

DEPARTMENT OF RAILWAY SAFETY OF GREECE

ANNUAL SAFETY REPORT FOR THE YEAR 2008

Athens, October 2009

Content

A. GENERAL INFORMATION.....	3
A.1. SCOPE OF THE REPORT	3
A.2. SUMMARY IN ENGLISH	3
B. INTRODUCTORY SECTION.....	3
B.1. INTRODUCTION TO THE REPORT.....	3
B.2. RAILWAY STRUCTURE INFORMATION (ANNEX A).....	4
B.3. SUMMARY – GENERAL TREND ANALYSIS	4
C. ORGANISATION	4
C.1. INTRODUCTION TO THE ORGANISATION.....	4
C.2. THE ORGANISATIONAL FLOW	5
D. THE DEVELOPMENT OF RAILWAY SAFETY	5
D.1. INITIATIVES TO MAINTAIN/IMPROVE SAFETY PERFORMANCES	5
D.2. DETAILED DATA TREND ANALYSIS	6
D.3. RESULTS OF SAFETY RECOMMENDATIONS.....	8
E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION.....	9
F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION	9
F.1. NATIONAL LEGISLATION – STARTING DATES – AVAILABILITY	9
F.2. NUMERICAL DATA (ANNEX E)	10
F.3. PROCEDURAL ASPECTS	10
G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS.....	10
H. REPORTING ON THE APPLICATION OF CSM ON RISK EVALUATION AND ASSESSMENT...	12
I. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES	12
J. SOURCES OF INFORMATION.....	12

Annex A. Railway Structure Information

Annex B. Organisation Chart(s) of the National Safety Authority

Annex C. CSIs data

Annex D. Important changes in legislation and regulation

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

A. General Information

A.1. Scope of the report

The Annual Report for the year 2008 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 14, date 25/08/2009.

A.2. Summary in English

All text is in English.

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. The data provided in these fields are collected following internal procedures of the infrastructure manager.

B.2. Railway Structure Information (Annex A)

Annex A.1 contains the Network map, as presented in the Infrastructure Manager’s Network Statement 2007, with some modifications. 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. Summary – General trend analysis

A general trend is not identified.

C. Organisation

C.1. Introduction to the organisation

The Department of Railway Safety (NSA) has been established in the Ministry of Infrastructure, Transport and Networks* according to the presidential decree 160 (Official Gazette of the Hellenic Republic A’ 201/23.08.2007), article 15, under the Direction of Freight Transport of the Ministry. The department has been assigned the exercise of the duties of the National Safety Authority of the Safety Directive 2004/49/EC, as defined in the presidential decree 186 (Official Gazette of the Hellenic Republic A’ 221/12.09.2007).

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.

* The Ministry of Transport and Communications was transformed into Ministry of Infrastructure, Transport and Networks.

- 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.

More information on the Department and its tasks can be retrieved from its website:

<http://www.yme.gov.gr/index.php?getwhat=1&oid=855&id=&tid=870>

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 Infrastructure 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 23rd 2007. A Working Group consisted of employees from the National Safety Authority and the Infrastructure Manager, has been established since 2007 for the enhancement of the cooperation between the different players of the railway sector. 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. This group put a lot of effort into updating the type 3 of the national safety rules of the Annex II *“Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures”*.

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

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	

Table D.1.2 - Safety measures (or voluntary measures) with other triggers than accidents/precursors:

Description of the area of concern	Description of the trigger	Safety measure decided

D.2. Detailed data trend analysis

Taking into account the CSIs reported in 2006 and 2007, the following trend analysis was conducted:

Table D.2.1 - Number of accidents:

2006	2007	2008
71	53	40

The total number of accidents occurred in 2008 including all types of accident, was reduced from 71 reported in 2006 , 53 reported in 2007 to 40 reported in 2008.

Table D.2.2 - Number of fatalities:

2006	2007	2008
39	18	17

The total number of persons killed in 2007 including all categories of people, was reduced from 39 reported in 2006 , 18 reported in 2007 to 17 reported in 2008.

Table D.2.3 - Number of injures:

2006	2007	2008
51	38	29

The total number of injures occurred in 2007 including all categories of people, was reduced from 51 reported in 2006, 38 reported in 2007 to 29 reported in 2008.

Table D.2.4 - Number of precursors to accidents:

2006	2007	2008
1	271	335

It is not possible to compare the specific category of data because the data of all the sub-categories were not collected in the previous years.

Table D.2.5 - Cost of all accidents, hours worked on safety:

2006	2007	2008
95312	5840	95104

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 an increase from 5840 to 95104.

Table D.2.6 - Technical safety of infrastructure and its implementation, management of safety:

2006	2007	2008
1270	1265	1265

The number of level crossings remained the same. 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 2008.

We should clarify that the missing data “Costs of deaths” and “Costs of Injuries” have not been provided due to the fact that for the time being they 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.

In addition, according to Annex I of the Safety Directive 2004/49/EC “*if new facts or errors are discovered after the submission of the report the indicators for one particular year shall be amended or corrected by the safety authority at the first convenient opportunity and at the latest in the next annual report*”. Due to the fact that it was noticed that in some accidents/incidents there was a misunderstanding in the classification of *collisions* and *accidents to persons caused by rolling stock in motion*, we corrected the data for the years 2006 and 2007.

D.3. Results of safety recommendations

The National Investigation Body is not fully operational in our country, so there is not any safety recommendation issued.

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). The P.D provides the essential amendments in the national legislation for the harmonisation to the EU requirements. The responsibilities of the railway players as the Infrastructure Manager, Railway Undertakings, Ministry of Infrastructure , Transport and Networks, 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.
- The Ministerial Decision AS10/11249/1018 (FEK 911/B'/19-5-08) amended the previous Ministerial Decision F4/oik.27887/2166 (FEK 643/B'/23.5.06) in order to update the type 3 of the national safety rules (Annex II) of the SD.

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 were determined by a Ministerial Decision published by the Ministry of Transport and Communications (AS.4.2/oik.26697/2422 FEK B' 986/22.05.2009).

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

The documents required for issuing Safety Authorisations to Infrastructure Manager were determined by a Ministerial Decision published by the Ministry of Transport and Communications (AS.4.2/oik.26697/2422 FEK B' 986/22.05.2009).

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 from NSA, as well as the official website of the Greek National Safety Authority:

<http://www.yme.gov.gr/?getwhat=1&oid=842&id=&tid=856>.

F.2. Numerical data (Annex E)

No safety certificates or authorisations have been issued.

F.3. Procedural aspects

3.1. Safety Certificates Part A

There is no practical experience in the specific field.

3.2. Safety Certificates Part B

There is no practical experience in the specific field.

3.3. Safety Authorisations

There is no practical experience in the specific field.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision of Railway Undertakings and Infrastructure Managers

1.1. Audits/Inspections/Checklists

No inspections or audits of RUs/IMs were conducted in 2008, since the safety management system has not been approved.

2. Description of the coverage of the legal aspects within the annual reports from the Infrastructure Managers and Railway Undertakings – Availability of the annual reports before 30 June (according to Article 9(4) of the Railway Safety Directive).

No information available.

INSPECTIONS		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 20xx	planned	0	0	0	
	unplanned	0	0	0	
	carried out	0	0	0	

AUDITS		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 20xx	planned	0	0	0	
	carried out	0	0	0	

5. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections.

No information available.

6. Short summary/description of the complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate.

No information available.

7. Short summary/description of the complaints from RU('s) concerning IM('s) related to conditions in their authorisation.

No information available.

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

No information available.

I. NSA Conclusions on the reporting year – Priorities

The Greek National Safety Authority has originally focused on the legal actions for the implementation of the provisions of the Railway Safety Directive. The renewal of the notification of the national safety rules and the publication of type 3 rules were the main tasks accomplished of the NSA.

