



DEPARTMENT OF RAILWAY SAFETY OF GREECE

ANNUAL SAFETY REPORT FOR THE YEAR 2012

Athens, September 2013

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A. General Information

A.1. Scope of the report

The Annual Report for the year 2012 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 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 12 out of 18 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 2006-2012. The number of accidents, injuries and fatalities show a significant reduction during the last six 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 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.
- 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 Infrastructure, Transport and Networks for issuing new national safety rules.
- l. The proposal to the Minister of 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).

Finally, among the duties of the Department of Railway Safety is also the type approval of internal combustion engines installed on rail vehicles (emissions of gaseous and particulate pollutants) in the context of the joint ministerial decision D13/0/121 (Official Gazette of the Hellenic Republic B' 53/24.06.2007), incorporating Directive 97/68/EU 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.

In 2012 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 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 has not addressed us any safety recommendation.

The Greek National Safety Authority has developed the national legal framework regarding the procedure for certification of train drivers. We also worked closely with the incumbent RU regarding its safety certification. The actual certificate was granted on 4th of January 2013. Furthermore, the certification of OSE as the entity in charge of maintenance (ECM) progressed through a comprehensive assessment of the submitted documentation. Finally, we established a procedure regarding the submission of application for the authorisation of placing in service of rail subsystems, rail vehicles or series of rail vehicles.

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, 2007, 2008, 2010 and 2011 the following trend analysis was conducted:

Number of accidents:

2006	2007	2008	2009	2010	2011	2012
70	53	40	34	39	24	18

The total number of accidents occurred in 2012 including all types of accident, was reduced to 18 from 70 reported in 2006 (**a 74.2 % reduction**)

Number of fatalities:

2006	2007	2008	2009	2010	2011	2012
39	18	17	22	29	13	18

For the time period 2006-2012, we had a reduction of persons killed from 39 reported in 2006 to 18 in 2012 (**a 53.8% reduction**)

Number of suicides:

2006	2007	2008	2009	2010	2011	2012
				2	4	1

The Directive 2009/149/EC, introduced a separate collection of data on “suicides”. The number of suicides reduced to 1 from 2 reported in 2010 (**a 50% reduction**).

Number of injuries:

2006	2007	2008	2009	2010	2011	2012
51	36	29	22	20	14	5

The total number of injuries occurred in 2012 including all categories of people, was reduced from 51 reported in 2006 to 5 reported in 2012 (**a 90.1% reduction**).

Number of precursors to accidents:

2006	2007	2008	2009	2010	2011	2012
1	271	335	266	189	174	21

It is not possible to compare the data extracted from the specific category, as for the years 2006 and 2011 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 introduced 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 12 out of 18 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 introduced 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 had not yet been approved in 2012, so we have not conducted any audits during that year.

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

D.3. Results of safety recommendations

The National Investigation Body has not addressed us any safety recommendation.

E. Important changes in legislation and regulation

- The Legislative Act (Official Gazette of the Hellenic Republic A' 246/18.12.2012) on urgent provisions for economic development of the country (defining the fees for the safety certification and authorization).
- The adaptation of Greek legislation to the provisions of Directive 61/2010/EU of 2 September 2010 adapting for the first time the Annexes to Directive 2008/68/EC of

the European Parliament and of the Council on the inland transport of dangerous goods to scientific and technical progress, has been made with the Joint ministerial decision 52167/4683 (Official Gazette of the Hellenic Republic B' 37/20.01.2012).

- The Release document AS.19/60169/6396/07.02.2012 (Official Gazette of the Hellenic Republic B' 250/13.02.2012) on the procedure for obtaining a train driver licence.
- The Joint Ministerial Decision AS.19/oik.45403/4662 (Official Gazette of the Hellenic Republic B' 3011/13.11.2012) on the recognition of training centres of training drivers.
- The Joint Ministerial Decision AS.19/oik.49045/5005 (Official Gazette of the Hellenic Republic B' 3178/29.11.2012) on the recognition of training drivers examiners.
- The Ministerial Decision AS.16.4/oik.24863/2723 (Official Gazette of the Hellenic Republic B' 1812/08.06.2012) on the procedure, the documents to be submitted as well as any other relevant details, regarding the submission of application for the authorisation of placing in service of rail subsystems, rail vehicles or series of rail vehicles.

