



**DEPARTMENT OF RAILWAY SAFETY OF GREECE**

# **ANNUAL SAFETY REPORT FOR THE YEAR 2011**

Athens, September 2012

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**Annex A. Railway Structure Information**

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**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 2011 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 15, date 19/12/2011 and was written by the Department of Railway Safety.

### **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 contains information on:

- (a) the development of railway safety, including an aggregation at Member State's 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 the infrastructure manager, the present and future railway undertakings and the other European national safety authorities as well.

The data provided for the CSIs respects the format of those laid down in Annex I of the SD (as amended by Commission Directive 2009/149/EC).

Nevertheless, the data provided in the field under heading 4 “Total number of events relating to precursors of accidents” are incomplete due to the fact that the total number of wrong signalling failures was not submitted.

The data provided in the field under heading 5 “Indicators to calculate the economic impact of accidents” are incomplete due to the lack of procedures in estimating the cost of damage to the environment and the fact that the economic impact of 15 out of 24 significant accidents has not yet been evaluated.

Moreover, the total number of passenger km and train km is incomplete due to the fact that Suburban Railways passenger km and Other train km were not submitted.

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

**Annex A.1** contains the Network map. 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**

An improving trend in key risk areas is observed in the CSI data reported by the Greek railway industry for the period 2006-2011. The number of accidents, injuries and fatalities show a significant reduction during the last five years, improving the overall railway safety level.

# **C. Organisation**

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

The Department of Railway Safety (NSA) observes railway safety and its continuous improvement, as well as of the obligations that derive from the Interoperability Directive, taking into consideration the development of Community legislation, as well as the technical and scientific progress.

The Department of Railway Safety (NSA) has been established in the Ministry of Development, Competitiveness, 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 Directorate for 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. These duties are defined in article 2 of the presidential decree 186 (Official Gazette of the Hellenic Republic A' 221/12.09.2007) and specifically are:

- a. The documentation and follow-up of the developments in the sector of technical certification in Greek, European and international environment, the elaboration of policy and measures and the exercise of the relevant regulating competence of state, in the sector of safety of railway transport of dangerous goods.
- b. The collaboration in Greek, European and international level in the sector of technical certification, the providing of information and the representation of Ministry in the corresponding organisations, the conduct of negotiations and the processing of agreements in European, international and inter-country level regarding the vehicles of transport of dangerous goods.
- c. The elaboration of legal framework of exercising the regulating competence of state in the sector of railway safety and control of railway transports of dangerous goods
- d. Authorising the bringing into service of the structural subsystems constituting the trans-European high-speed rail system according to the existing legislation and the checking if they are operated and maintained in compliance with the relevant essential requirements.
- e. Authorising the bringing into service of the structural subsystems constituting the trans-European conventional rail system according to the existing legislation and the checking if they are operated and maintained in compliance with the relevant essential requirements.
- f. Supervising that the interoperability constituents are in compliance with the essential requirements as required by the existing legislation.
- g. Authorising the bringing into service of new and substantially altered rolling stock that is not yet covered by a TSI.

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\* The Ministry of Transport and Communications was incorporated into the Ministry of Infrastructure, Transport and Networks on October 7th of 2009, and into the Ministry of Development, Competitiveness, Infrastructure, Transport and Networks on June 21th of 2012.

- h. 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.
- i. Keep and update the national vehicle register and the registers of infrastructure of the railway system.
- j. Gathering of information from the infrastructure manager and railway undertakings in order to calculate the common safety indicators.
- k. The proposal to the Minister of Development, Competitiveness, Infrastructure, Transport and Networks for issuing new national safety rules.
- l. The proposal to the Minister of Development, Competitiveness, Infrastructure, Transport and Networks for the modification of the existing national safety rules notified to the European Commission.
- m. Issuing of safety certificates to railway undertakings and safety authorisations of infrastructure manager.
- n. The publication of the annual safety report.
- o. Exchange of information and experiences with the other National Safety Authorities of European Union with the aim of the harmonisation of the criteria used for decision-making.
- p. Cooperation with the National Investigation Body of railway accidents.

The following duties have been also assigned to the National Safety Authority according to Law 3911 (Official Gazette of the Hellenic Republic A' 12/08.02.2011) incorporating Directive 2007/59/EC on the certification of train drivers and other provisions:

- a. Issuing and updating licences of train drivers.
- b. Recognition of doctors and psychologists.
- c. Keeping and updating registers for licences, recognized doctors and psychologists.
- d. Monitoring of the system of the certification of train drivers.
- e. Controls, inspections and penalties in the context of Law 3911/2011.
- f. Cooperation with the respective competent authorities of the other Member States, European Commission, European Railway Agency, the Railway Undertakings, the Infrastructure Managers, Greek National Organisation for the Certification of

Qualifications (body responsible for recognising examiners and training centres in the framework of Certification of Train Drivers Directive).

In 2011 the Department employed 7 people in total. All employees are in charge of several tasks.

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

<http://www.yme.gov.gr/index.php?getwhat=1&oid=852&id=&tid=867>

## **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, and Ministry of Development, Competitiveness, Infrastructure, Transport and Networks etc.) is provided in *Annex B.1*.

## **D. The development of railway safety**

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

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

The Greek National Safety Authority has focused on the consultation with the key players of the Greek railway sector and other interested parties, to finalize the implementation of the national provisions regarding the certification of train drivers and the authorization for placing in service (APIS) of vehicles and subsystems.

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

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

*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, 2007, 2008, 2009 and 2010 the following trend analysis was conducted:

### *Number of accidents:*

2006	2007	2008	2009	2010	2011
70	53	40	34	39	24

The total number of accidents occurred in 2011 including all types of accident, was reduced to 25 from 70 reported in 2006 (**a 65.7 % reduction**)

### *Number of fatalities:*

2006	2007	2008	2009	2010	2011
39	18	17	22	29	13

For the time period 2006-2011, we had a reduction of persons killed from 39 reported in 2006 to 13 in 2011 (**a 66.7% reduction**)

### *Number of suicides:*

2006	2007	2008	2009	2010	2011
				2	4

The Directive 2009/149/EC, introduces a separate collection of data on “suicides”. The total number of suicides occurred in 2011 is 4. The comparison with previous year’s data is not possible.



***Number of injuries:***

2006	2007	2008	2009	2010	2011
51	36	29	22	20	14

The total number of injuries occurred in 2011 including all categories of people, was reduced from 51 reported in 2006 to 15 reported in 2011 (**a 72.5% reduction**).

***Number of precursors to accidents:***

2006	2007	2008	2009	2010	2011
1	271	335	266	189	174

It is not possible to compare the data extracted from the specific category, as they were not collected from all the sub categories.

***Cost of all accidents, hours worked on safety:***

The 2009 revision of Annex 1 to Directive 2004/49/EC introduces a transition from, “costs of all accidents” (2004 version of Annex 1), to the “economic impact of accidents” on society. Therefore, it is not possible to compare the data extracted from the specific category, as the related sub categories have been modified. Also, it should be noted that the data provided are incomplete due to the lack of procedures in estimating the cost of damage to the environment and the fact that the economic impact of 15 out of 24 significant accidents has not yet been evaluated.

***Technical safety of infrastructure and its implementation, management of safety:***

It is not possible to compare the data extracted from the specific category, as the 2009 revision of Annex 1 to Directive 2004/49/EC introduces a different classification. Relating to the “Management of safety” we should clarify that 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 2011.

The above-mentioned data charts have been provided in *Annex C*.

### **D.3. Results of safety recommendations**

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

## **E. Important changes in legislation and regulation**

- The Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway, was integrated into Greek Law with the National Law 3911/07.02.2011 (Official Gazette of the Hellenic Republic A' 12/08.02.2011).
- The adaptation of Greek legislation to the provisions of Directive 2011/18/EC of the European Parliament and the Council of 1 March 2011, on the interoperability of the rail system within the Community, amending Annexes II, V and VI to Directive 2008/57/EC, has been made with the Joint Ministerial Decision ΑΣ4.1/17740/1966/24.10.2011 (Official Gazette of the Hellenic Republic B' 2525/07.11.2011).
- The Joint Ministerial Decision D13/O/3967/28.04.2011 (Official Gazette of the Hellenic Republic B' 741/05.05.2011) amended the previous Joint Ministerial Decision D13/O/121/04.01.2007, for the adaptation of Greek legislation to the provisions of Directive 2010/26/EU of 31 March 2010 amending Directive 97/68/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery.
- The Ministerial Decision ΑΣ13/oik.6179/652/07.02.2011 (Official Gazette of the Hellenic Republic Y.O.D.D./25/09.02.2011) appointing new Members for the Accidents and Incidents Investigation Committee (National Investigation Body).

The details of the important changes in legislation and regulation including the notified rules have been provided in *Annex D*.

## **F. The development of safety certification and authorisation**

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

*1.1. 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 from the link:

<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 2011, 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).**

The Department of Railway Safety received the Annual Reports from the Infrastructure Manager (OSE S.A) and the Railway Undertaking (TRAINOSE S.A) in time.

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 2011	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 2011	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 for the year 2011, on the legal actions for the implementation of the provisions of the:

- Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway,
- Directive 2011/18/EC on the interoperability of the rail system within the Community, amending Annexes II, V and VI to Directive 2008/57/EC,
- Directive 2010/26/EU amending Directive 97/68/EC on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery.

The rail sector has not yet fully absorbed the requirements set by the Safety Directive, as it is in a period of reconstruction.

The infrastructure manager and the railway undertaking submitted the Annual Report in time. They both pointed out the numerous incidents of vandalism and theft at the signalling, telecommunication and electrification premises, which prevent the safe operation of the railway sector.

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. Immediate pressure is going to be exerted upon railway undertaking and infrastructure manager to develop the safety management system foreseen in the Safety Directive, after having completed their corporate reconstruction.

## **J. Sources of information**

1. Annual Report of the Infrastructure Manager Ref. Number 507178/24-07-2011.
2. Annual Report of the Railway Undertaking Ref. Number 1.138.043/03-07-2011.