The rail sector has not yet fully absorbed the requirements set by the Safety Directive. The railway undertaking did not submit the annual safety report, according to its obligation provided in the Article 9 of the presidential decree 160 (Official Gazette of the Hellenic Republic A' 201/23.08.2007), which transposed into national law the Safety Directive. The infrastructure manager did not meet the deadlines foreseen regarding the submission of its Annual Report.

The legal framework for safety certification of railway undertakings and the safety authorization of the infrastructure manager has been defined in the Decision ΑΣ.4.2/οικ.26697/2422 (Official Gazette of the Hellenic Republic B' 986/22.05.2009) of the Minister of Transport and Communications, whose issuance was foreseen in articles 10 and 11 of the presidential decree 160 (Official Gazette of the Hellenic Republic A' 201/23.08.2007). The authorisation for defining the penalties in that ministerial decision (article 32 of Safety Directive 2004/49/EC) has been given by the article 27 of the national law 3534/2007 (Official Gazette of the Hellenic Republic A' 40/23.02.2007).. The priorities of the Department include the enforcement of the Safety Directive requirements, the supervision of the railway sector and the further enhancement of the legal framework. Above all, immediate pressure is going to be exerted upon railway undertaking and infrastructure manager to develop the safety management system foreseen in the Safety Directive.

J. Sources of information

1. Annual Report of the Infrastructure Manager Ref. Number 3620282/2.10.09.

Annexes

ANNEX A: Railway Structure Information

ANNEX B: Organisation chart(s) of the National Safety Authority

ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

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

ANNEX A. Railway Structure Information

A.1: Network Map 2008.



A.2. List of Railway Undertakings and Infrastructure Managers¹

A.2.1. Infrastructure Manager

Name	Address	Website /Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	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	www.ose.gr Network Statement: http://www.ose.gr/ose/files/edisy_2007_network_statement2329.pdf	not granted	20 December 2005	1) 1.435 gauge: 2.289 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 3.062 km	264 km 25kv 50Hz	double: 510 km single: 2.042 km Total length of lines in use: 2.552 km	1182,608 km (*)	-	1.265	1.439

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

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
TRAINOSE	Karolou 1-3 104 37, Athens	www.ose.gr	Not granted	Not granted	1st of January 2007	Passenger, Freight	172*	EMUs 20 DMUs 103	372 passenger coaches 3.568 freight wagons	580 train drivers/ 605 safety crew ^(**)	1,657 passenger x km (in millions)	4.252 tonnes in thousands 785,707 Tonne-km (in millions)

(*) 143 Diesel, 29 Electric

(**) On-board staff

Abbreviations:

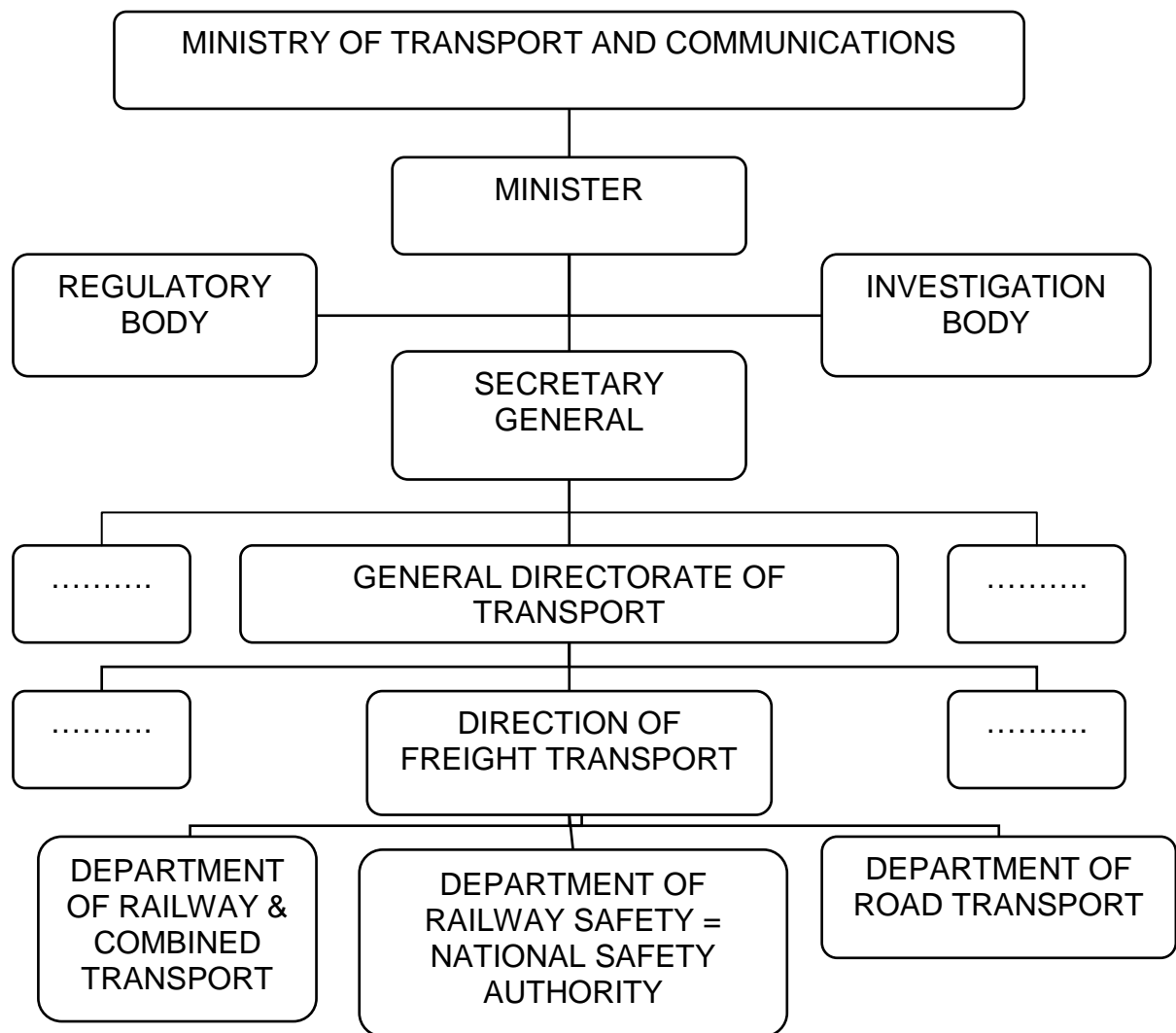
HSL = High Speed Line (Definition acc. Directive 96/48/EC)
It concerns PATHE/P (Patra-Athina-Thessaloniki-Evzoni/Promachonas) axis, excluding parts of the abovementioned axis for which upgrading has not yet been completed.

