km	Numeric value (in billion Passenger*km)	1,930	Definition from safety directive 2004/49 or Re ▼
234	R03	Number of track kilometres (double track lines are to be counted twice)	Numeric value (in km)	3060,000	
235	R04	Total number of working hours	Numeric value (in thousands hours)	15134	Definition from safety directive 2004/49 or Re ▼

## Safety Directive 2004/49/EC - Annex 1 CSIs

### 1. Indicators relating to accidents

#### 1.1a. Total number of accidents and a break-down into the following types of accidents

#### 1.1b. Relative to MLN train kilometres: number of accidents and a break-down into the following types of accidents

	Total number of all accident	Collisions of trains, including collisions with obstacles within the clearance gauge	Derailments of trains	Level-crossing accidents, including accidents involving pedestrians at level-crossings	Accidents to persons caused by rolling stock in motion, with the exception of suicides	Fires in rolling stock	Others
code of variable	N00	N01	N02	N03	N04	N05	N06
1.1a. Number of accidents	53	5	8	22	18	0	0

code of variable	N10	N11	N12	N13	N14	N15	N16
1.1b. "Relative" Number of accidents	2,66E+00	2,51E-01	4,02E-01	1,11E+00	9,04E-01	0,00E+00	0,00E+00

code of variable	Suicides N07
1.1a. Total number of suicides	4

code of variable	N17
1.1b. Relative to "billion" train kilometres number of suicides	2,01E-01

#### 1.2a. Total number of persons seriously injured by type of accident divided into the following categories

#### 1.2b. Relative to MLN train kilometres: total number of persons seriously injured by type of accident divided into the following categories

#### 1.2c. Relative to BLN passenger kilometres: total number of persons seriously injured by type of accident divided into the following categories (for passengers only)

	Total number in all accident	In collisions of trains, including collisions with obstacles within the clearance gauge	In derailments of trains	In level-crossing accidents, including accidents involving pedestrians at level-crossings	In accidents to persons caused by rolling stock in motion, with the exception of suicides	In fires in rolling stock	In others
code of variable	TS00	TS01	TS02	TS03	TS04	TS05	TS06
1.2a. Total seriously injured	38	5	1	24	8	0	0

	Total number in all accident	In collisions of trains, including collisions with obstacles within the clearance gauge	In derailments of trains	In level-crossing accidents, including accidents involving pedestrians at level-crossings	In accidents to persons caused by rolling stock in motion, with the exception of suicides	In fires in rolling stock	In others
code of variable	TS10	TS11	TS12	TS13	TS14	TS15	TS16
1.2b. "Relative" Total seriously injured	1,91E+00	2,51E-01	5,02E-02	1,21E+00	4,02E-01	0,00E+00	0,00E+00

	Total number in all accident	In collisions of trains, including collisions with obstacles within the clearance gauge	In derailments of trains	In level-crossing accidents, including accidents involving pedestrians at level-crossings	In accidents to persons caused by rolling stock in motion, with the exception of suicides	In fires in rolling stock	In others
code of variable	PS00	PS01	PS02	PS03	PS04	PS05	PS06
1.2a. Passengers	6	3	1	1	1	0	0

code of variable	PS10	PS11	PS12	PS13	PS14	PS15	PS16
1.2b. "Relative" Passengers	3,01E-01	1,51E-01	5,02E-02	5,02E-02	5,02E-02	0,00E+00	0,00E+00

code of variable	PS20	PS21	PS22	PS23	PS24	PS25	PS26
1.2c. "Relative" Passengers	3,11E+00	1,55E+00	5,18E-01	5,18E-01	5,18E-01	0,00E+00	0,00E+00

code of variable	SS00	SS01	SS02	SS03	SS04	SS05	SS06
1.2a. Employees including the staff of contractors	3	1	0	1	1	0	0

code of variable	SS10	SS11	SS12	SS13	SS14	SS15	SS16
1.2b. "Relative" Employees including the staff of contractors	1,51E-01	5,02E-02	0,00E+00	5,02E-02	5,02E-02	0,00E+00	0,00E+00

code of variable	LS00	LS01	LS02	LS03	LS04	LS05	LS06
1.2a. Level-crossing users	22	0	0	22	0	0	0

code of variable	LS10	LS11	LS12	LS13	LS14	LS15	LS16
1.2b. "Relative" Level-crossing users	1,11E+00	0,00E+00	0,00E+00	1,11E+00	0,00E+00	0,00E+00	0,00E+00

code of variable	US00	US01	US02	US03	US04	US05	US06
1.2a. Unauthorised persons on railway premises	7	1	0	0	6	0	0

code of variable	US10	US11	US12	US13	US14	US15	US16
1.2b. "Relative" Unauthorised persons on railway premises	3,52E-01	5,02E-02	0,00E+00	0,00E+00	3,01E-01	0,00E+00	0,00E+00

code of variable	OS00	OS01	OS02	OS03	OS04	OS05	OS06
1.2a. Others	0	0	0	0	0	0	0

code of variable	OS10	OS11	OS12	OS13	OS14	OS15	OS16
1.2b. "Relative" Others	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00

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1.3a. Total number of persons killed by type of accident divided into the following categories

1.3b. Relative to MLN train kilometres: total number of persons killed by type of accident divided into the following categories

1.3c. Relative to BLN passenger kilometres: total number of persons killed by type of accident divided into the following categories (for passengers only)

	Total number in all accident	In collisions of trains, including collisions with obstacles within the clearance gauge	In derailments of trains	In level-crossing accidents, including accidents involving pedestrians at level-crossings	In accidents to persons caused by rolling stock in motion, with the exception of suicides	In fires in rolling stock	In others
code of variable	TK00	TK01	TK02	TK03	TK04	TK05	TK06
1.2a. Total killed	18	3	0	5	10	0	0

	Total number in all accident	In collisions of trains, including collisions with obstacles within the clearance gauge	In derailments of trains	In level-crossing accidents, including accidents involving pedestrians at level-crossings	In accidents to persons caused by rolling stock in motion, with the exception of suicides	In fires in rolling stock	In others
code of variable	TK10	TK11	TK12	TK13	TK14	TK15	TK16
1.2b. "Relative" Total killed	9,04E-01	1,51E-01	0,00E+00	2,51E-01	5,02E-01	0,00E+00	0,00E+00

	Total number in all accident	In collisions of trains, including collisions with obstacles within the clearance gauge	In derailments of trains	In level-crossing accidents, including accidents involving pedestrians at level-crossings	In accidents to persons caused by rolling stock in motion, with the exception of suicides	In fires in rolling stock	In others
code of variable	PK00	PK01	PK02	PK03	PK04	PK05	PK06
1.3a. Passengers	0	0	0	0	0	0	0

code of variable	PK10	PK11	PK12	PK13	PK14	PK15	PK16
1.3b. "Relative" Passengers	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00

code of variable	PK20	PK21	PK22	PK23	PK24	PK25	PK26
1.3c. "Relative" Passengers	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00

code of variable	SK00	SK01	SK02	SK03	SK04	SK05	SK06
1.3a. Employees including the staff of contractors	0	0	0	0	0	0	0

code of variable	SK10	SK11	SK12	SK13	SK14	SK15	SK16
1.3b. "Relative" Employees including the staff of contractors	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00

code of variable	LK00	LK01	LK02	LK03	LK04	LK05	LK06
1.3a. Level-crossing users	5	0	0	5	0	0	0

code of variable	LK10	LK11	LK12	LK13	LK14	LK15	LK16
1.3b. "Relative" Level-crossing users	2,51E-01	0,00E+00	0,00E+00	2,51E-01	0,00E+00	0,00E+00	0,00E+00

code of variable	UK00	UK01	UK02	UK03	UK04	UK05	UK06
1.3a. Unauthorised persons on railway premises	13	3	0	0	10	0	0

code of variable	UK10	UK11	UK12	UK13	UK14	UK15	UK16
1.3b. "Relative" Unauthorised persons on railway premises	6,53E-01	1,51E-01	0,00E+00	0,00E+00	5,02E-01	0,00E+00	0,00E+00

code of variable	OK00	OK01	OK02	OK03	OK04	OK05	OK06
1.3a. Others	0	0	0	0	0	0	0

code of variable	OK10	OK11	OK12	OK13	OK14	OK15	OK16
1.3a. "Relative" Others	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00	0,00E+00