## **K. Annexes**

ANNEX A: Railway Structure Information

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

ANNEX C: CSIs data charts – 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 2010.



### ΟΡΓΑΝΙΣΜΟΣ ΣΙΔΗΡΟΔΡΟΜΩΝ ΕΛΛΑΔΑΣ





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

### 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
OSE	Karolou 1-3 104 37, Athens	<a href="http://www.ose.gr">www.ose.gr</a> Network Statement: <a href="http://www.ose.gr/en/Home/NetworkStatement.aspx">http://www.ose.gr/en/Home/NetworkStatement.aspx</a>	not granted	20 December 2005	1) 1.435 gauge: 2.300 km <sup>(1)(2)</sup> 2) 1.000 gauge : 668 km <sup>(3)</sup> 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 3.041km	442 km <sup>(4)</sup> 25kv 50Hz	double: 518 km single: 2.005 km <sup>(5)</sup> Total length of lines in use: 2.523 km	980 km <sup>(1)(6)</sup>		1.250	1.460

<sup>(1)</sup> Each track of a double track railway line was counted.

<sup>(2)</sup> Minor differences with previous year numbers due to distance measurement corrections.

<sup>(3)</sup> Difference with previous year numbers: 31 km of narrow (1000mm) gauge line were closed.

<sup>(4)</sup> Difference with previous year numbers:

- 70 km (sections Domokos-Larisa and SKA-Neratziotissa) were electrified.
- 4km difference due to measurement corrections.

<sup>(5)</sup> Difference with previous year numbers:

- 31 km of narrow (1000mm) gauge line were closed.
- measurement corrections.

<sup>(6)</sup> Refers to lines constructed for high speed ( $\geq 160$  km/h). However the maximum running speed is limited to 160 km/h because ERTMS is not yet implemented.

## A.2.2. Railway Undertaking

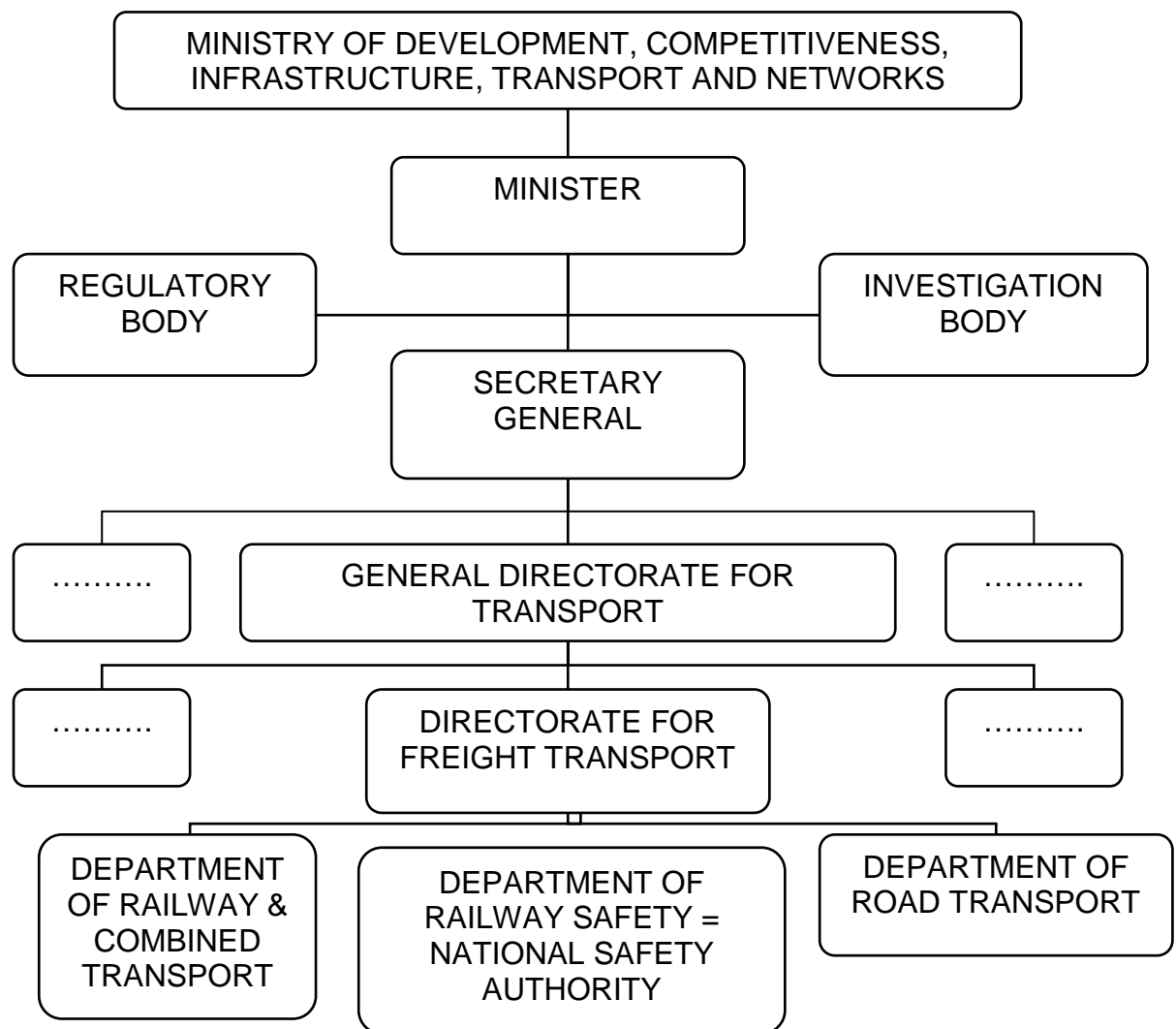
Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
TRAINOSE	Karolou 1-3 104 37, Athens	www.trainose.gr	Not granted	Not granted	1st of January 2007	Passenger, Freight	172 <sup>(*)</sup>	EMUs 20 DMUs 103	372 passenger coaches 3.568 freight wagons	410 train drivers/ 206 safety crew	957,969 passenger x km (in millions)	2.700 tonnes in thousands 351,570 Tonne-km (in millions)

Abbreviations:

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

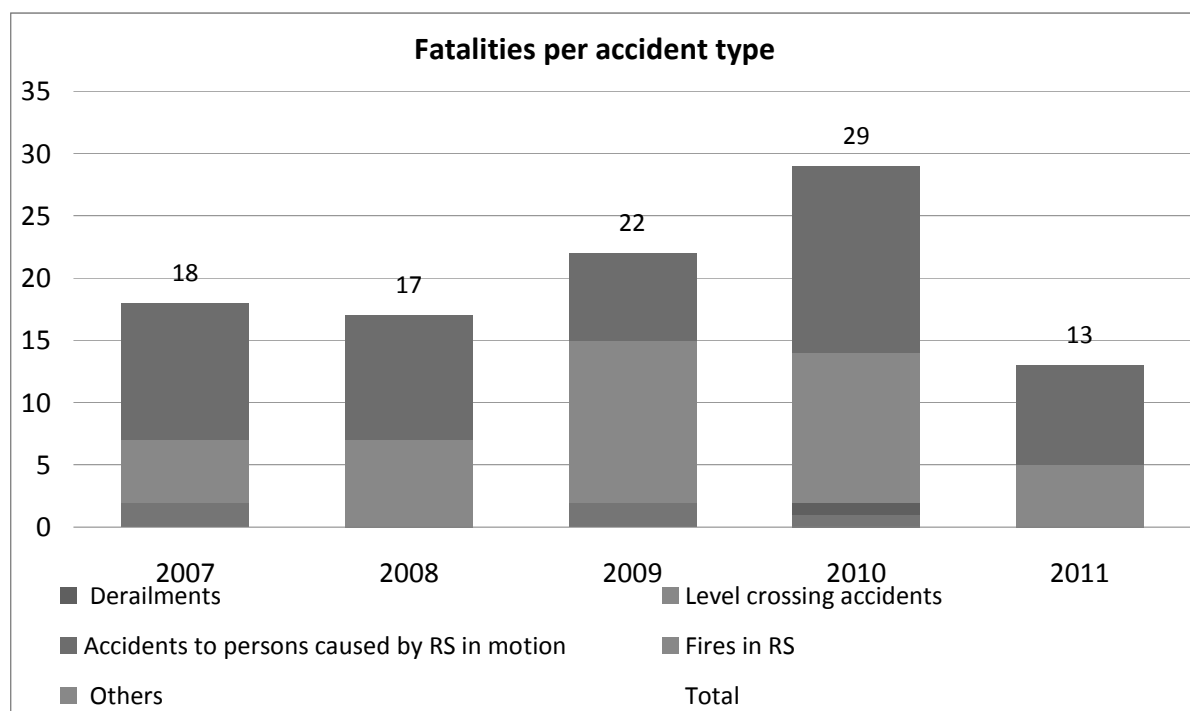
## **ANNEX B. Organisation Chart(s) of the National Safety Authority**