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



Annex C: CSIs data

C.1. CSIs values

Number of accidents and Train*Km

Year	Type of accident						Train*Km (MLN)
	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	
2006	4	4	25	35	2	0	19071
2007	3	8	22	20	0	0	19905
2008	1	2	17	19	1	0	21164
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Number of accidents/Train*Km

Year	Type of accident						Train*Km (MLN)
	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	
2006	2.10E-04	2.10E-04	1.31E-03	1.84E-03	1.05E-04	0.00E+00	3.67E-03
2007	1.80E-04	3.08E-04	1.21E-03	1.41E-03	5.13E-05	0.00E+00	3.18E-03
2008	1.33E-04	2.33E-04	1.06E-03	1.23E-03	4.99E-05	0.00E+00	2.71E-03
2009							
2010							
2011							
2012							
2013							
2014							
2015							

N° of fatalities, Train*Km and Passenger*Km

Year	Category of persons						Train*Km (MLN)
	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	
2006	3	1	12	22	0	38	1811
2007	0	0	5	14	0	19	1930
2008	1	2	6	8	0	17	1657
2009							
2010							
2011							
2012							
2013							
2014							
2015							

N° of fatalities/Train*Km and Passenger*Km

Year	Category of persons						Train*Km (MLN)
	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	
2006	1.57E-04	1.66E-03	5.24E-05	6.29E-04	1.15E-03	0.00E+00	1.99E-03
2007	7.70E-05	8.02E-04	2.57E-05	4.36E-04	9.24E-04	0.00E+00	1.46E-03
2008	6.65E-05	7.41E-04	4.99E-05	3.82E-04	7.32E-04	0.00E+00	1.23E-03
2009							
2010							
2011							
2012							
2013							
2014							
2015							

N° of injuries, Train*Km and Passenger*Km

Year	Category of persons						Train*Km (MLN)
	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	
2006	17	5	20	10	0	51	1811
2007	6	3	22	7	0	36	1930
2008	9	2	12	2	0	29	1657
2009							
2010							
2011							
2012							
2013							
2014							
2015							

N° of injuries/Train*Km and Passenger*Km

Year	Category of persons						Train*Km (MLN)
	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	
2006	8.91E-04	9.39E-03	2.62E-04	1.05E-03	5.24E-04	0.00E+00	2.67E-03
2007	5.90E-04	6.15E-03	2.05E-04	1.08E-03	4.36E-04	0.00E+00	2.28E-03
2008	5.32E-04	5.93E-03	1.66E-04	8.98E-04	3.82E-04	0.00E+00	1.96E-03
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Number of precursors and Train*Km

Year	Type of accident						Train*Km (MLN)
	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	
2006			0	1		1	19071
2007	269		0	1	1	0	271
2008	223	110	0	1	1	0	335
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Number of precursors/Train*Km

Year	Type of accident						Train*Km (MLN)
	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	
2006			0.00E+00	5.24E-05			5.24E-05
2007	1.38E-02		0.00E+00	5.13E-05	5.13E-05	0.00E+00	6.98E-03
2008	1.23E-02	5.49E-03	0.00E+00	4.99E-05	4.99E-05	0.00E+00	1.01E-02
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Cost of all accidents, safety hours

Year	Type of accident						Train*Km (MLN)
	Costs of deaths in MLN €	Costs of injuries in MLN €	Costs of replacement or repair of damaged rolling stock and railway installations in MLN €	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €	Total costs in MLN €	Total number of working hours	
2006						95312	18071
2007			1933255	186149	2119403	5940	15134
2008			618441	1574745	2193186	95104	14608
2009							
2010							
2011							
2012							
2013							
2014							
2015							

Cost of all accidents, safety hours: indicators

Year	Type of accident					Train*Km (MLN)
	Costs of deaths in MLN €	Costs of injuries in MLN €	Costs of replacement or repair of damaged rolling stock and railway installations in MLN €	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €	Total costs in MLN €	
2006						594.70%
2007			9.92E+01	9.55E+00	1.09E+02	324.61%
2008			6.36E+01	4.39E+01	1.08E+02	428.80%
2009						
2010						
2011						
2012						
2013						
2014						
2015						

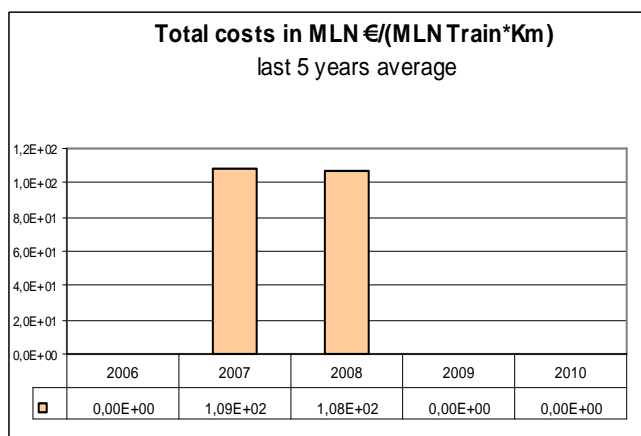
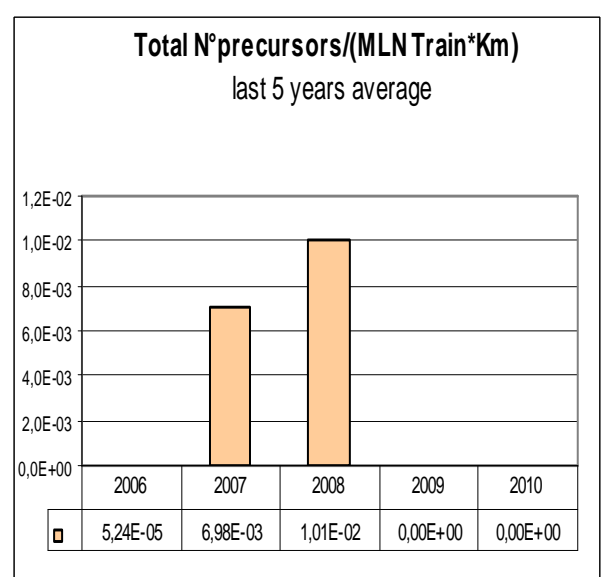
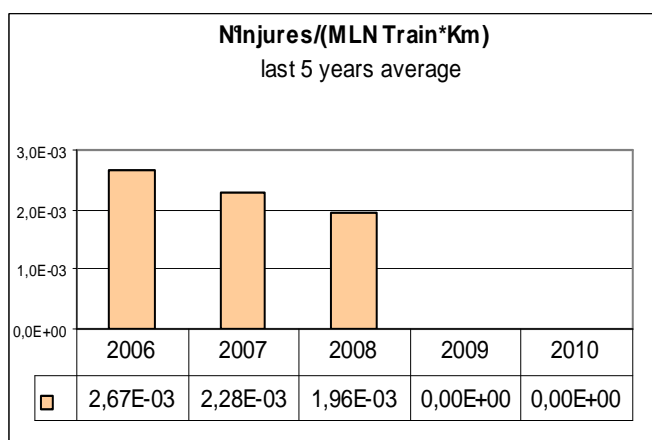
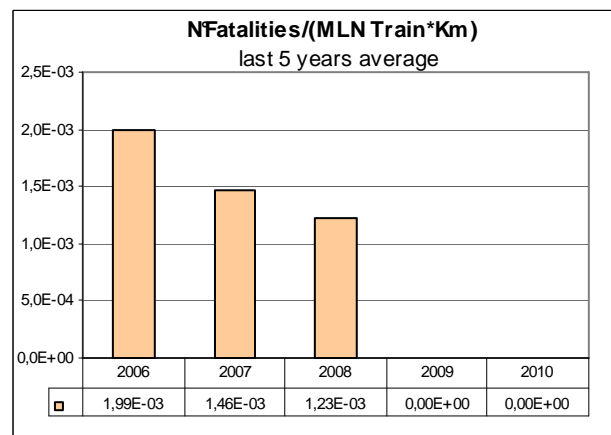
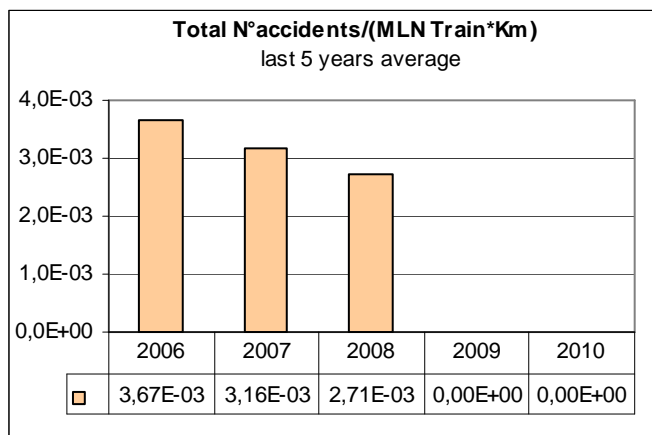
Technical safety of infrastructure and its implementation, management of safety