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

Assessment of TRAINOSE's application for a Safety Certificate Part A.

3.2. Safety Certificates Part B

Assessment of TRAINOSE's application for a Safety Certificate Part B.

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 2012, 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).

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 2012	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 2012	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 2012, on the activities regarding the safety certification of TRAINOSE and the certification of OSE as entity in charge of maintenance. Furthermore, a number of legal actions for the implementation of the certification of train drivers and the authorisation for placing into service where undertaken.

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

Both the infrastructure manager and the railway undertaking 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 the 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 1576070/02-09-2013.
2. Annual Report of the Railway Undertaking Ref. Number 115.202/31-07-2013.

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	www.ose.gr Network Statement: http://www.ose.gr/en/Home/NetworkStatement.aspx	not granted	20 December 2005	1) 1.435 gauge: 2.300 km ⁽¹⁾ 2) 1.000 gauge : 668 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 3.041km	442 km 25kv 50Hz	double: 518 km single: 2.005 km Total length of lines in use: 2.523 km	980 km ⁽¹⁾		1.587 ⁽²⁾	1.460

⁽¹⁾ Each track of a double track railway line was counted.

⁽²⁾ Difference with previous year numbers due to measurement corrections (the IM included the number of LC used by pedestrians and animals to the calculation of passive LC and adjusted the calculation of active LC according the Network Statement where the network is characterized as active, under construction or active temporary suspended).

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	63 ⁽¹⁾	EMUs 13 DMUs 45	128 passenger coaches 1.591 freight wagons	372 train drivers/ 202 safety crew	832,012 passenger x km (in millions)	2.272 tonnes (in thousands) 282.719 Tonne-km (in millions)

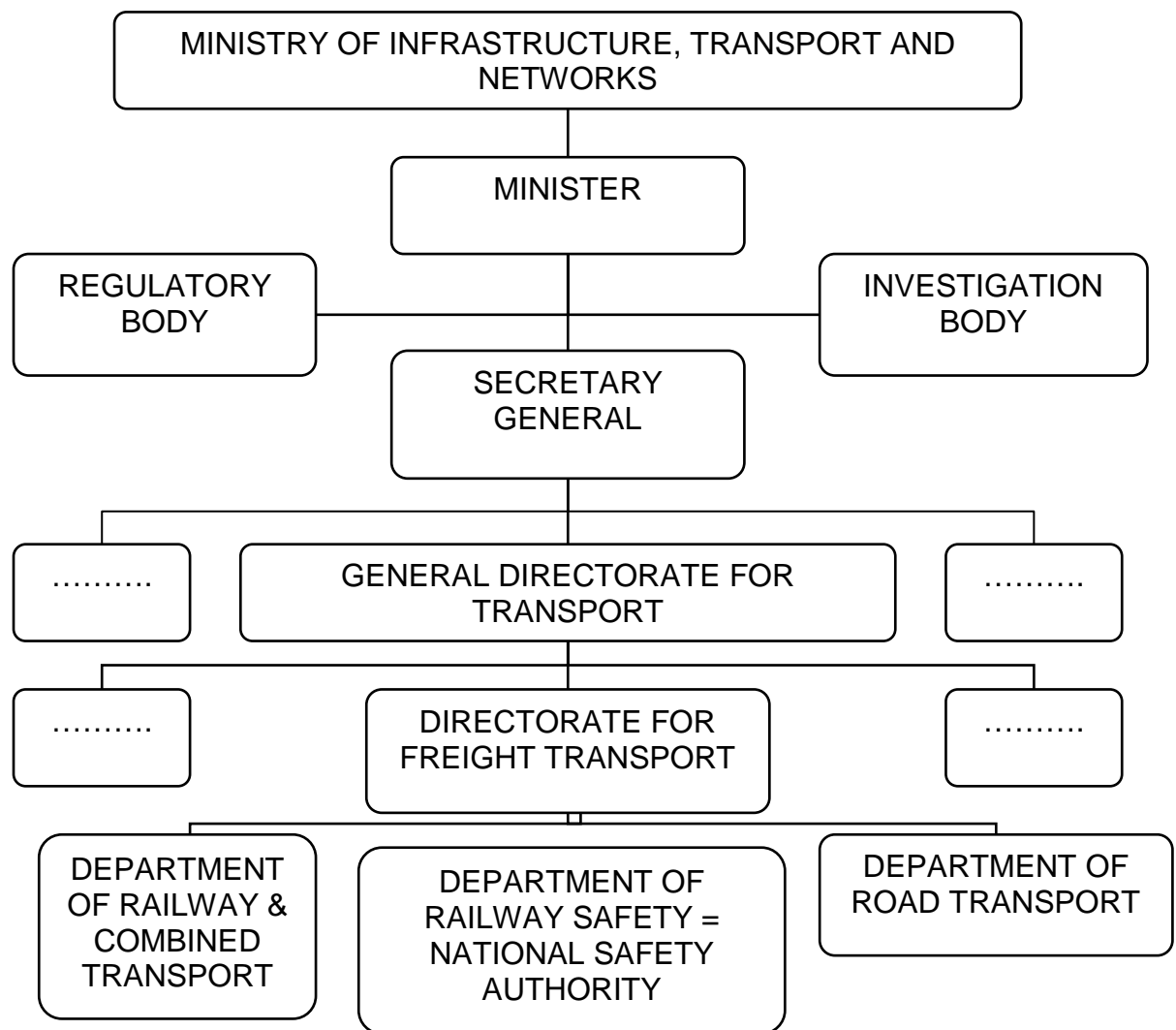
⁽¹⁾ 50 Diesel, 13 Electric.