## B.1. Chart: Internal organisation and Relationship with other National Bodies

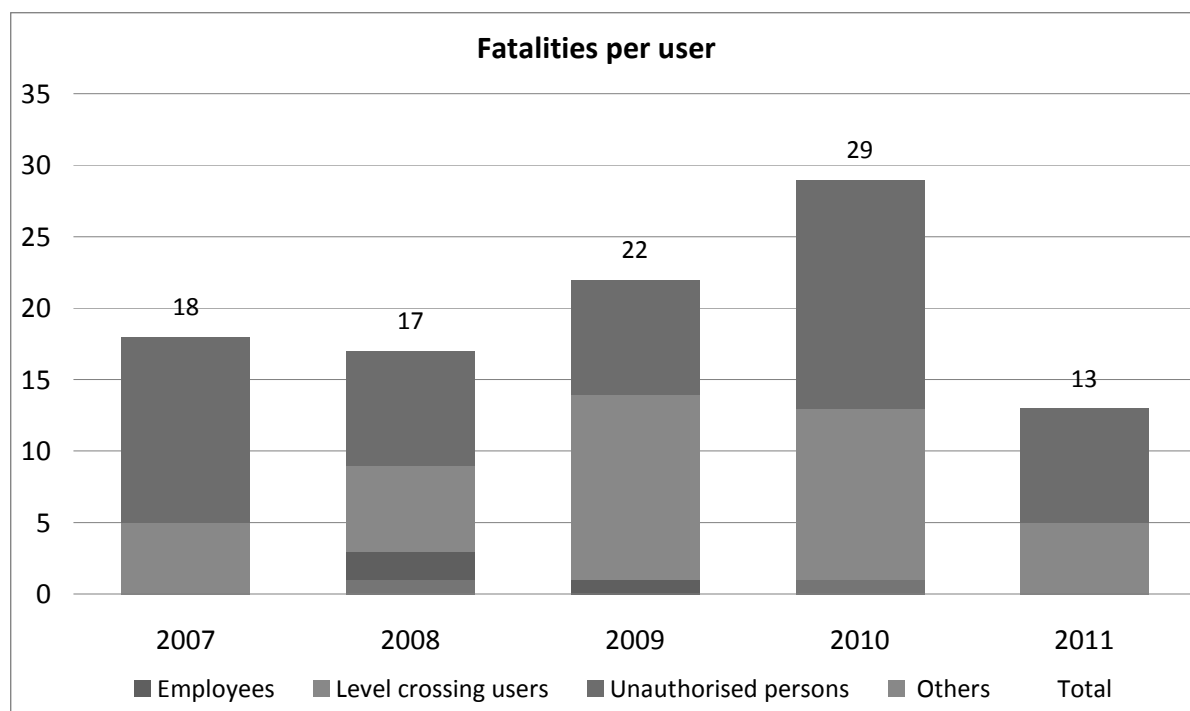


## **Annex C: CSIs data**

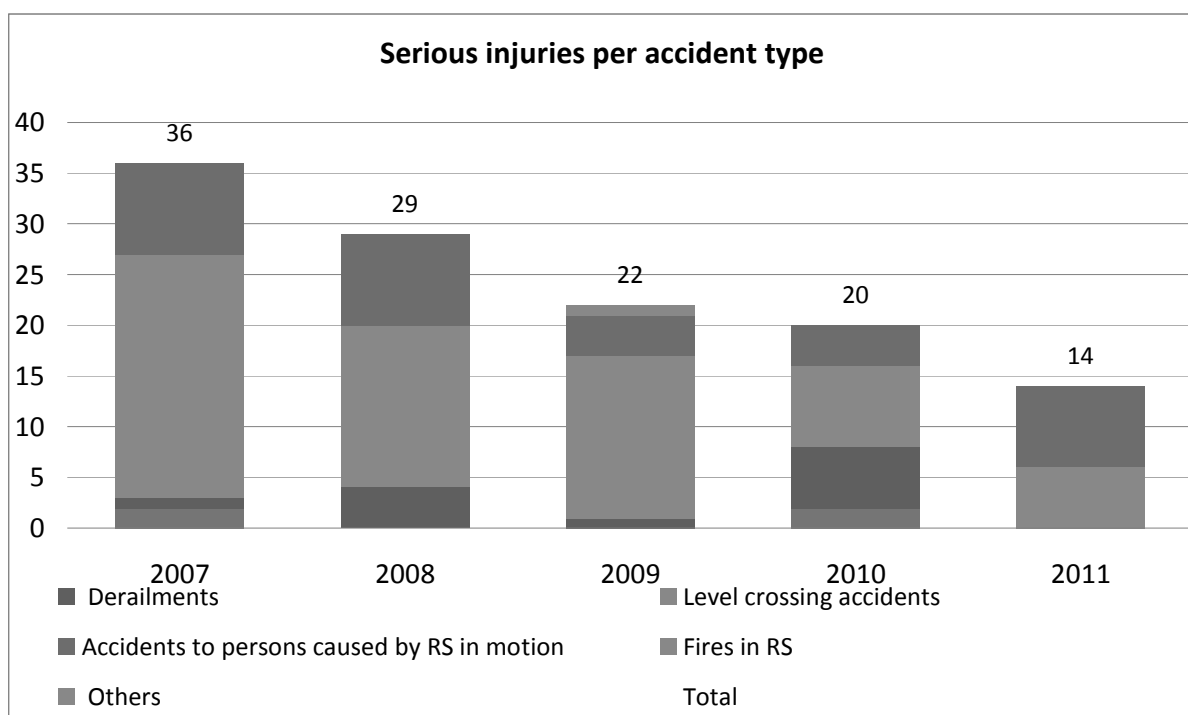
## C.1. CSIs values



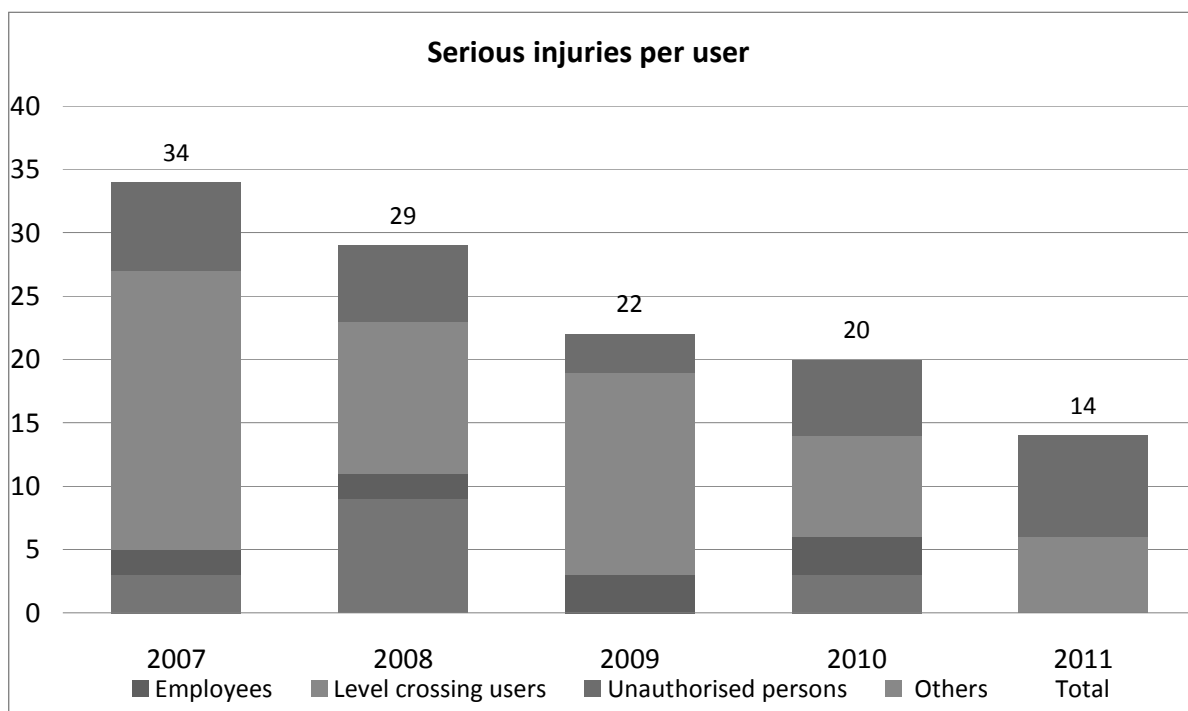
Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2007	2	-	5	11	-	-	18
2008	-	-	7	10	-	-	17
2009	2	-	13	7	-	-	22
2010	1	1	12	15	-	-	29
2011	-	-	5	8	-	-	13



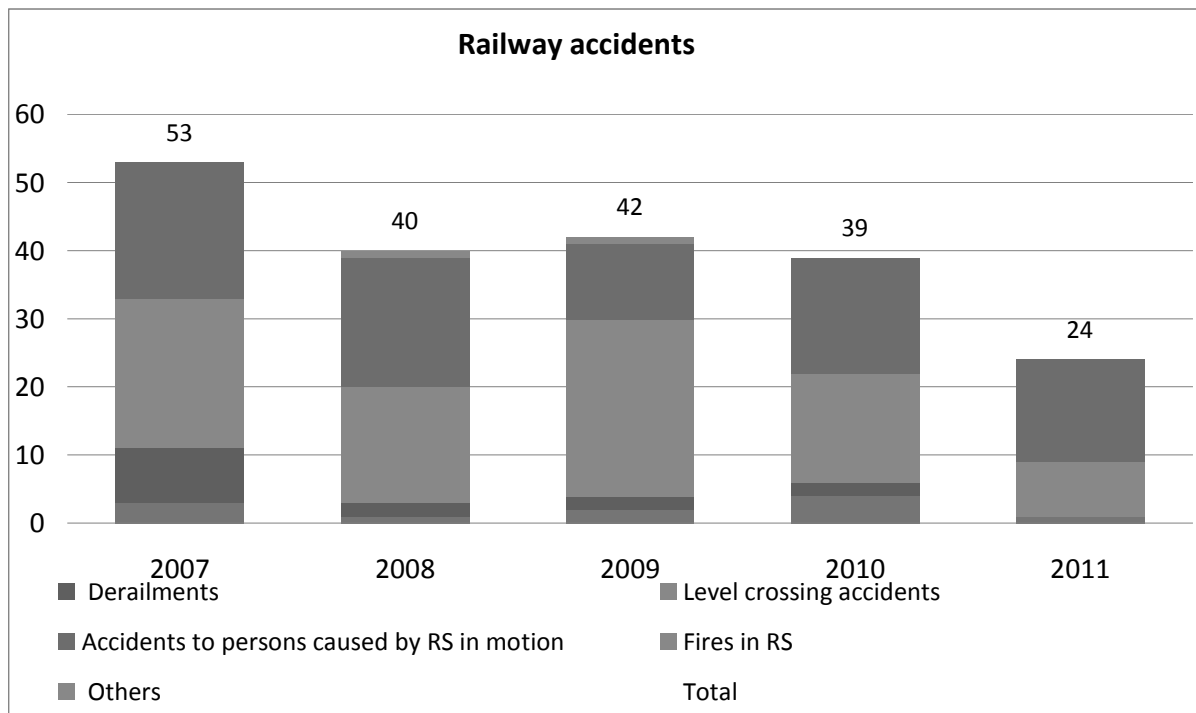
Year	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total
2007	-	-	5	13	-	18
2008	1	2	6	8	-	17
2009	-	1	13	8	-	22
2010	1	-	12	16	-	29
2011	-	-	5	8	-	13



Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2007	2	1	24	9	-	-	36
2008	-	4	16	9	-	-	29
2009	-	1	16	4	-	1	22
2010	2	6	8	4	-	-	20
2011	-	-	6	8	-	-	14

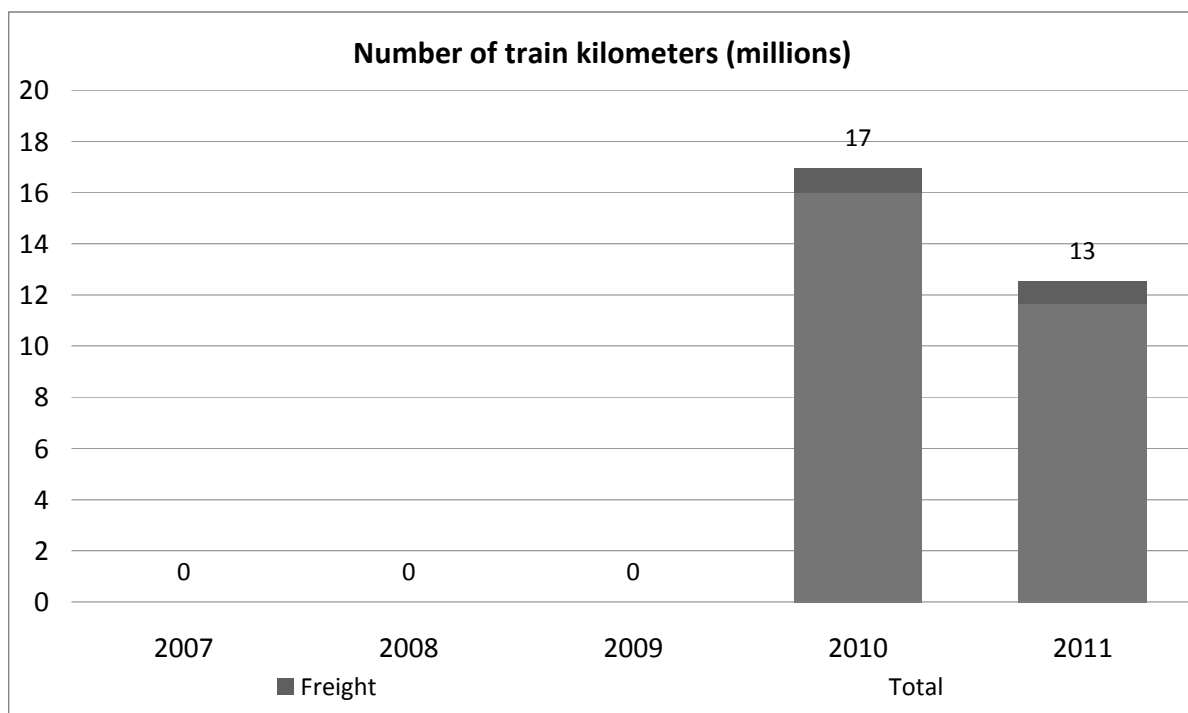


Year	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total
2007	3	2	22	7	-	34
2008	9	2	12	6	-	29
2009	-	3	16	3	-	22
2010	3	3	8	6	-	20
2011	-	-	6	8	-	14

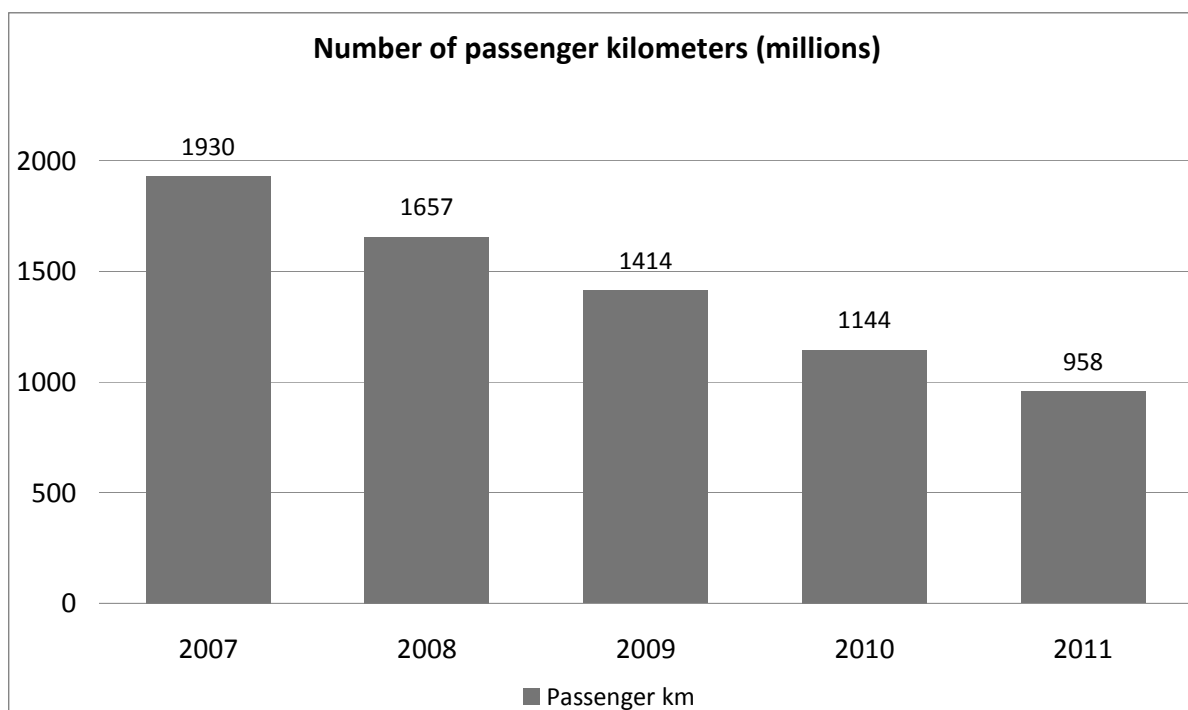


Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total
2007	3	8	22	20	-	-	53
2008	1	2	17	19	1	-	40
2009	2	2	26	11	-	1	42
2010	4	2	16	17	-	-	39
2011	1	-	8	15	-	-	24