## 2. Indicators relating to incidents and near-misses

2.1a. Total number of incidents and near-misses and a break-down into the following types

2.1b. Relative to MLN train kilometres: number of incidents and near-misses and a break-down into the following types of accidents

	Total number of incidents and near-misses	Total number of broken rails	Total number of track buckles	Total number of wrong-side signalling failures	Total number of signals passed at danger	Total number of broken wheels on rolling stock in service	Total number of broken axles on rolling stock in service
code of variable	I00	I01	I02	I03	I04	I05	I06
2.1a. Number of accidents	271	269	0	0	1	1	0

code of variable	I10	I11	I12	I13	I14	I15	I16
2.1b. "Relative" Number of accidents	1,36E+01	1,35E+01	0,00E+00	0,00E+00	5,02E-02	5,02E-02	0,00E+00

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### 3. Indicators relating to consequences of accidents

#### 3.1a. Total costs in euro of all accidents

#### 3.1b. Relative to MLN train kilometres: total costs in euro of all accidents

#### 3.2a. Total number of working hours of staff and contractors lost as a consequence of accidents

#### 3.2b. Relative to thousand number of hours worked: number of working hours of staff and contractors lost as a consequence of accidents

	Total costs of all accidents	Costs of deaths	Costs of injuries	Costs of replacement or repair of damaged rolling stock and railway installations	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue
code of variable	C00	C01	C02	C03	C04
3.1a. Costs (in €)	2119403	0	0	1933255	186148

code of variable	C10	C11	C12	C13	C14
3.1b. "Relative" Costs (in€)	1,06E+05	0,00E+00	0,00E+00	9,71E+04	9,35E+03

	Total number of working hours of staff and contractors lost as a consequence of accidents
code of variable	W00
3.2a. Total number of working hours	5840

code of variable	W10
3.2b. "Relative" Total number of working hours	3,86E+01

### 4. Indicators relating to technical safety of infrastructure and its implementation

	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of train kilometres using operational ATP systems	Total number of level crossings	Total number of level crossings per line kilometre	Percentage of level crossings with automatic or manual protection
code of variable	T01	T02	T03	T04	T05
4. Number	0,00%	0,00%	1265	4,13E-01	65,61%

### 5. Indicators relating to the management of safety

Internal audits accomplished by infrastructure managers and railway undertakings as set out in the documentation of the safety management system.

	Total number of accomplished audits	Percentage of audits accomplished /required (and/or planned).
code of variable	A01	A02
5. Number	-	-

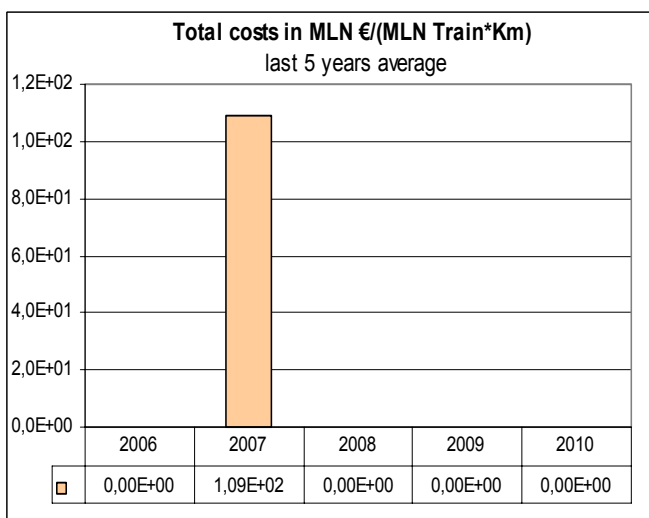
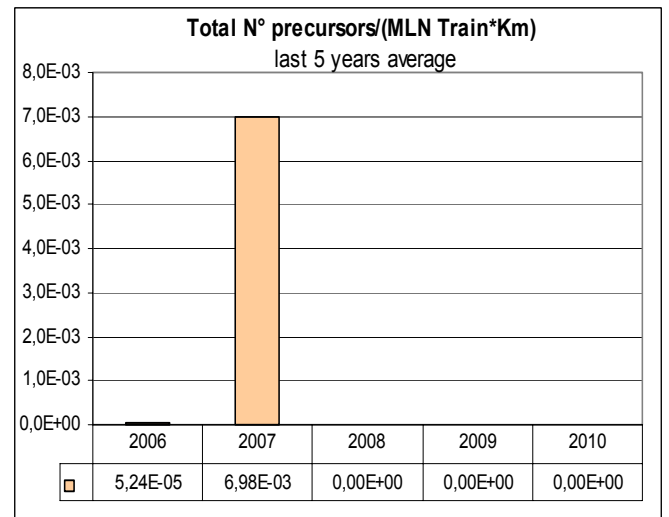
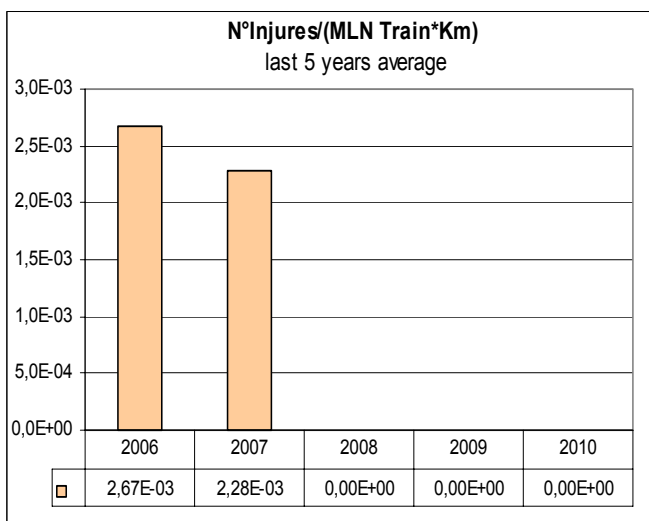
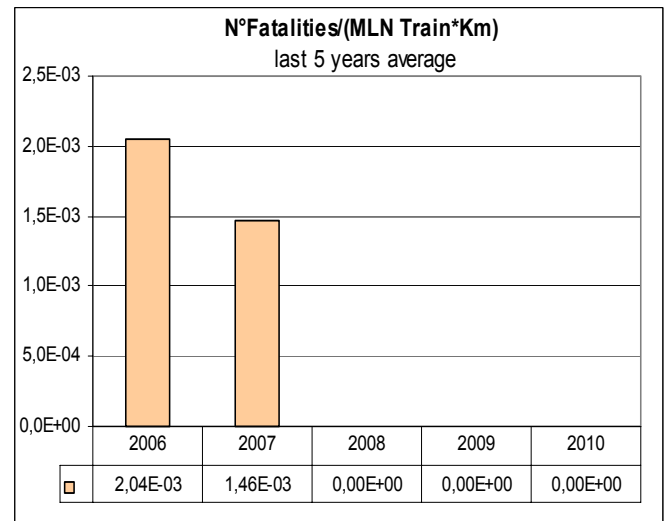
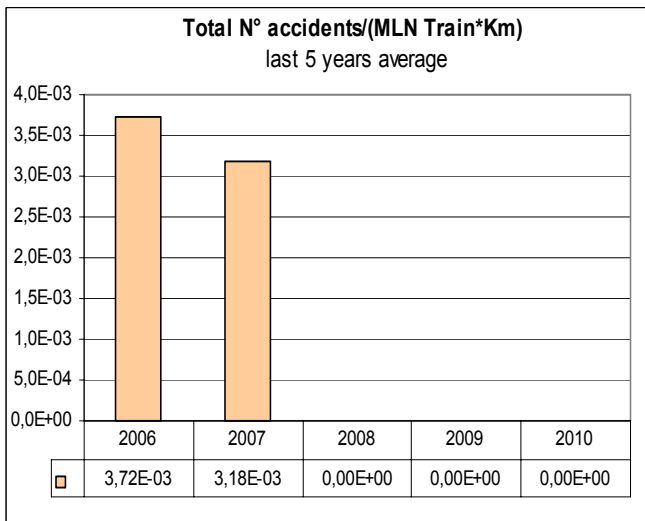
### 6. Reference data