Abbreviations:

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

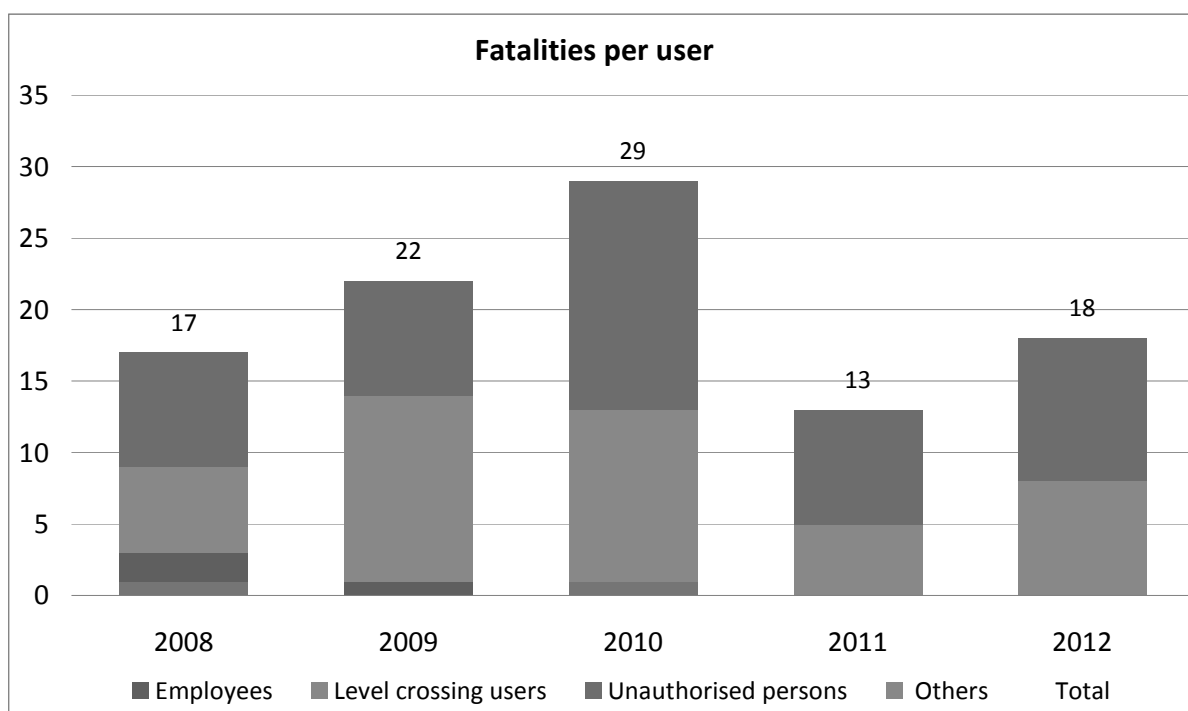