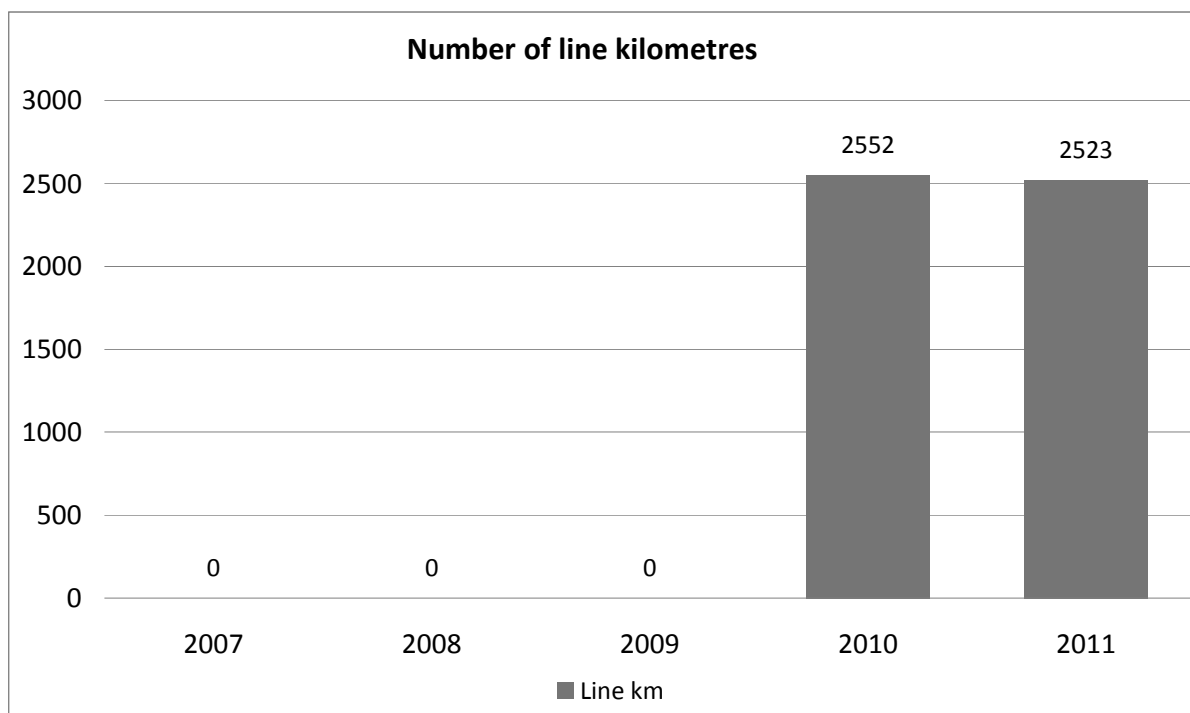




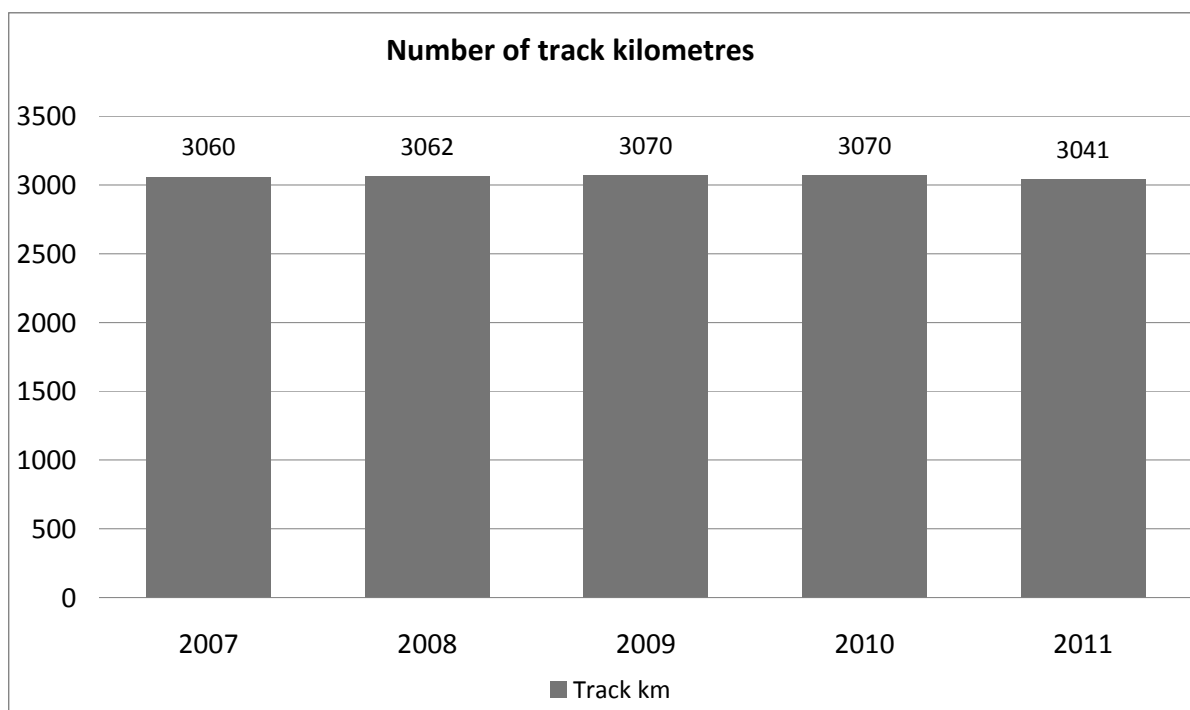
Year	Passenger	Freight	Total
2007	-	-	0
2008	-	-	0
2009	-	-	0
2010	16	1	17
2011	12	1	13



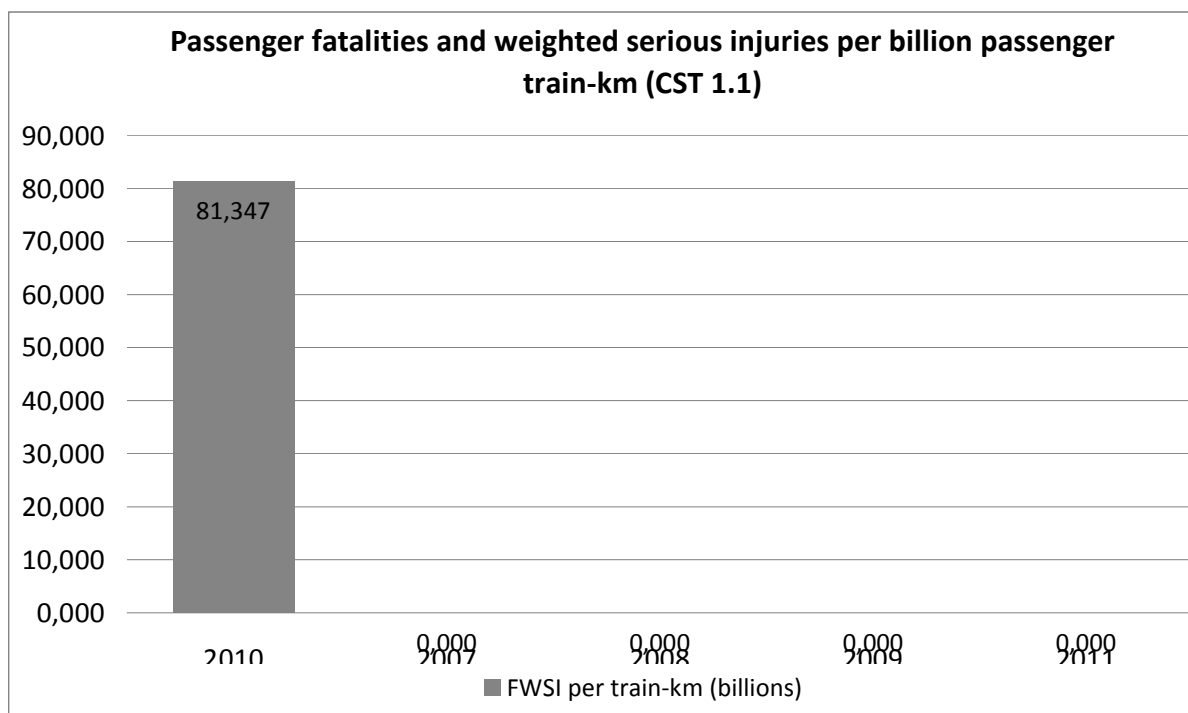
Year	Passenger km
2007	1930
2008	1657
2009	1414
2010	1144
2011	958



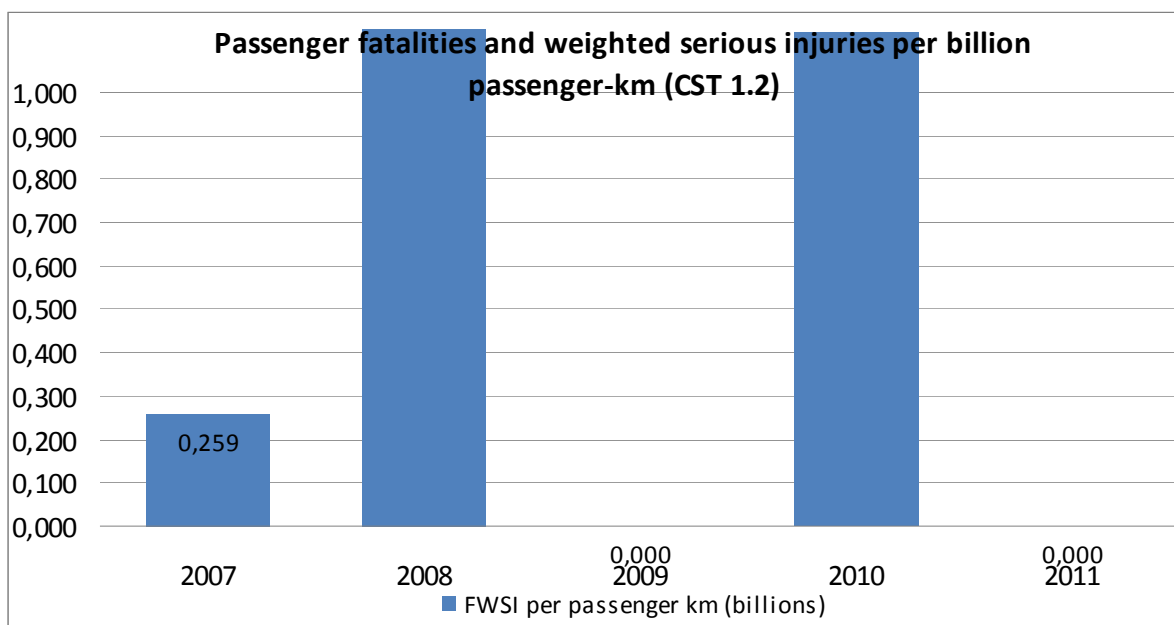
Year	Line km
2007	-
2008	-
2009	-
2010	2552
2011	2523



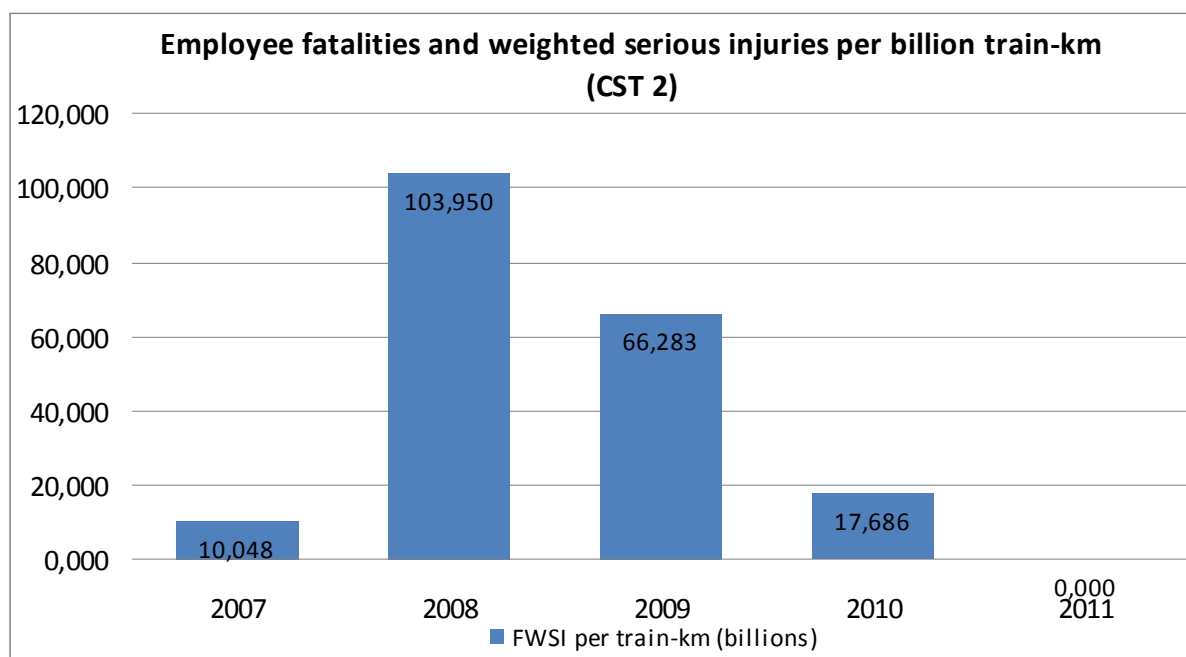
Year	Track km
2007	3060
2008	3062
2009	3070
2010	3070
2011	3041