Year	Type of accident						Train*Km (MLN)
	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	
2006	0.00%	0.00%	1270	2997	4.24E-01	61.00%	0.00%
2007	0.00%	0.00%	1265	3060	4.13E-01	65.61%	0.00%
2008	0.00%	0.00%	1265	3062	4.13E-01	72.00%	0.00%
2009							
2010							
2011							
2012							
2013							
2014							
2015							

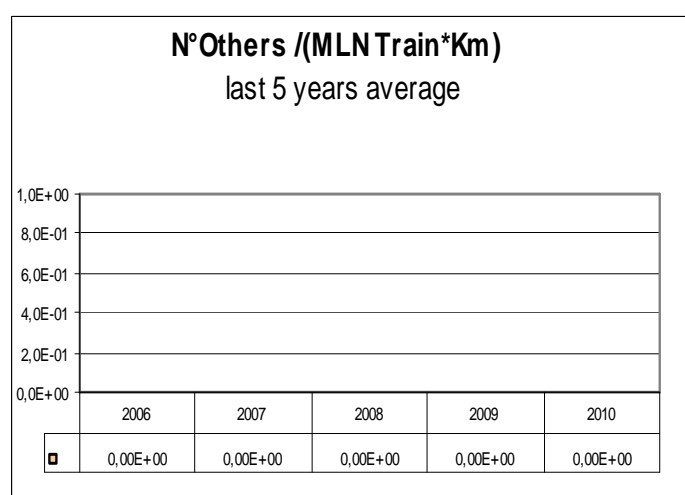
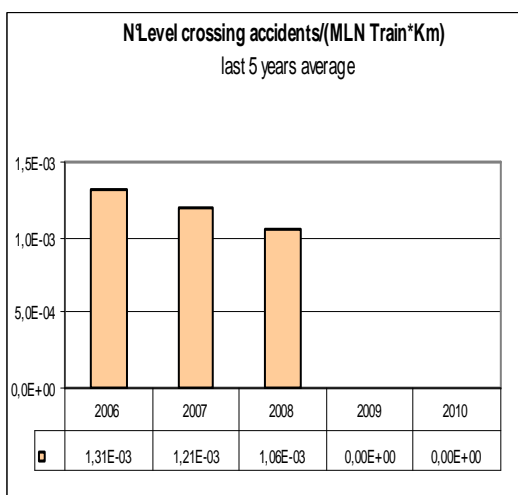
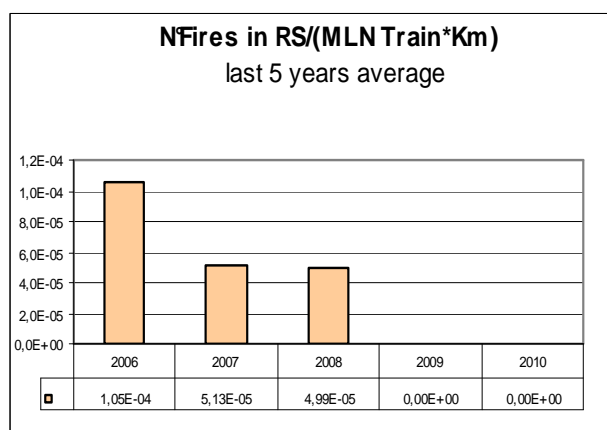
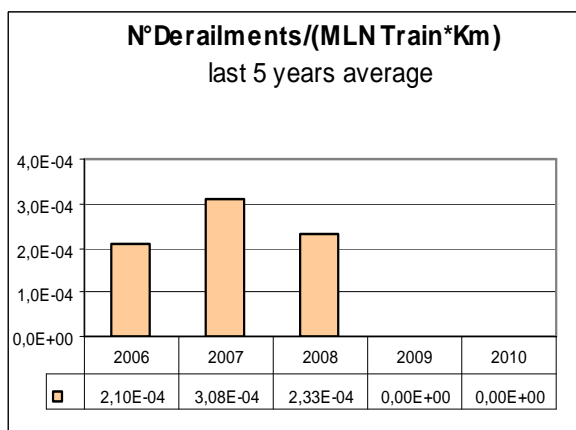
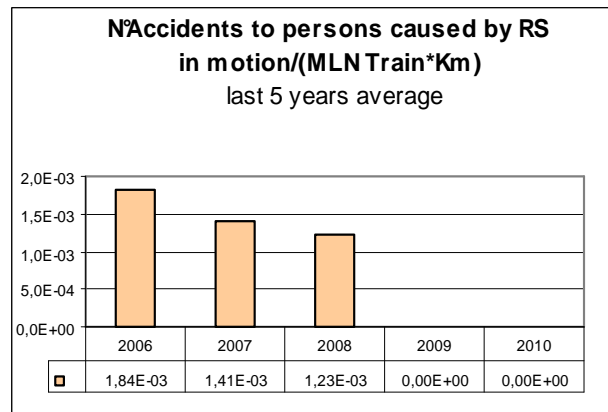
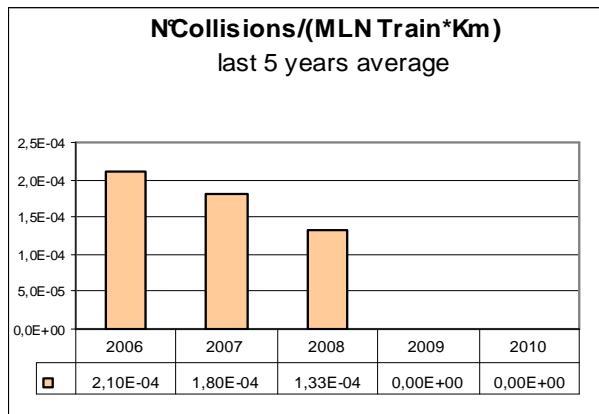
Technical safety of infrastructure and its implementation, management of safety

Year	Type of accident						Train*Km (MLN)
	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	
2006	0.00%	0.00%	1270	2997	4.24E-01	61.00%	0.00%
2007	0.00%	0.00%	1268	3029	4.19E-01	63.31%	0.00%
2008	0.00%	0.00%	1267	3040	1.00E+00	66.20%	0.00%
2009							
2010							
2011							
2012							
2013							
2014							
2015							