	Number of TrainKM	Number of Passkm	Number of line kilometers	Total number of working hours
code of variable	R01	R02	R03	R04
6. Number	19,905	1,93	3060	15134

## Annex C: CSIs data

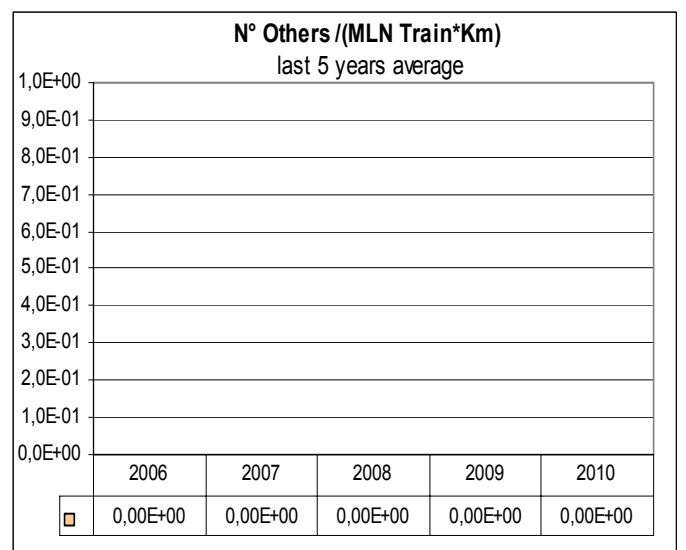
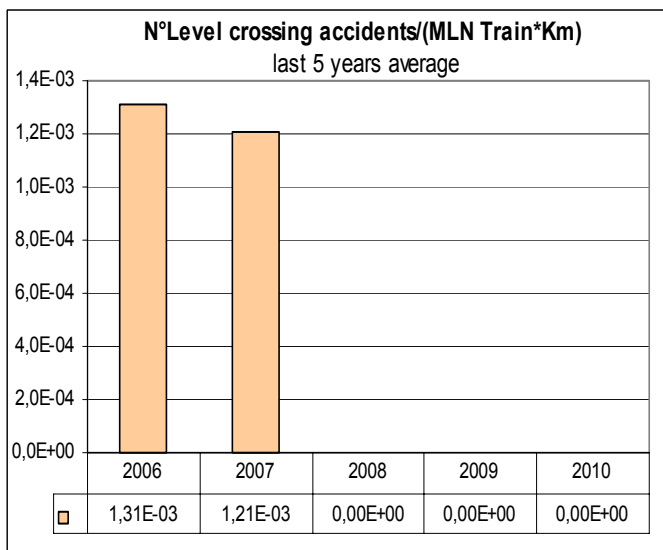
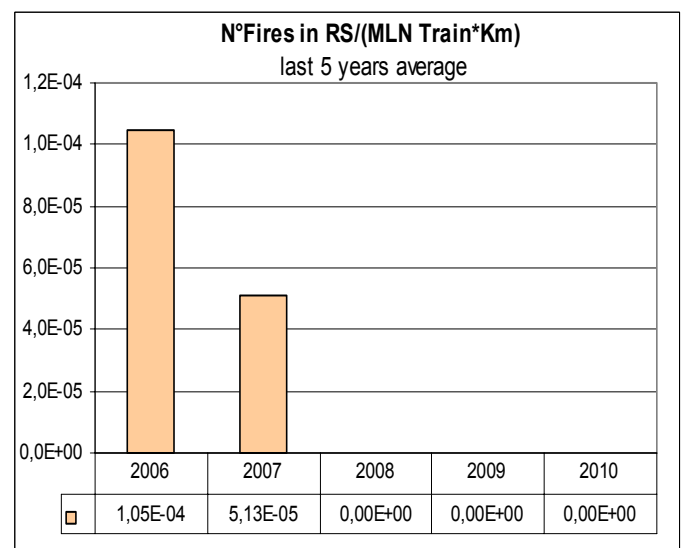
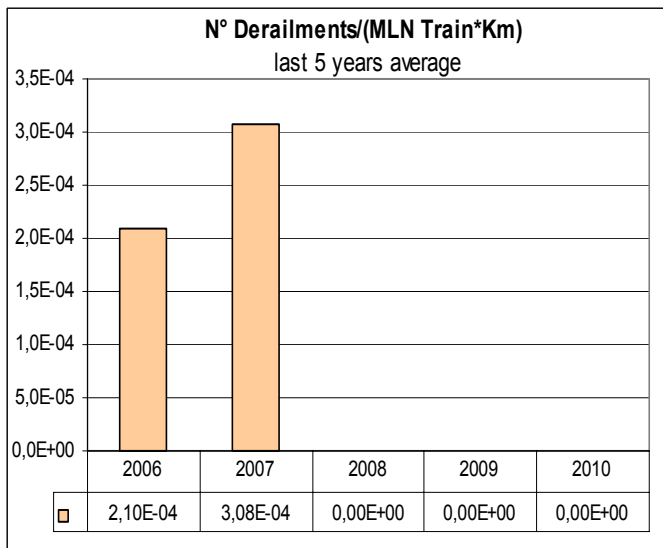
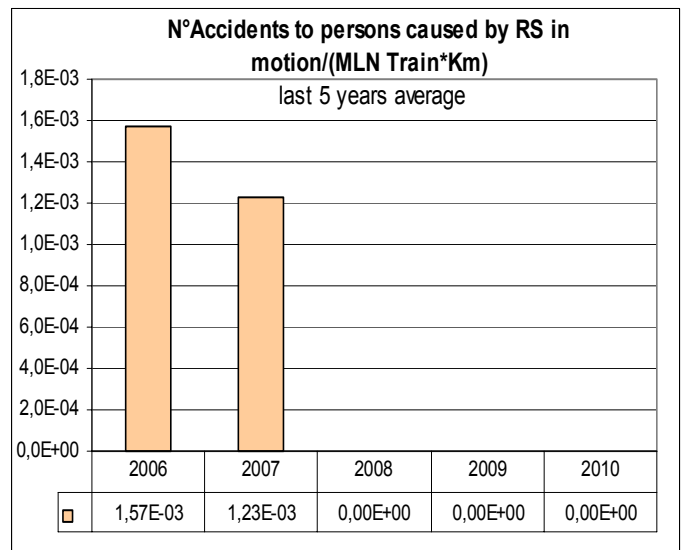
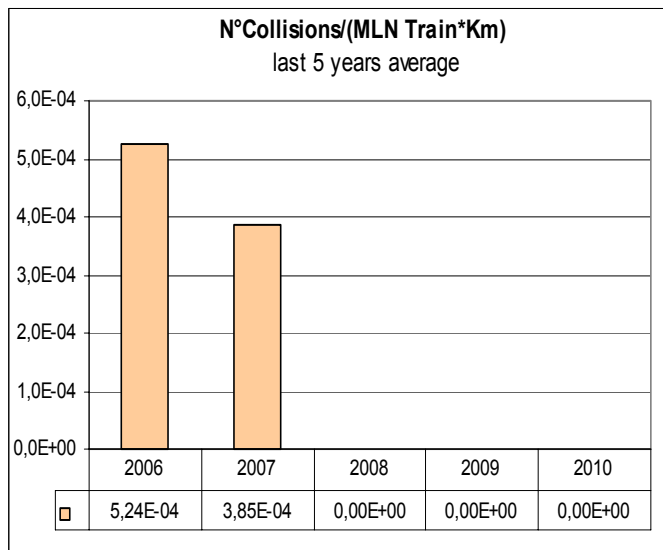
### C.1. CSIs data