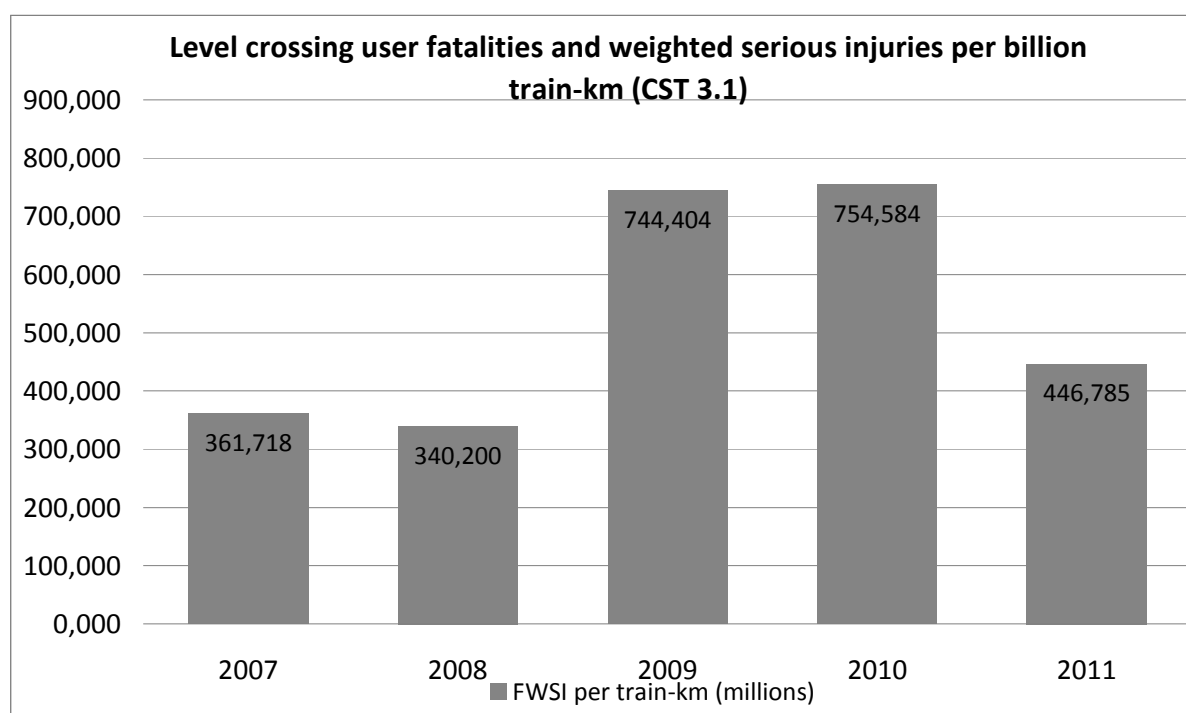
Year	Passengers fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (billions)
2010	1	3	15,981	81,347
2007	-	5	-	-
2008	1	9	-	-
2009	-	-	-	-
2011	-	-	11,662	0,000



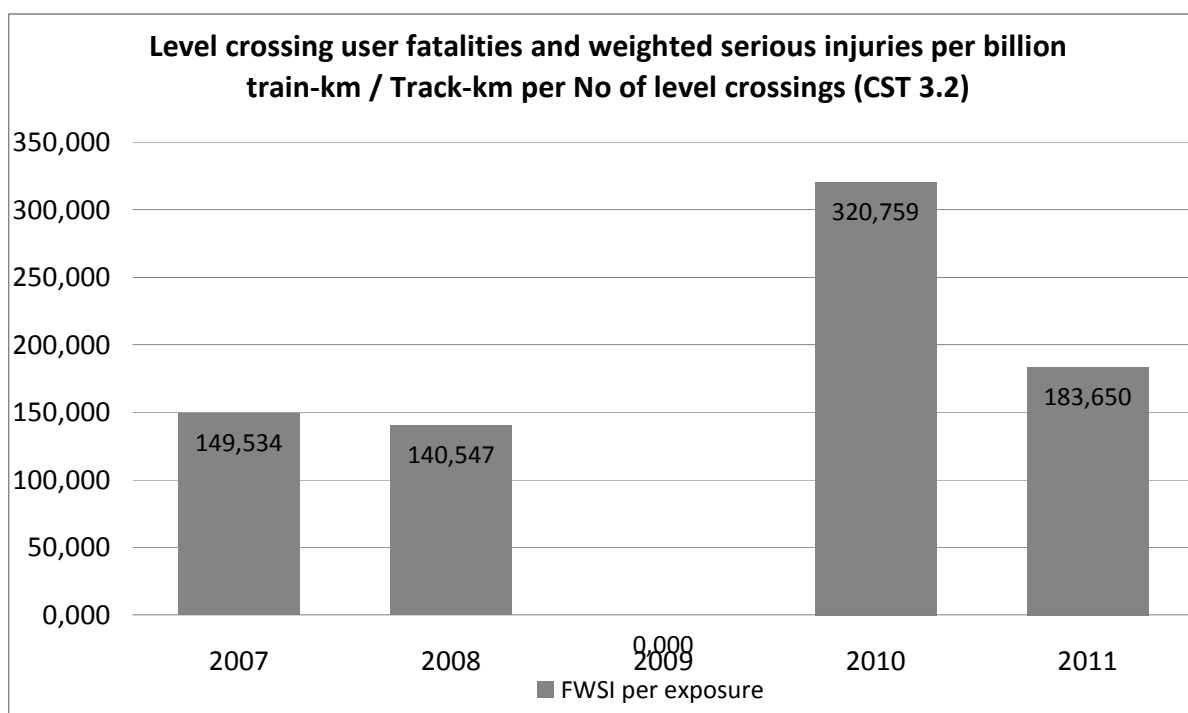
Year	Passengers fatalities	Serious injuries	Number of passenger km (millions)	FWSI per passenger km (billions)
2007	-	5	1930,000	0,259
2008	1	9	1657,000	1,147
2009	-	-	1414,000	0,000
2010	1	3	1143,791	1,137
2011	-	-	957,969	0,000



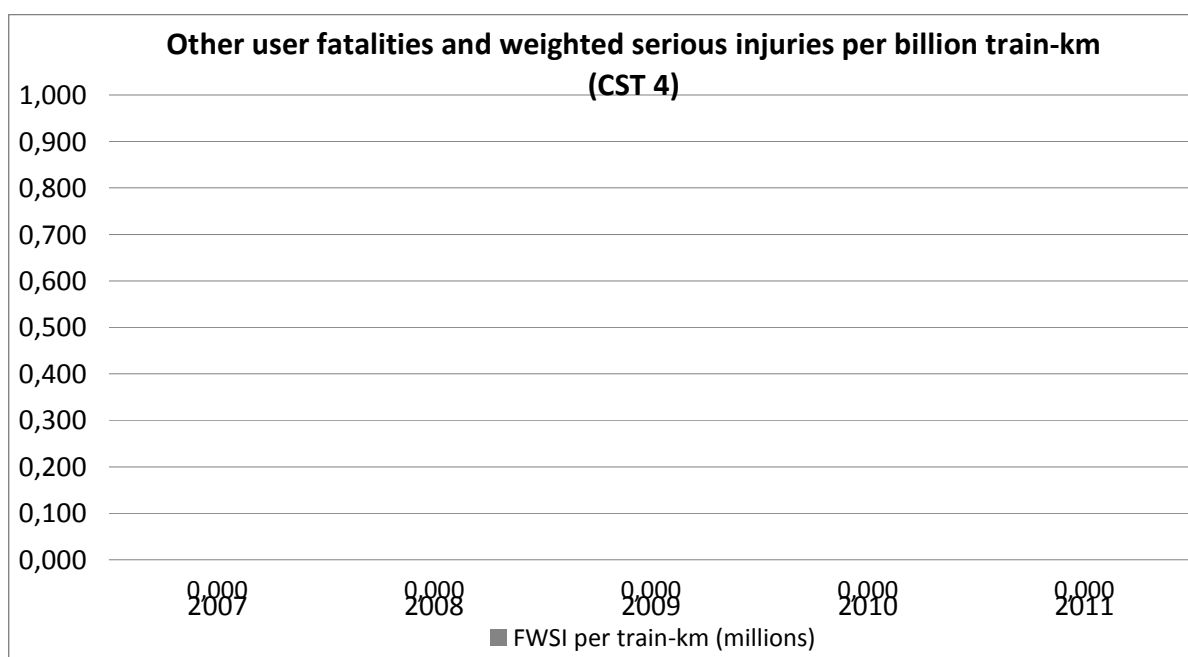
Year	Employees fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (billions)
2007	-	2	19,905	10,048
2008	2	2	21,164	103,950
2009	1	3	19,613	66,283
2010	-	3	16,963	17,686
2011	-	-	12,534	0,000