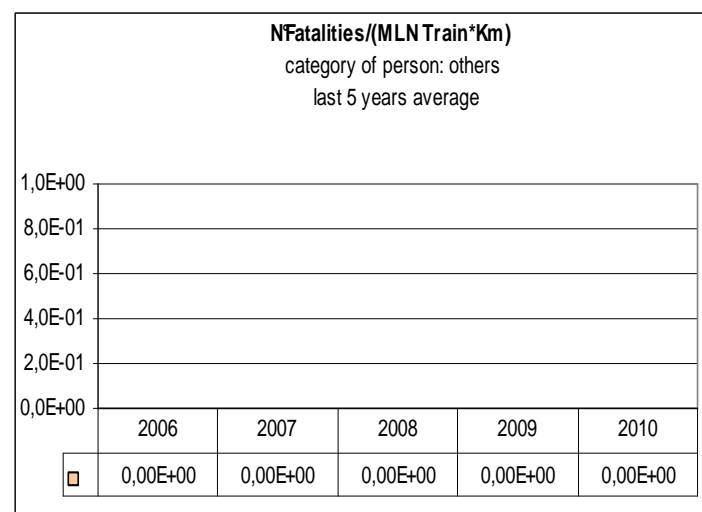
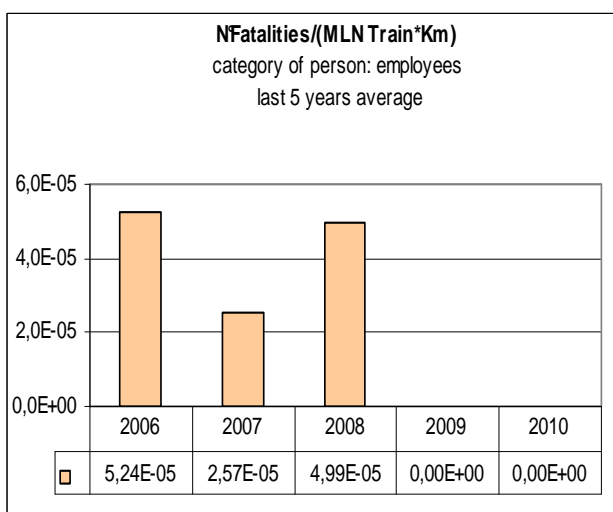
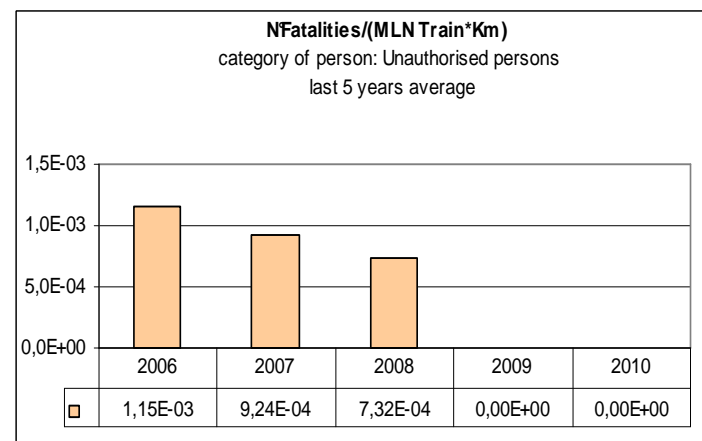
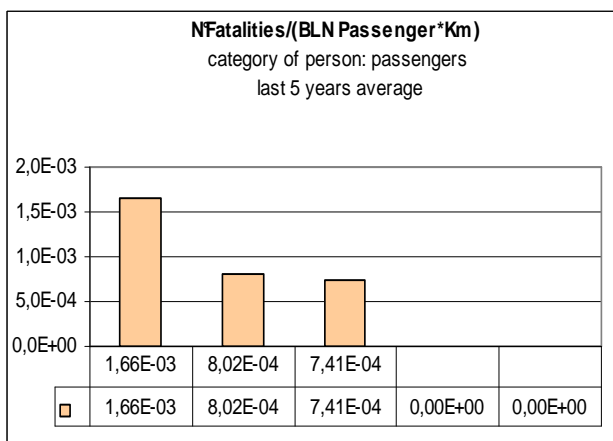
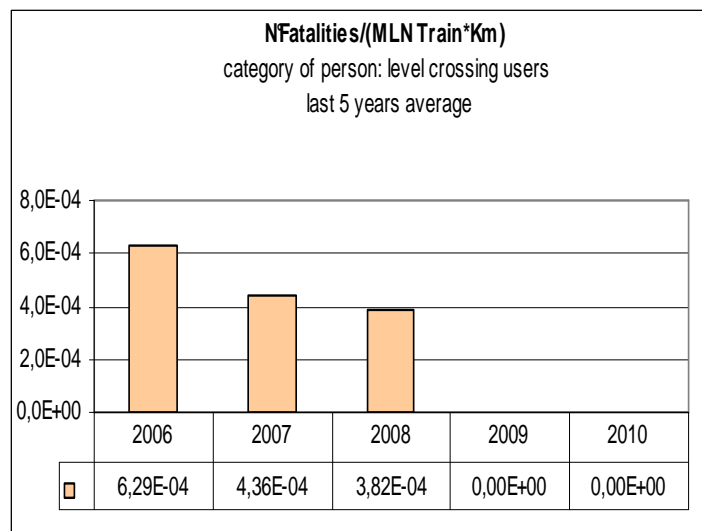
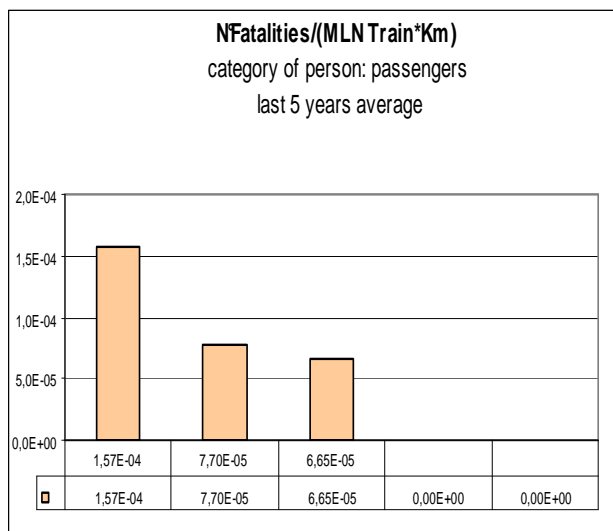
Performances at a glance