#### Performances at a glance

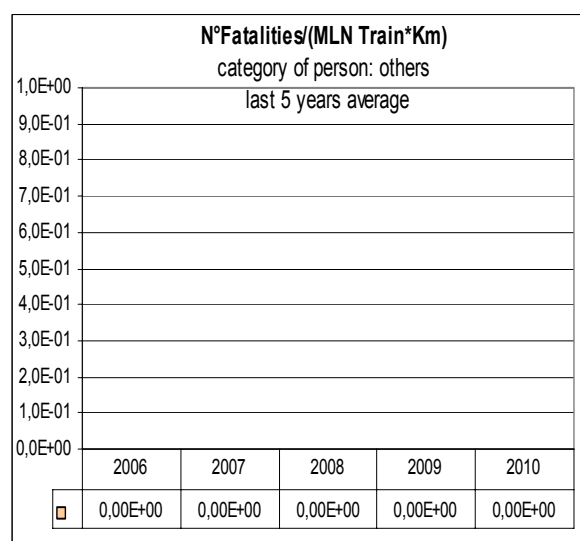
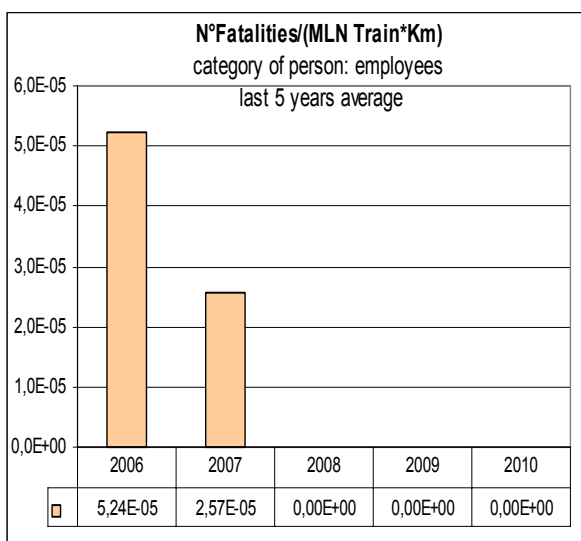
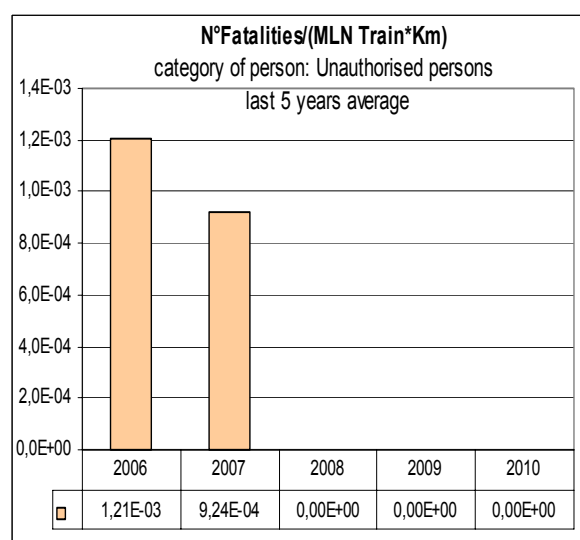
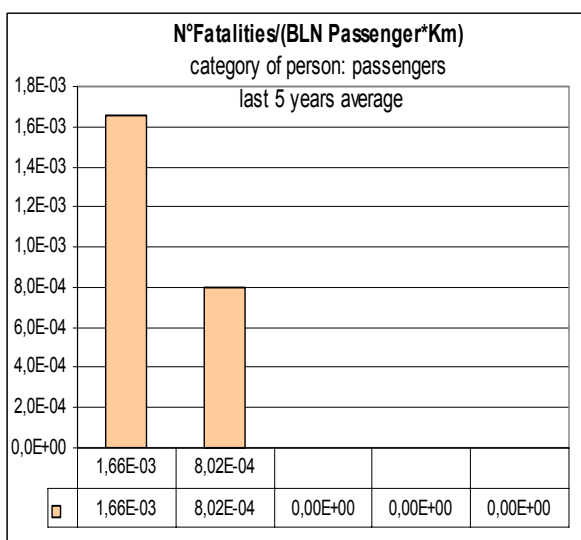
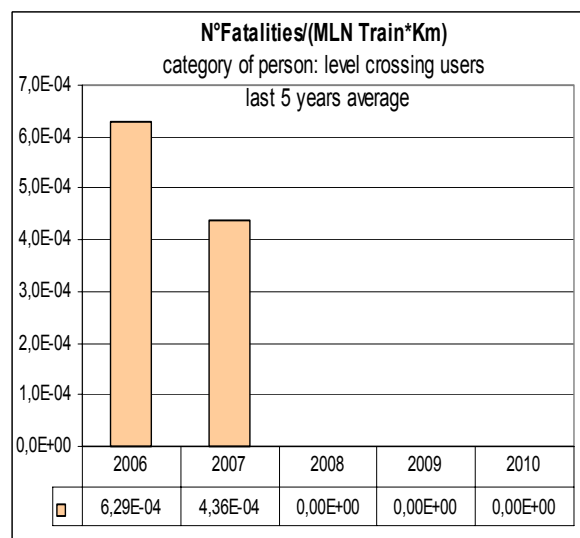
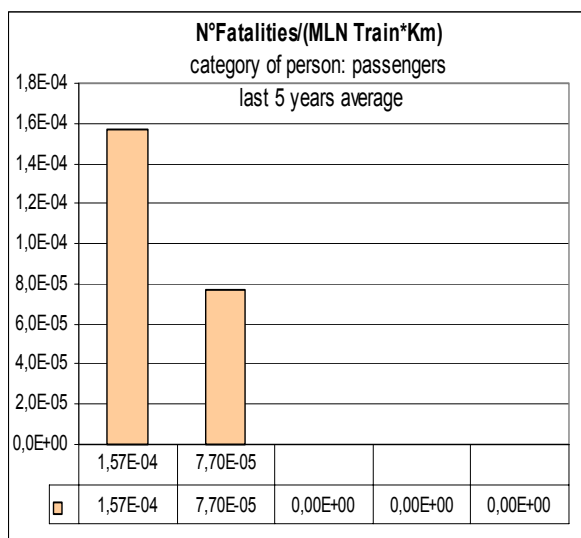