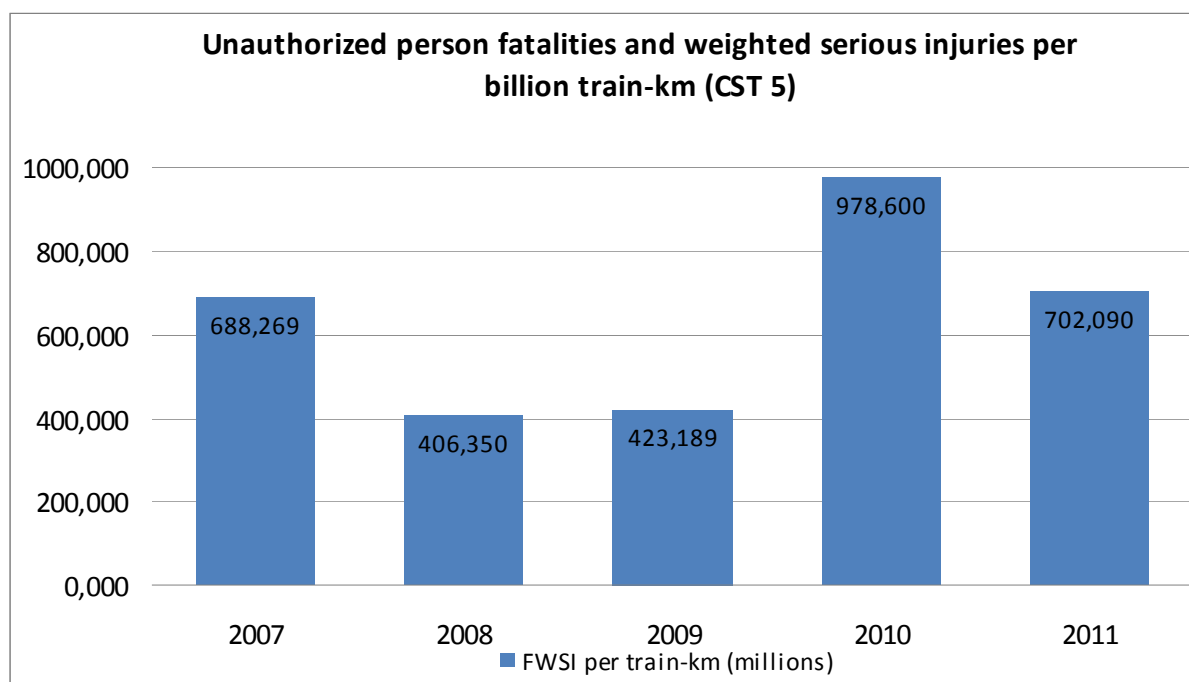
Year	LC users fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (millions)
2007	5	22	19,905	361,718
2008	6	12	21,164	340,200
2009	13	16	19,613	744,404
2010	12	8	16,963	754,584
2011	5	6	12,534	446,785



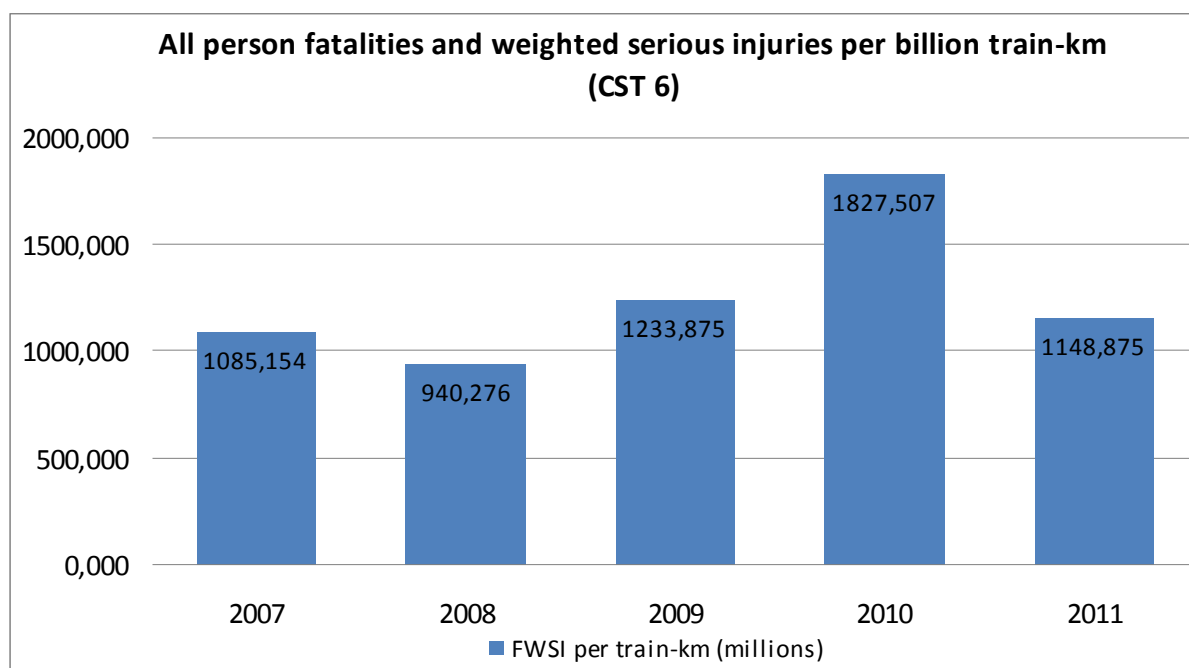
Year	LC users fatalities	Serious injuries	Number of train km (millions)	Number of track km	Number of active and passive LC	FWSI per exposure
2007	5	22	19,905	3060,000	1265	149,534
2008	6	12	21,164	3062,000	1265	140,547
2009	13	16	19,613	3070,000	-	-
2010	12	8	16,963	3070,000	1305	320,759
2011	5	6	12,534	3041,000	1250	183,650



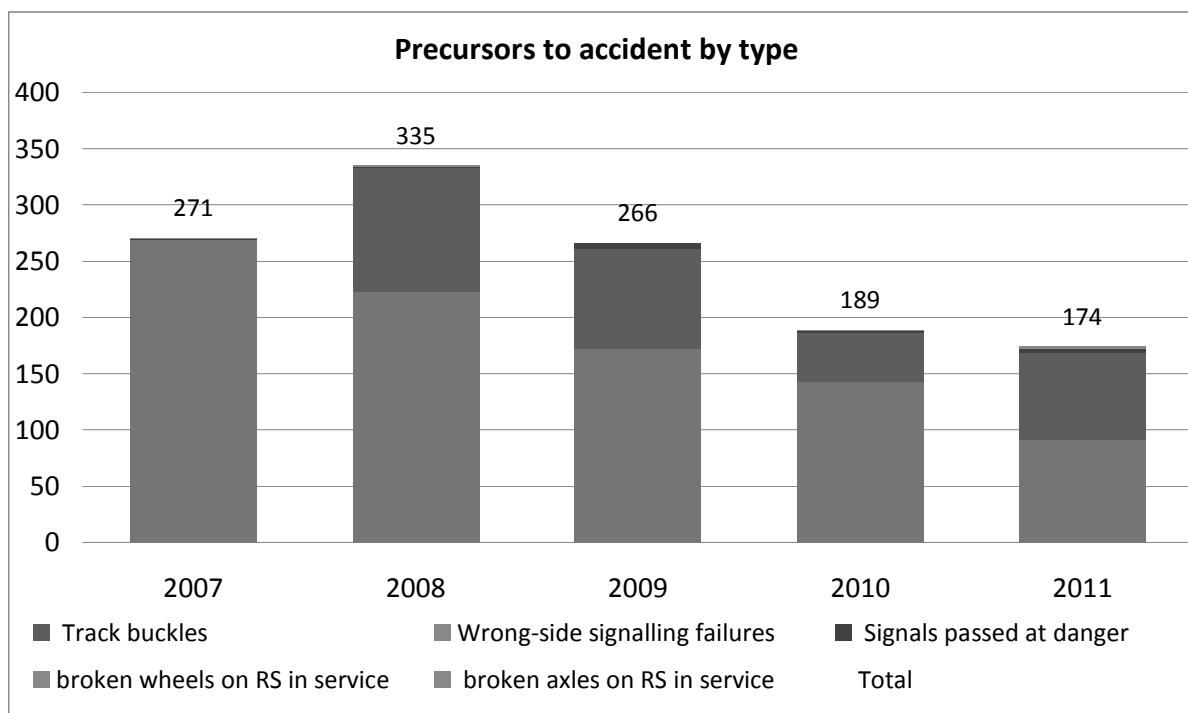
Year	Other users fatalities	Serious injuries	Number of train km (millions)	FWSI per train-km (millions)
2007	-	-	19,905	0,000
2008	-	-	21,164	0,000
2009	-	-	19,613	0,000
2010	-	-	16,963	0,000
2011	-	-	12,534	0,000