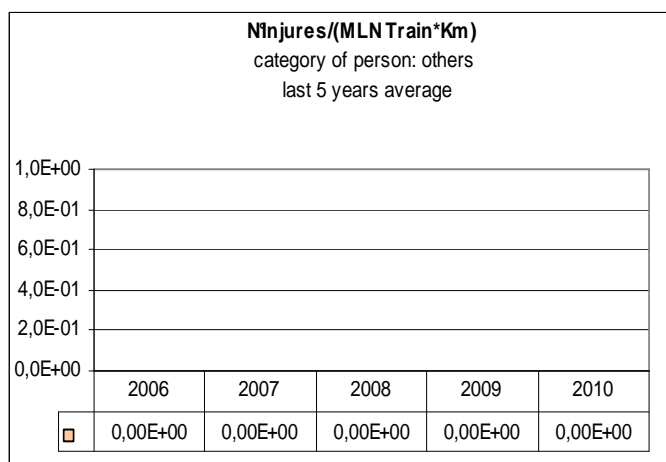
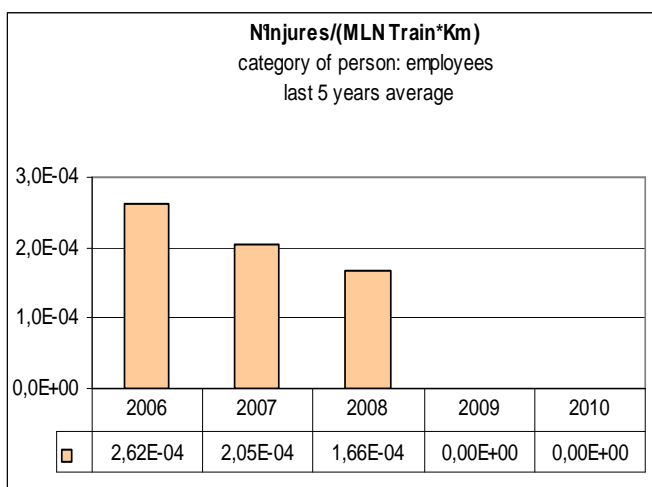
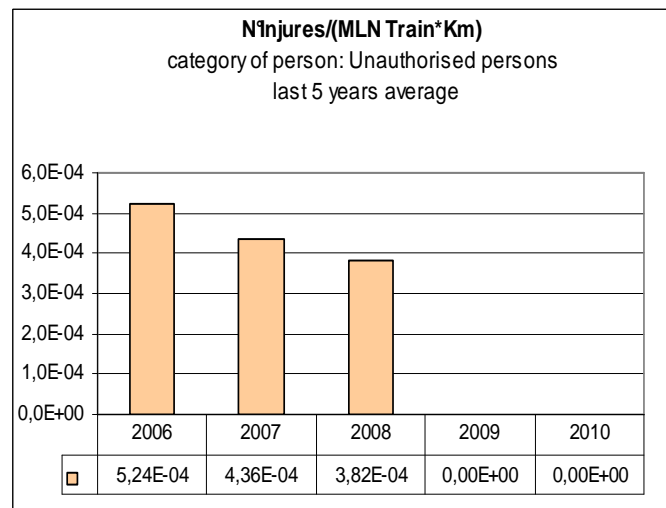
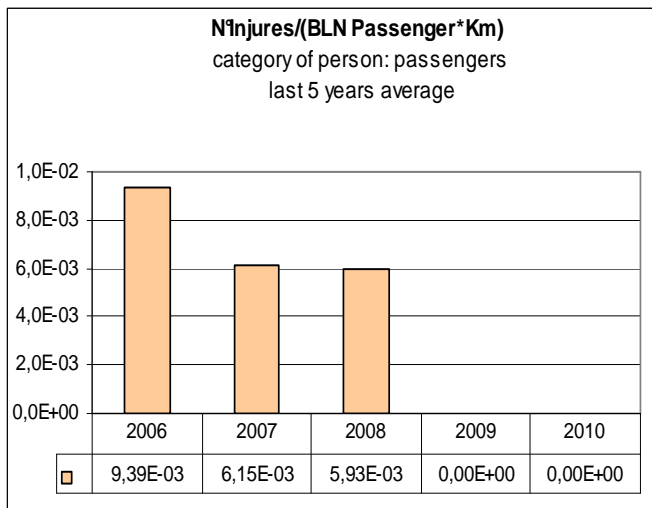
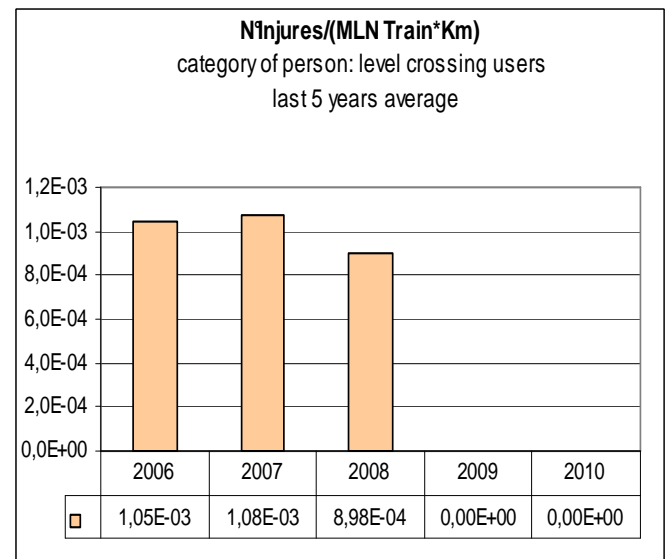
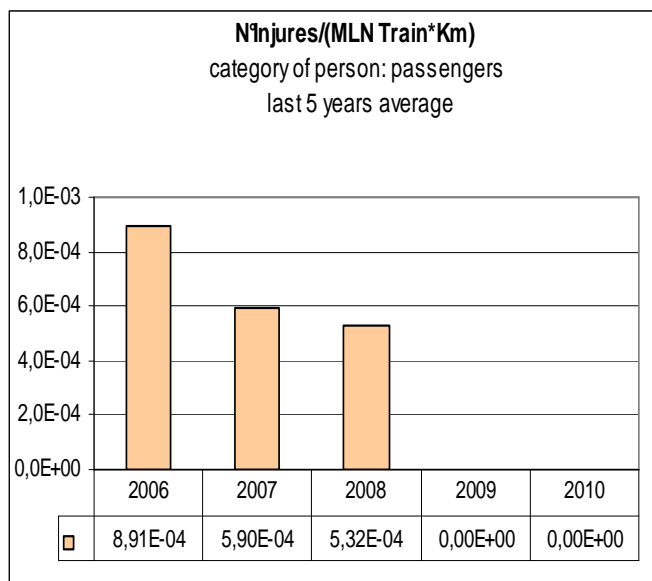
Accidents divided by type



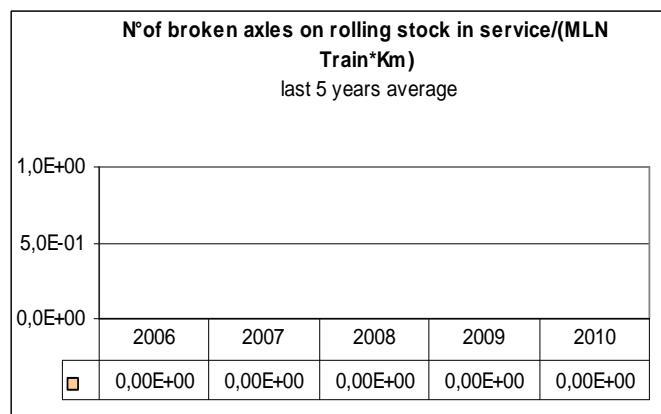
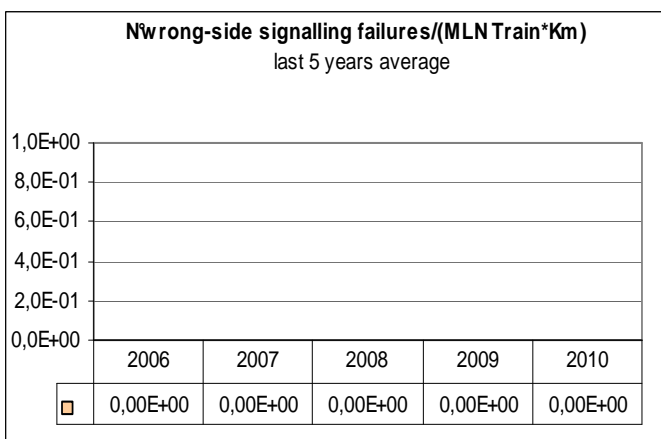
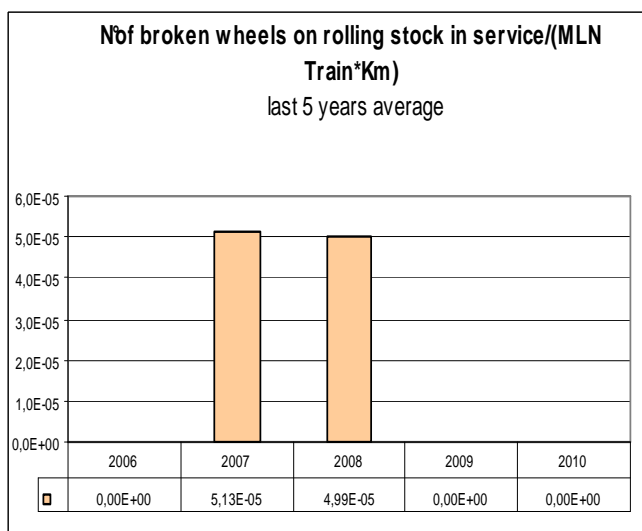
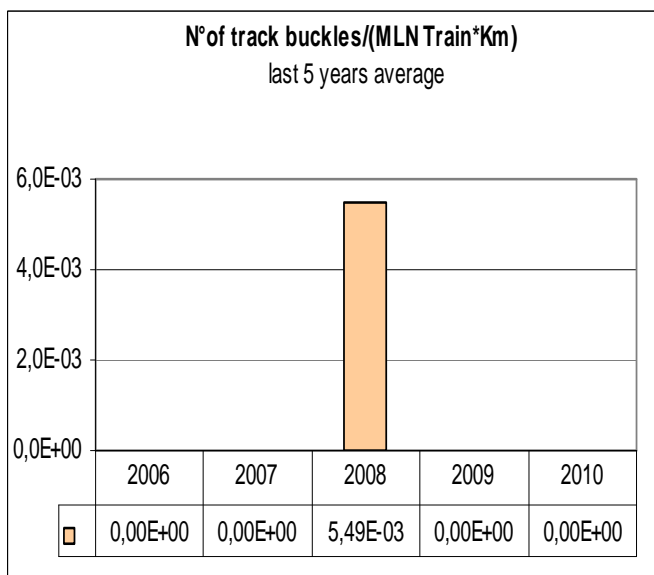
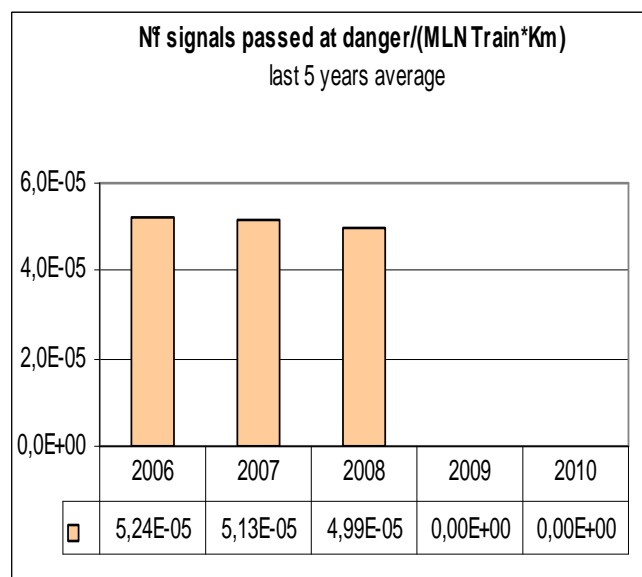
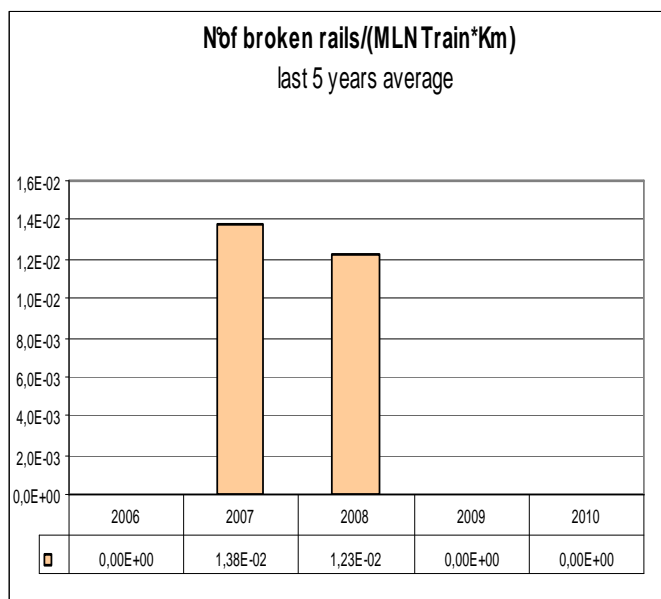
Fatalities divided by category of people involved