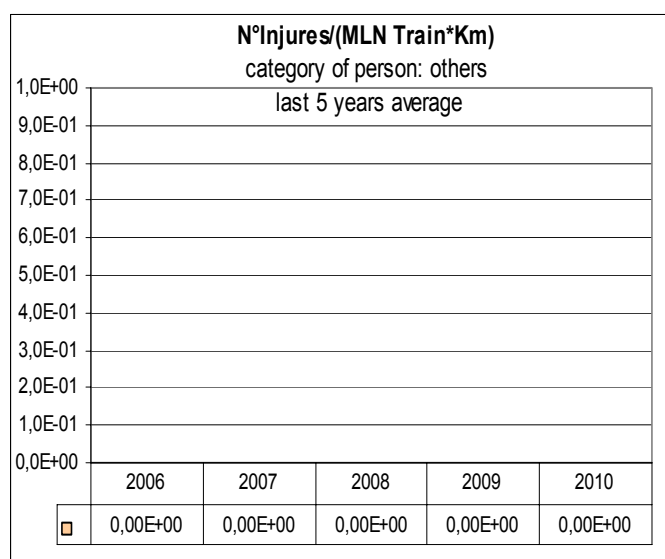
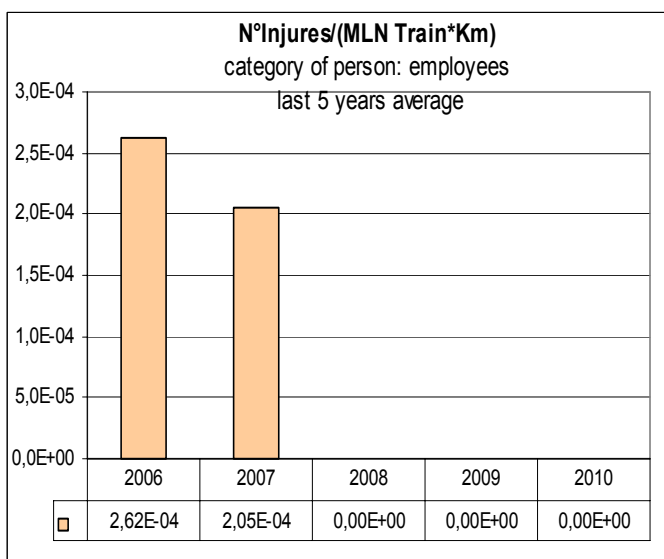
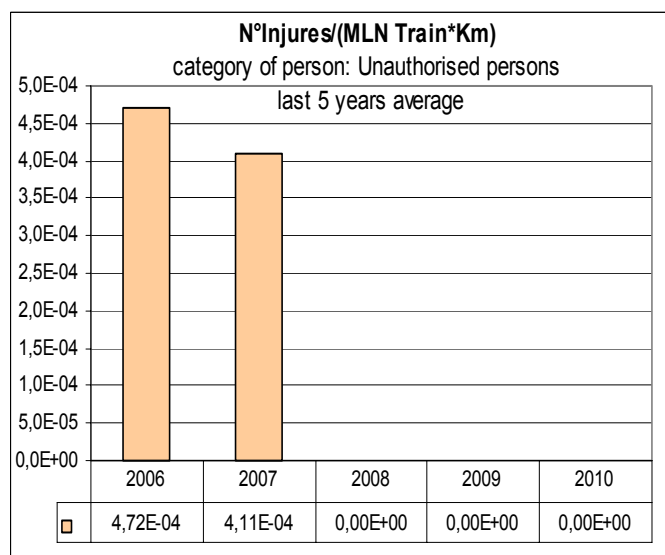
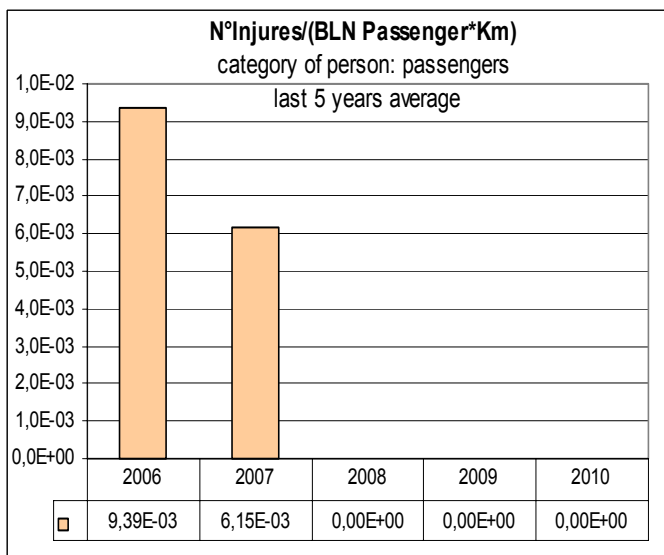
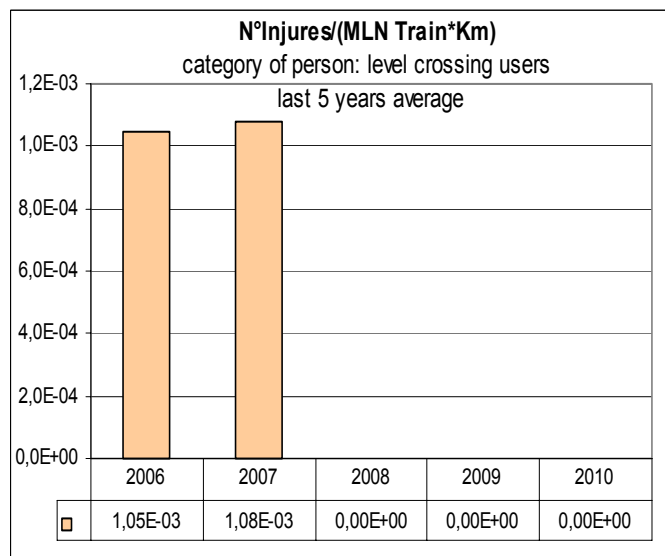
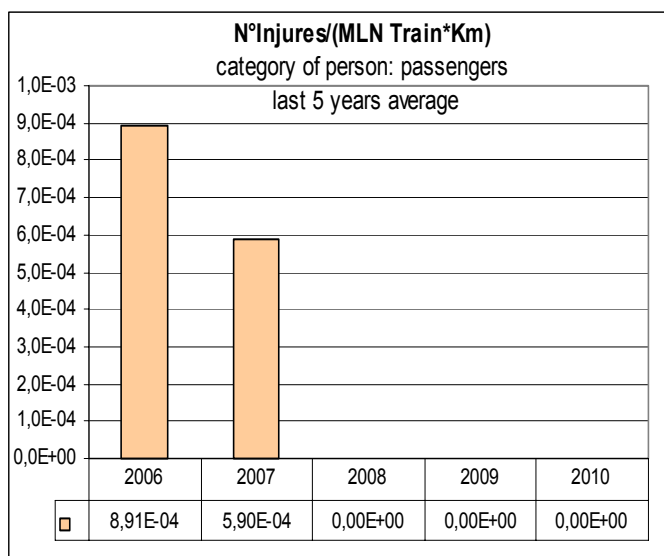
## Accidents divided by type