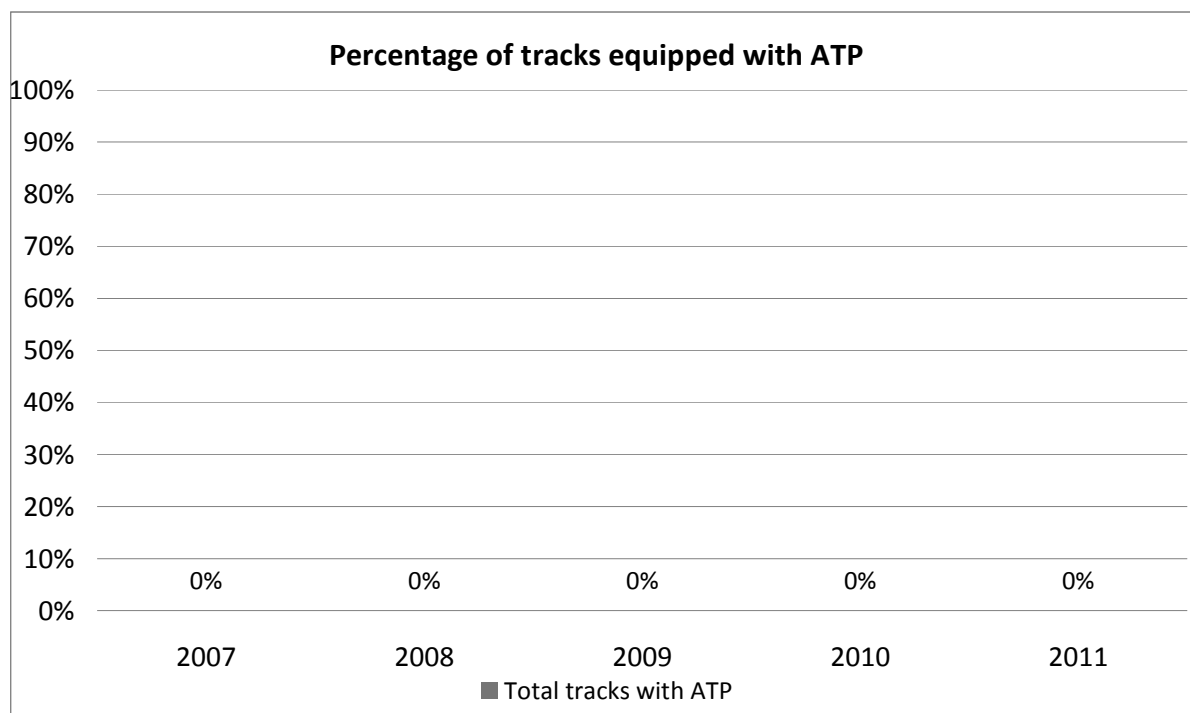
Year	Unauthorized persons fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (millions)
2007	13	7	19,905	688,269
2008	8	6	21,164	406,350
2009	8	3	19,613	423,189
2010	16	6	16,963	978,600
2011	8	8	12,534	702,090



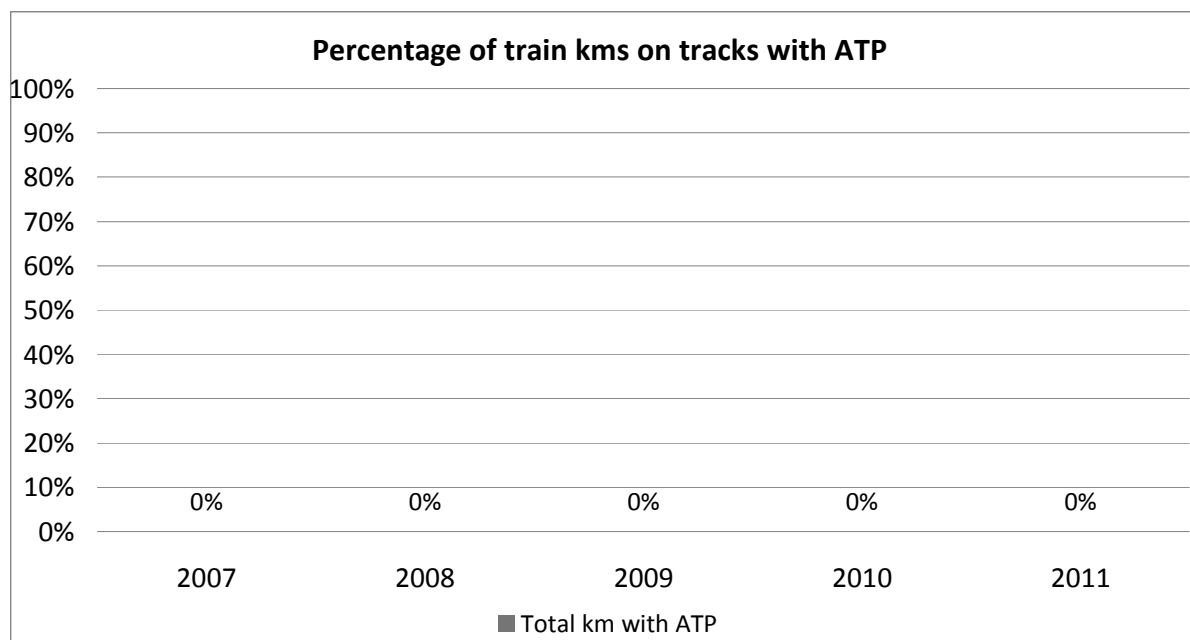
Year	Total persons fatalities	Serious injuries	Number of train-km (millions)	FWSI per train-km (millions)
2007	18	36	19,905	1,085,154
2008	17	29	21,164	940,276
2009	22	22	19,613	1,233,875
2010	29	20	16,963	1,827,507
2011	13	14	12,534	1,148,875



Year	Broken rails	Track buckles	Wrong-side signalling failures	Signals passed at danger	broken wheels on RS in service	broken axles on RS in service	Total
2007	269	-	-	1	1	-	271
2008	223	110	-	1	1	-	335
2009	172	89	-	5	-	-	266
2010	143	44	-	1	1	-	189
2011	91	78	-	3	2	-	174

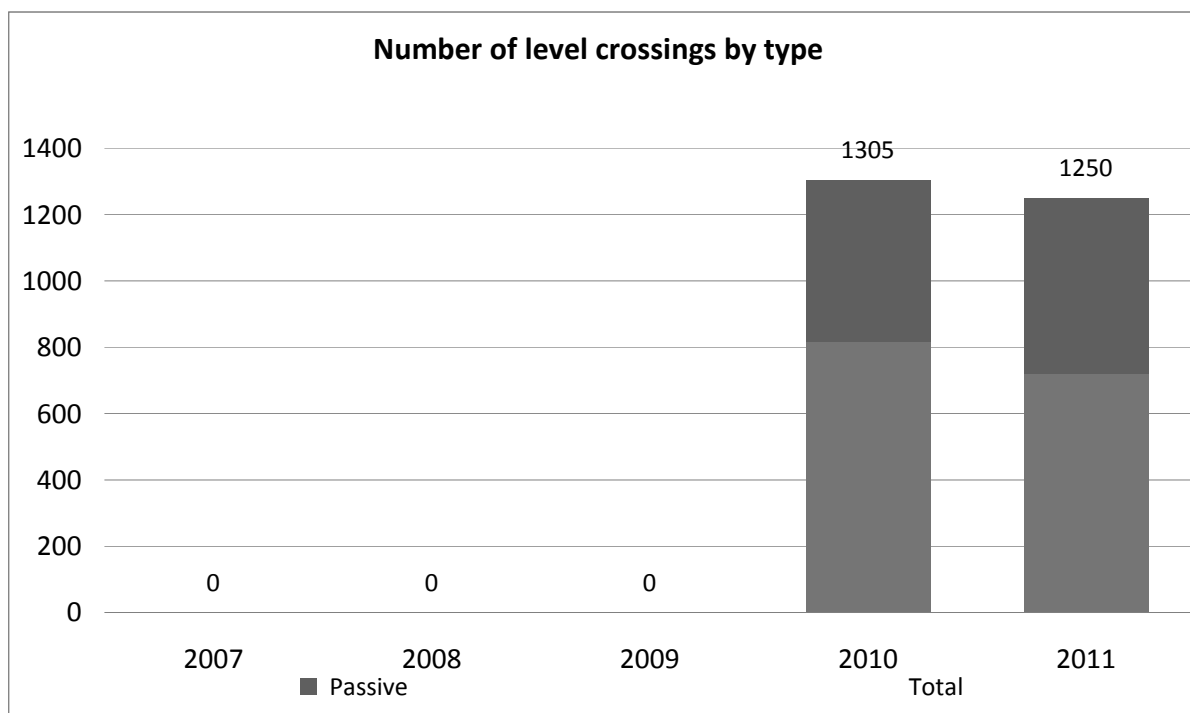


Year	Total tracks with ATP
2007	-
2008	-
2009	-
2010	-
2011	-



Year	Total km with ATP
2007	-
2008	-
2009	-
2010	-
2011	-





Year	Active	Passive	Total
2007	-	-	0
2008	-	-	0
2009	-	-	0
2010	817	488	1305
2011	723	527	1250

## 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**

All definitions and calculation methods are used as defined in Annex I of the SD (as amended by Commission Directive 2009/149/EC)

**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**

## 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
<b>General national railway safety legislation</b>				
Legislation concerning the national safety authority	National Law 3911/2011  Joint Ministerial Decision AS4.1/17740/1966/2011  Joint Ministerial Decision D13/O/3967/2011	Official Gazette of the Hellenic Republic A' 12/08.02.2011  Official Gazette of the Hellenic Republic B' 2525/07.11.2011  Official Gazette of the Hellenic Republic B' 741/05.05.2011	Transposition into national law of the Directive 2007/59/EC.  Transposition into national law of the Directive 2011/18/EC.  Transposition into national law of the Directive 2010/26/EU.  Amendment of Joint Ministerial Decision D13/O/121/04.01.2007	
	Ministerial Decision AS13/oik.6179/652/ /2011	Official Gazette of the Hellenic Republic Y.O.D.D./25/09.02.2011 Investigation Committee (National Investigation Body).	Decision appointing new Members for the Accidents and Incidents	
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
<b>National rules concerning railway safety</b>	NONE			
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 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.	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 2004/49/EC

		New	Updated / amended	Renewed
E.1.1. Number of valid Safety Certificates <b>Part A</b> held by Railway Undertakings in the year 2011 being registered	in your Member State	0	0	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.1.2. Number of valid Safety Certificates <b>Part B</b> held by Railway Undertakings in the year 2011 being registered	in your Member State	0	0	0
	in another Member State	0	0	0

			A	R	P
E.1.3. Number of applications for Safety Certificates <b>Part A</b> submitted by Railway Undertakings in year 2011 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.1.4. Number of applications for Safety Certificates <b>Part B</b> 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
		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.1.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

#### E.2. Safety Authorisations according to Directive 2004/49/EC

	New	Updated / amended	Renewed
E.2.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2011 being registered in your Member State	0	0	0

		A	R	P
E.2.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2011 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.3. 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 <b>Part A</b> in year 2011 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.4. 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 2011 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 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 2011 for Infrastructure Managers holding	a licence released by your Member State			
	a licence released by another Member State			