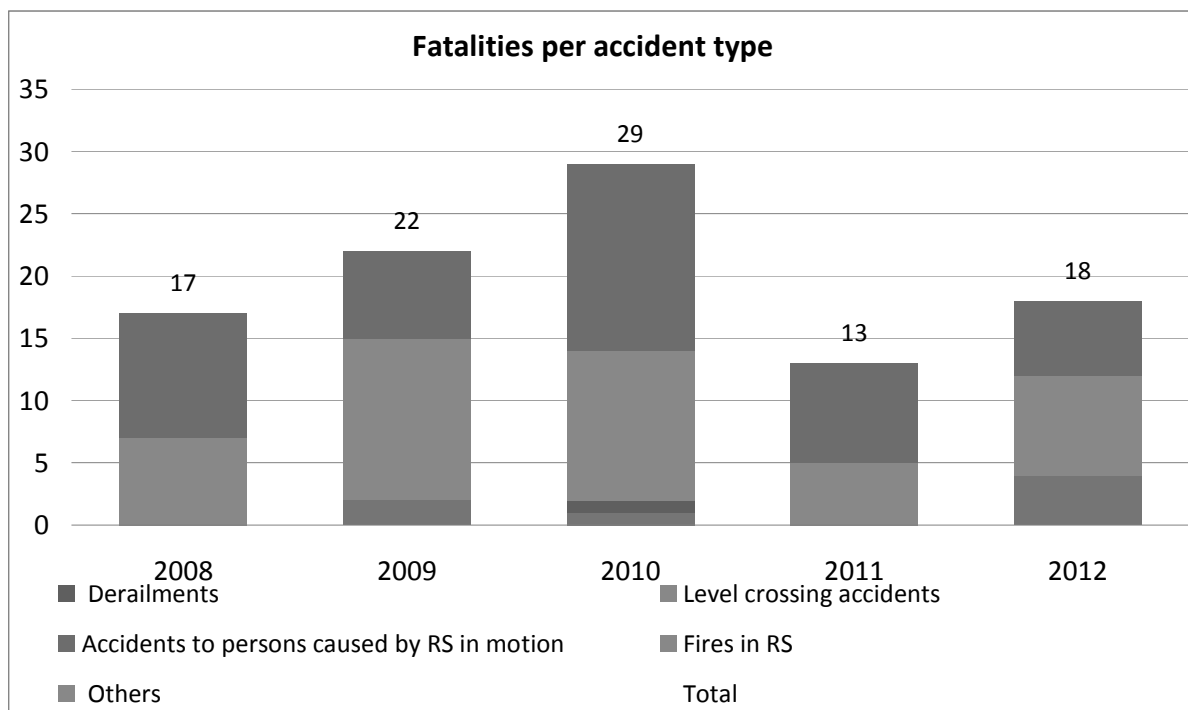
ANNEX B. Organisation Chart(s) of the National Safety Authority