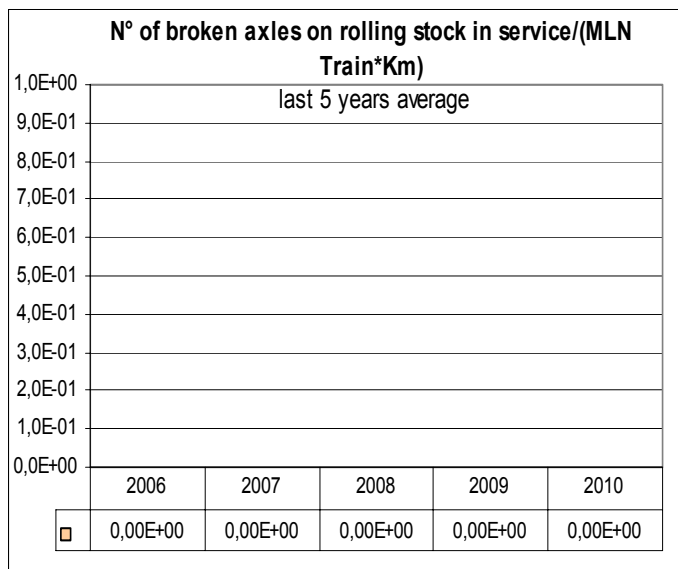
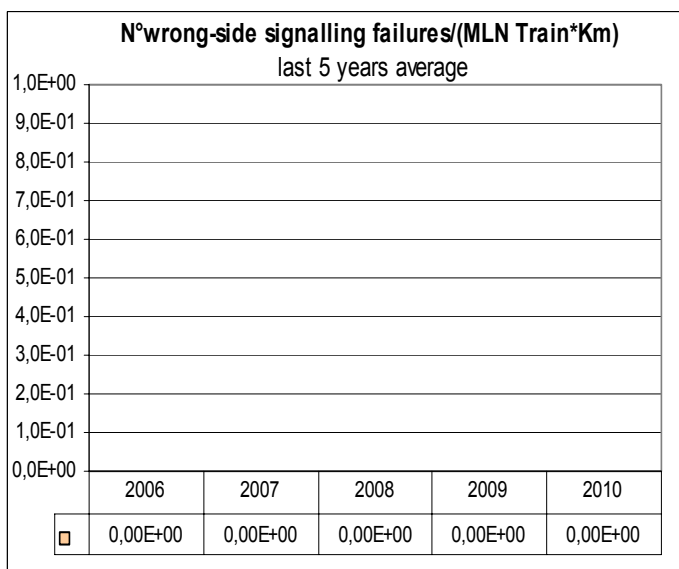
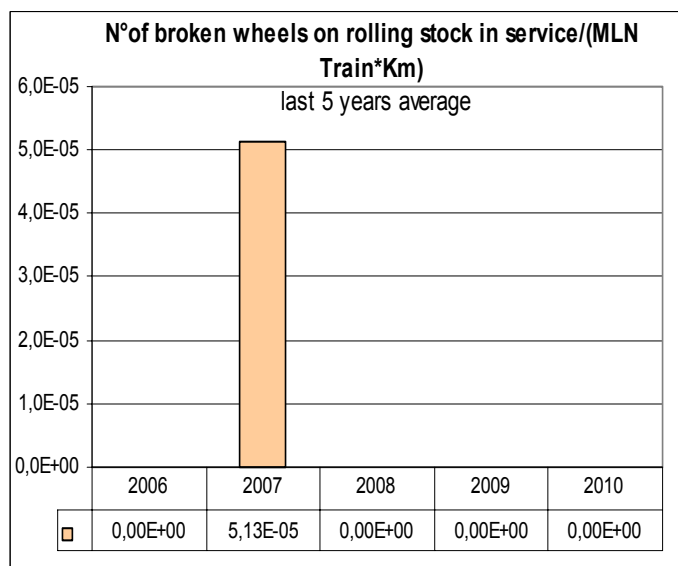
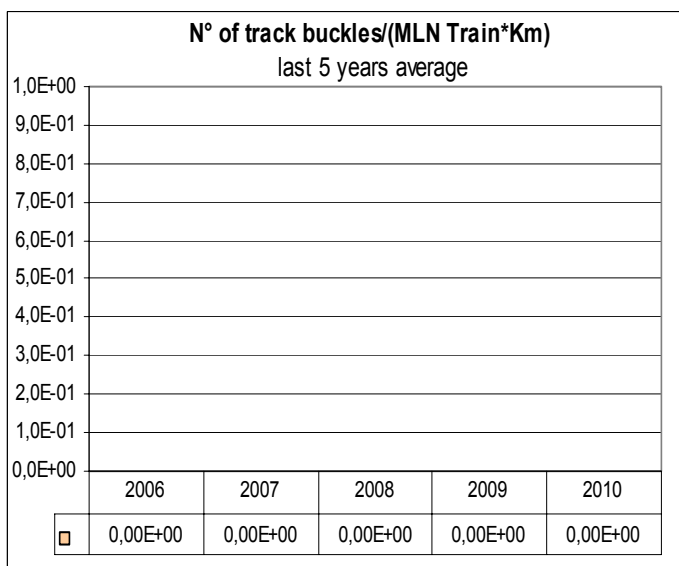
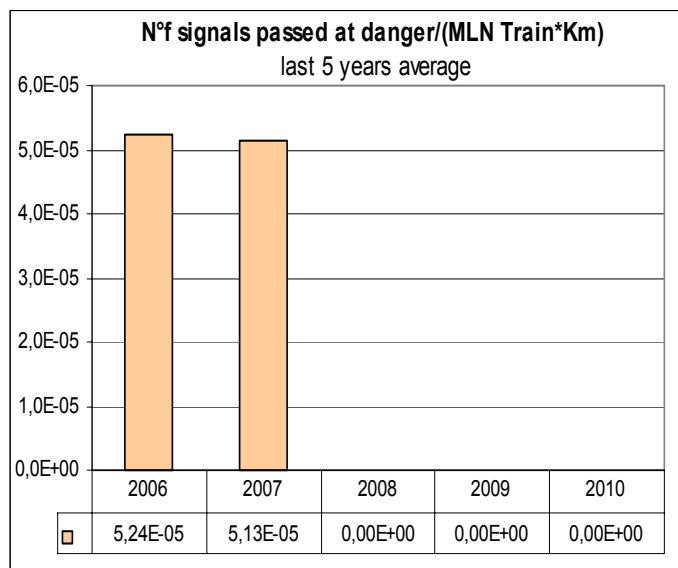
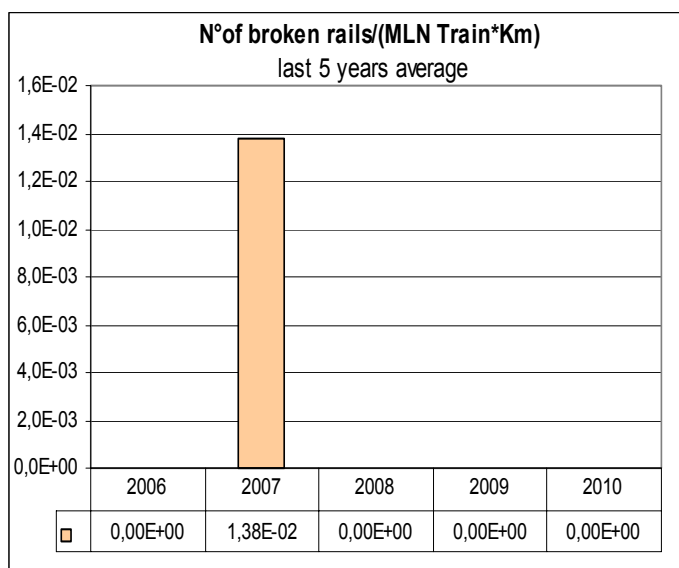
## Fatalities divided by category of people involved