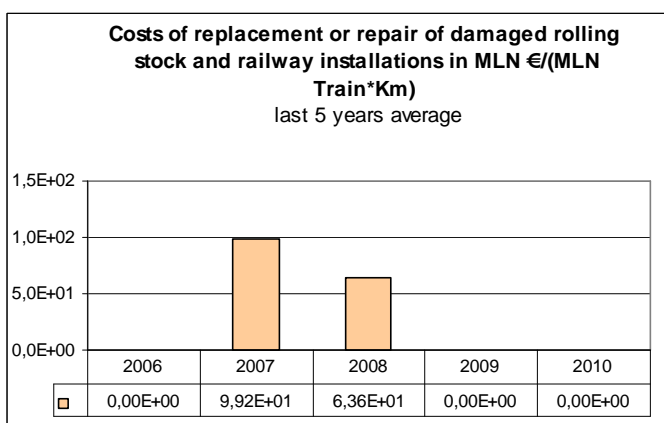
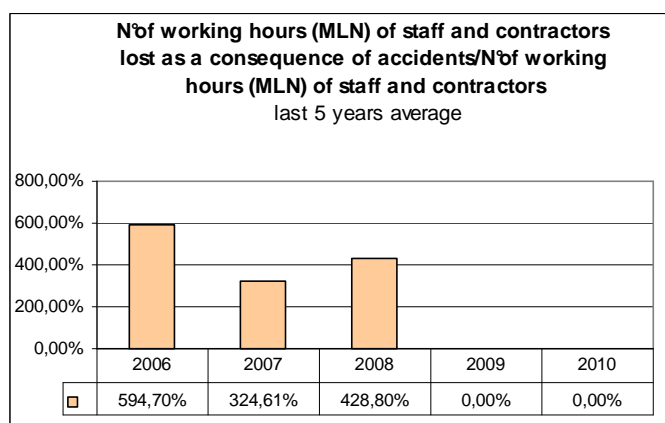
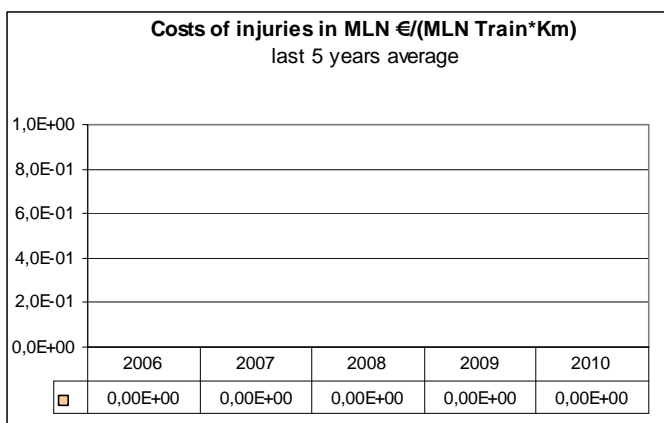
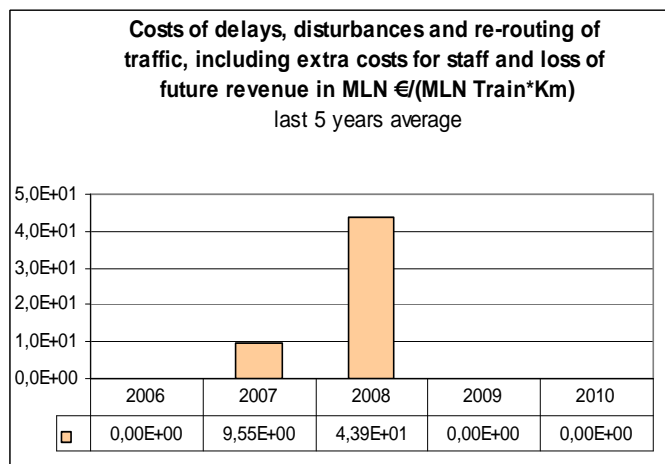
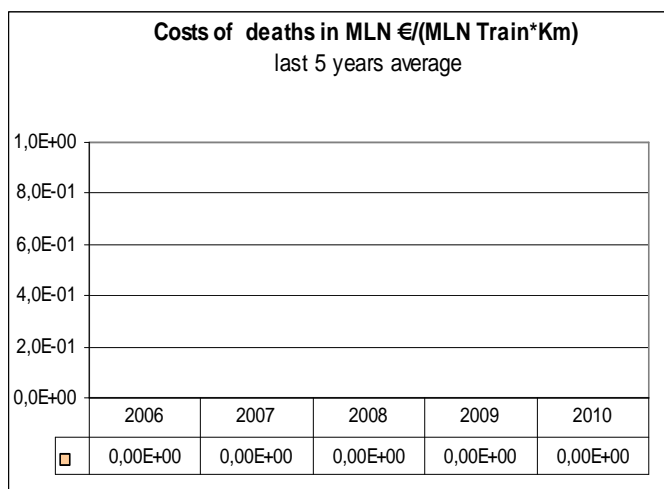
Injures divided by category of people involved