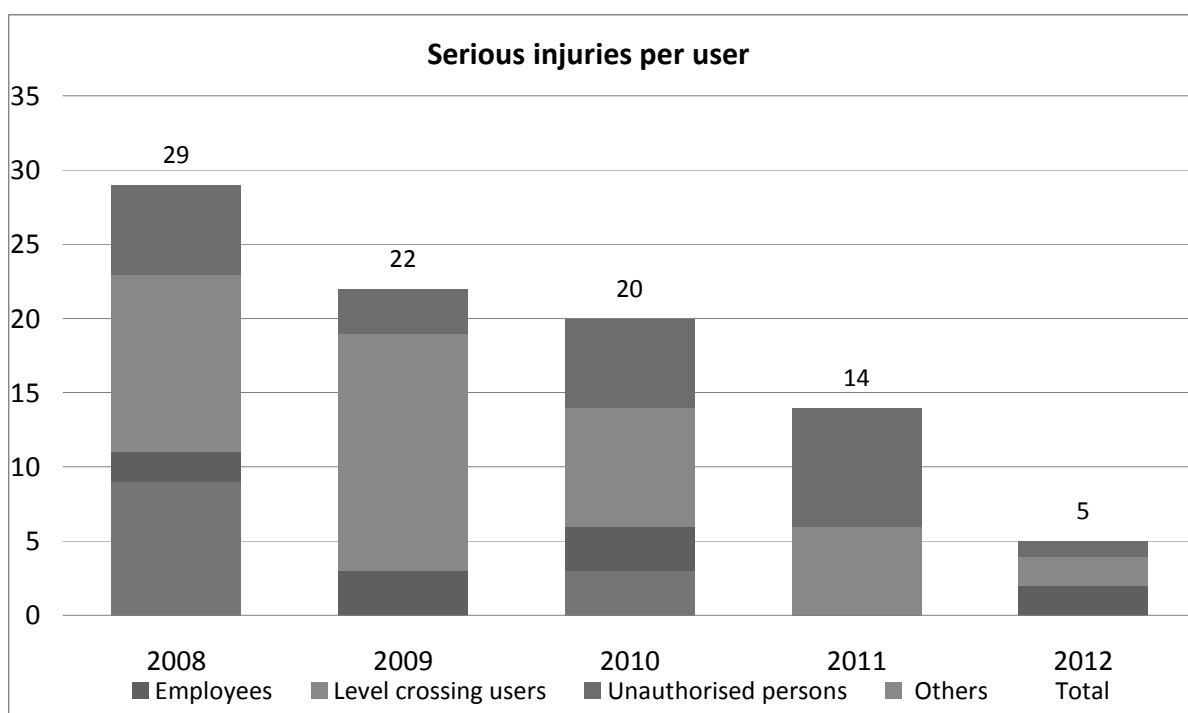
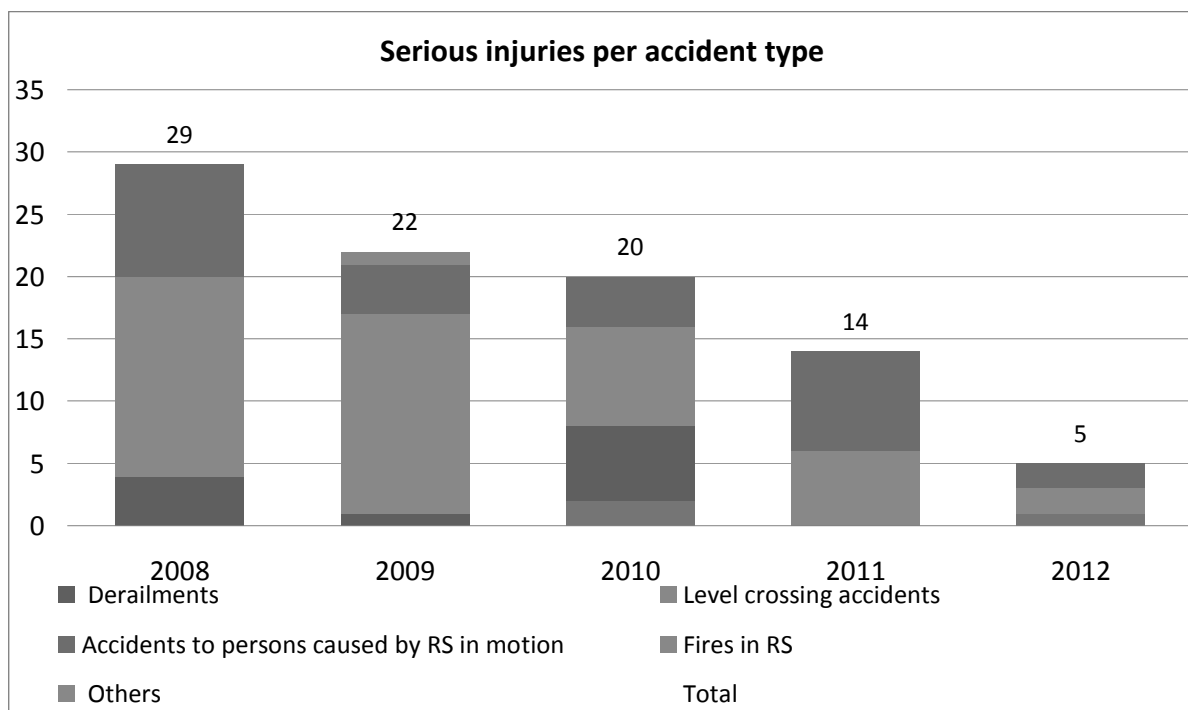
B.1. Chart: Internal organisation and Relationship with other National Bodies