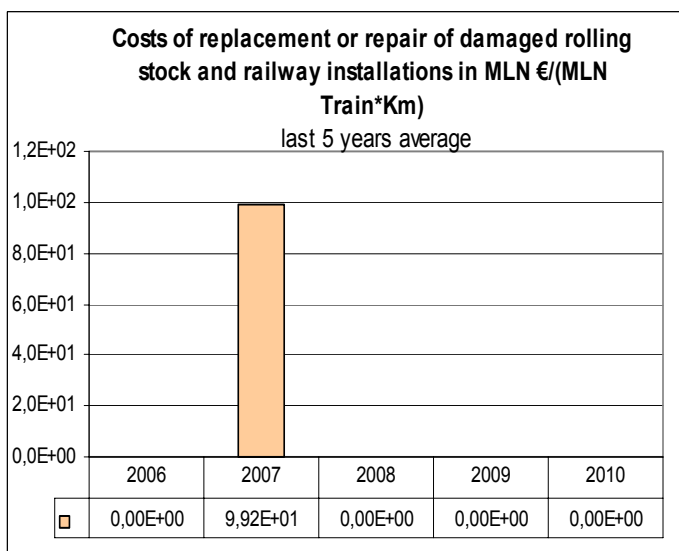
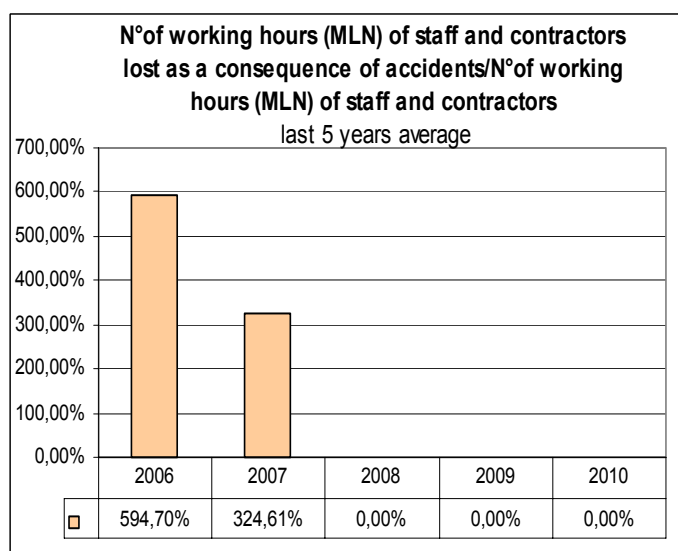
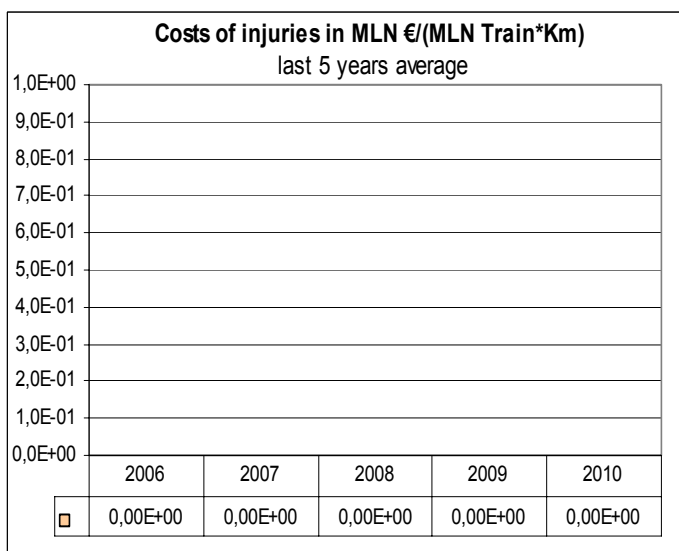
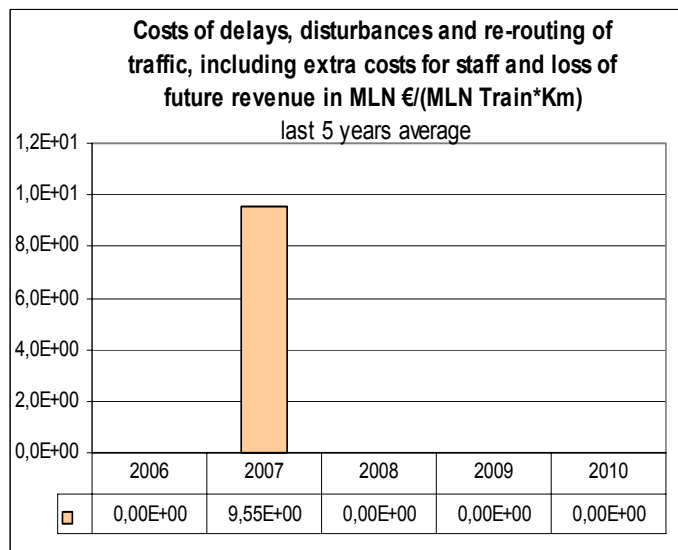
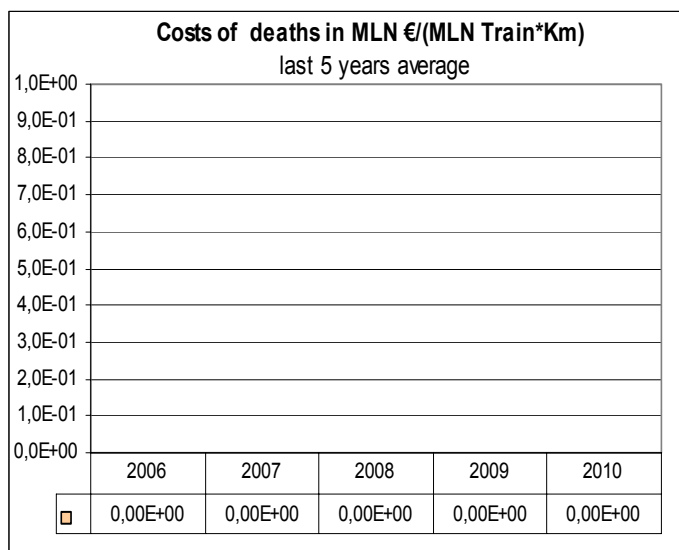
## Injures divided by category of people involved