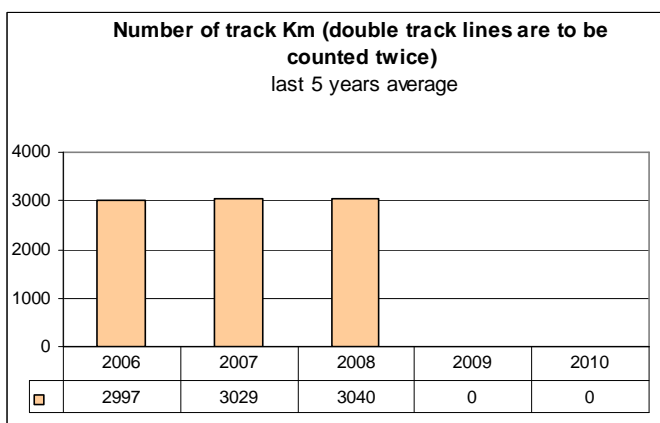
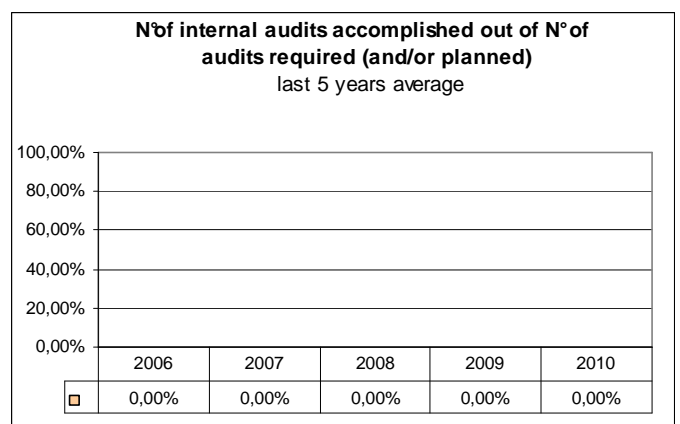
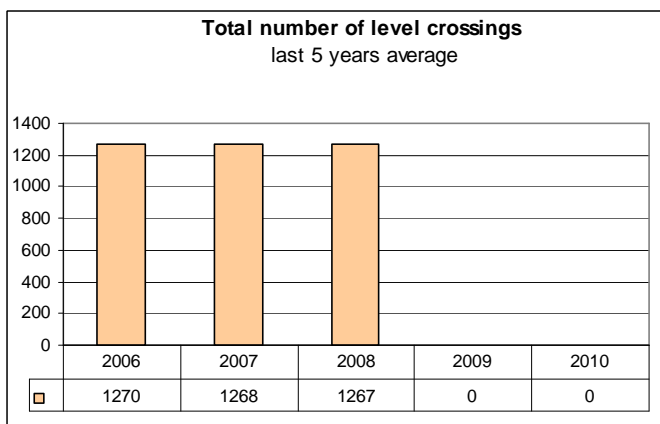
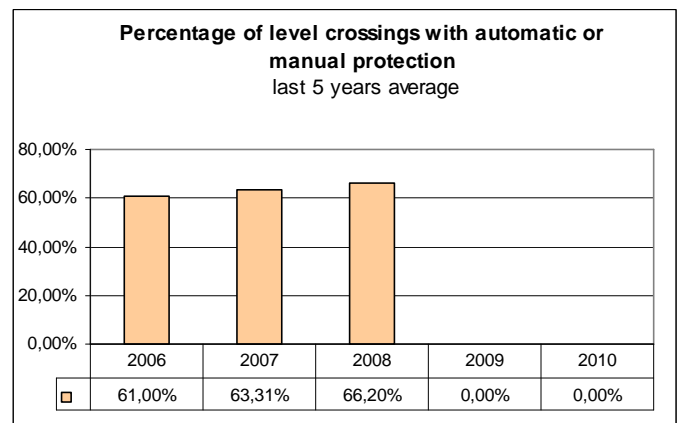
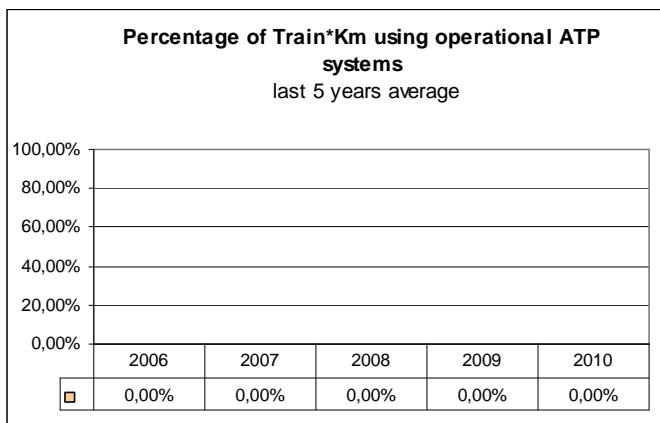
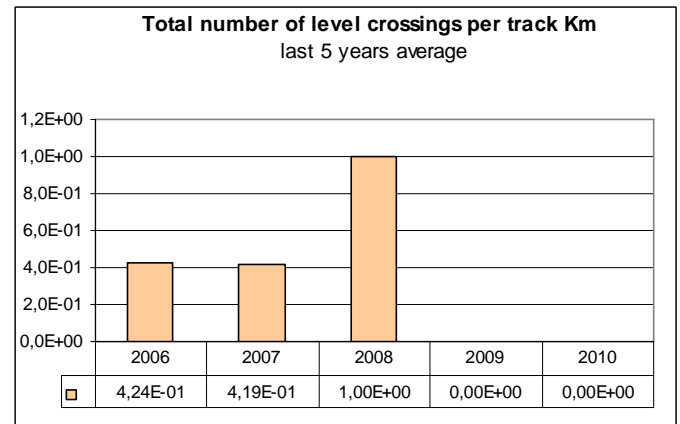
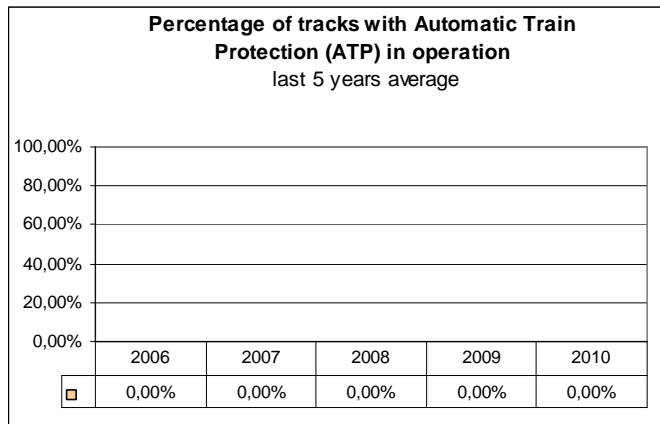
Precursors to accidents



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

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 ⁶
BLN	10 ⁹
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

ANNEX D: Important changes in legislation and regulation

D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
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			
National rules concerning railway safety	Ministerial Decision F4/οικ.27887/2166	FEK 643/B'/23.5.2006	Obligation of the Directive 2004/49/EC	
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	NONE			

Infrastructure Managers				
Rules concerning requirements for wagon keepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures.	Ministerial Decision AS10/11249/1018	- FEK 911/B'/19-5-08	-Enhance railway safety and update of the type 3 of the national safety rules (Annex II) Amendment of F4/οικ.27887/2166/23.5.2006	
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	NONE			

indicators				
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 Part A 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 Part 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 Part A submitted by Railway	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

Undertakings in year 2007 being registered		renewed certificates	0	0	0
--	--	----------------------	---	---	---

			A	R	P
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway Undertakings in year 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 information between the receipt of an application and the final delivery of a Safety Certificate Part A 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.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 Part 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 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 your Member State	0	0	0
	a licence released by another Member State	0	0	0