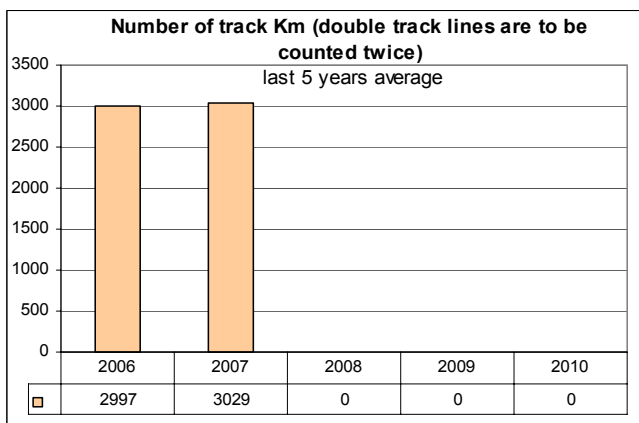
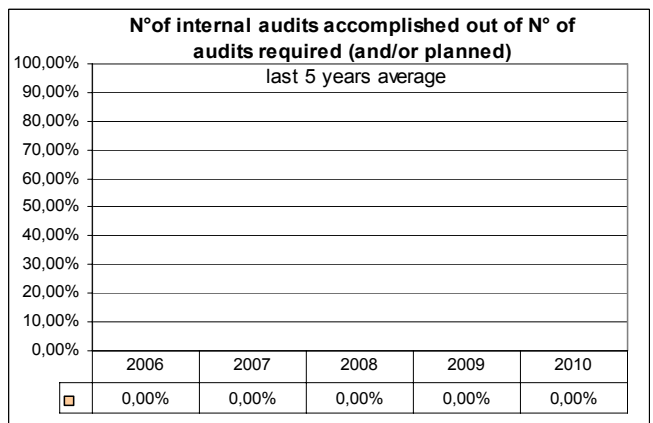
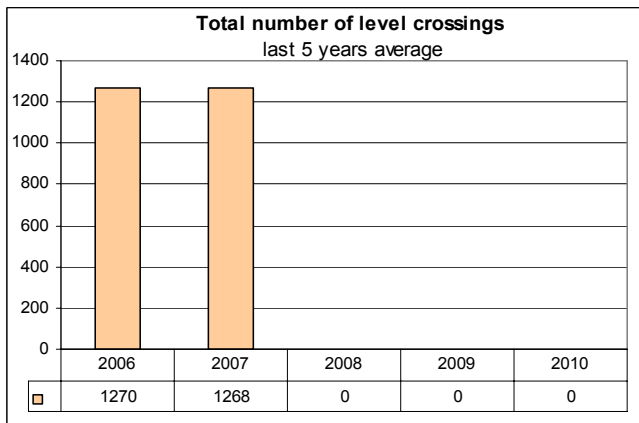
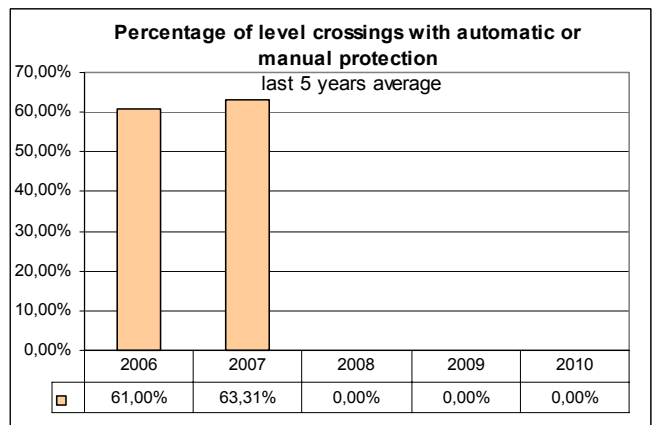
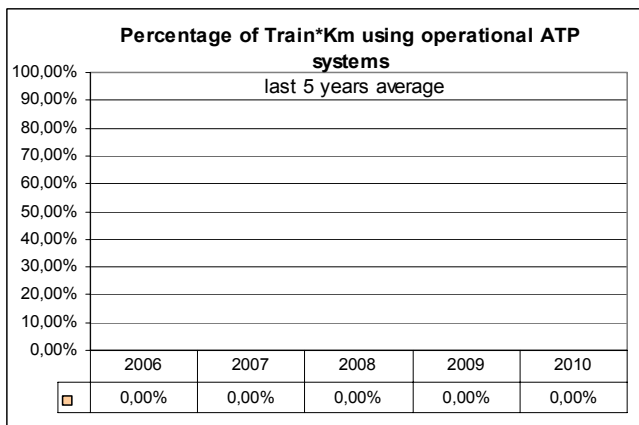
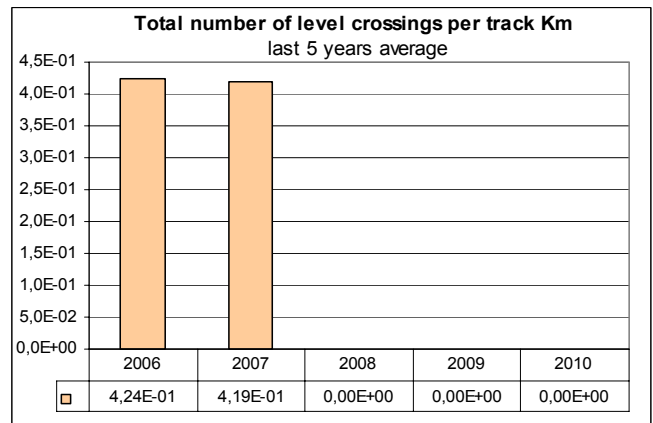
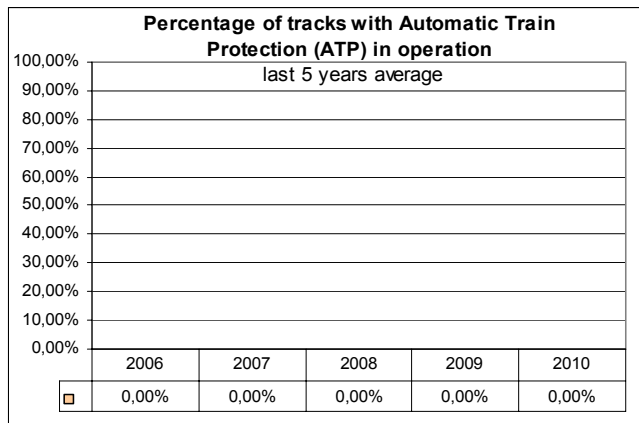
## Precursors to accidents



## Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents



## Technical safety of infrastructure and its implementation, management of safety



## **C.2. Definitions used in the annual report**

### **C.2.1. The definitions used in the annual report are in compliance with the Regulation 91/03 concerning:**

#### ***deaths (killed person)***

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

#### ***injures (seriously injured person)***

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

#### **passenger-km**

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

#### ***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

#### **suicide**

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

#### **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

#### ***train***

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an

initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

**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



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### **C.2.2. National definitions**

National definitions used by the Infrastructure Manager have been applied for the collection of “number of incidents and near-misses” and “costs of accidents” in which it was included only the “costs of replacement or repair of damaged rolling stock and railway installations” and the “extra costs for staff and loss of future revenue”.

### **C.3. Abbreviations**

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

## **ANNEX D: Important changes in legislation and regulation**

	<b>Legal reference</b>	<b>Date legislation comes into force</b>	<b>Reason for introduction (Additionally specify new law or amendment to existing legislation)</b>	<b>Description</b>
<b>General national railway safety legislation</b>				
Legislation concerning the national safety authority	-P.D 186/2007, -P.D 160/2007	- FEK 221/A/12.9.2007, - FEK 201/A/23.8.2007	-Obligation from the Directive 2004/49/EC -Transposition into national law of the Safety Directive 2004/49/EC	
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
<b>National rules concerning railway safety</b>				
Rules concerning national safety targets and methods	NONE			
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE			
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE			
Rules concerning requirements for wagonkeepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	NONE			
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 analyse the indicators	NONE			
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE			

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

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2007 being licensed	in your Member State	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 <b>Part A</b> held by Railway Undertakings in the year 2007 being registered	in your Member State	0	0	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates <b>Part B</b> held by Railway Undertakings in the year 2007 being registered	in your Member State	0	0	0
	in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates <b>Part A</b> submitted by Railway Undertakings in year 2007 being registered	in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	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 <b>Part B</b> submitted by Railway Undertakings in year 2007 being registered	in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

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

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2007 being registered in your Member State	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2007 being registered in your Member State	new authorisations	0	0	0
	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

### E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary	a licence released by your Member State	0	0	0

information between the receipt of an application and the final delivery of a Safety Certificate <b>Part A</b> in year 2007 for Railway Undertakings holding	a licence released by another Member State	0	0	0
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#### E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate <b>Part B</b> in year 2007 for Railway Undertakings holding	a licence released by your Member State?	0	0	0
	a licence released by another Member State?	0	0	0

#### E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary	a licence released by your Member State	0	0	0

information between the receipt of an application and the final delivery of a Safety Authorisation in year 2007 for Infrastructure Managers holding	a licence released by another Member State	0	0	0
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