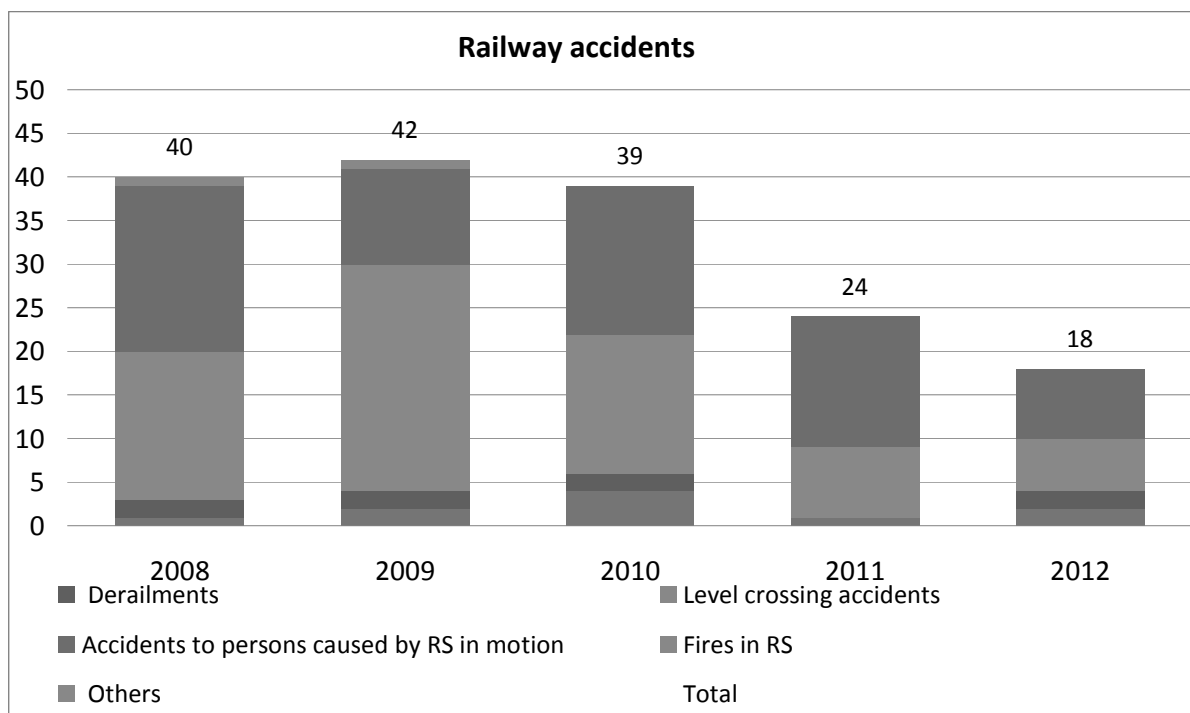


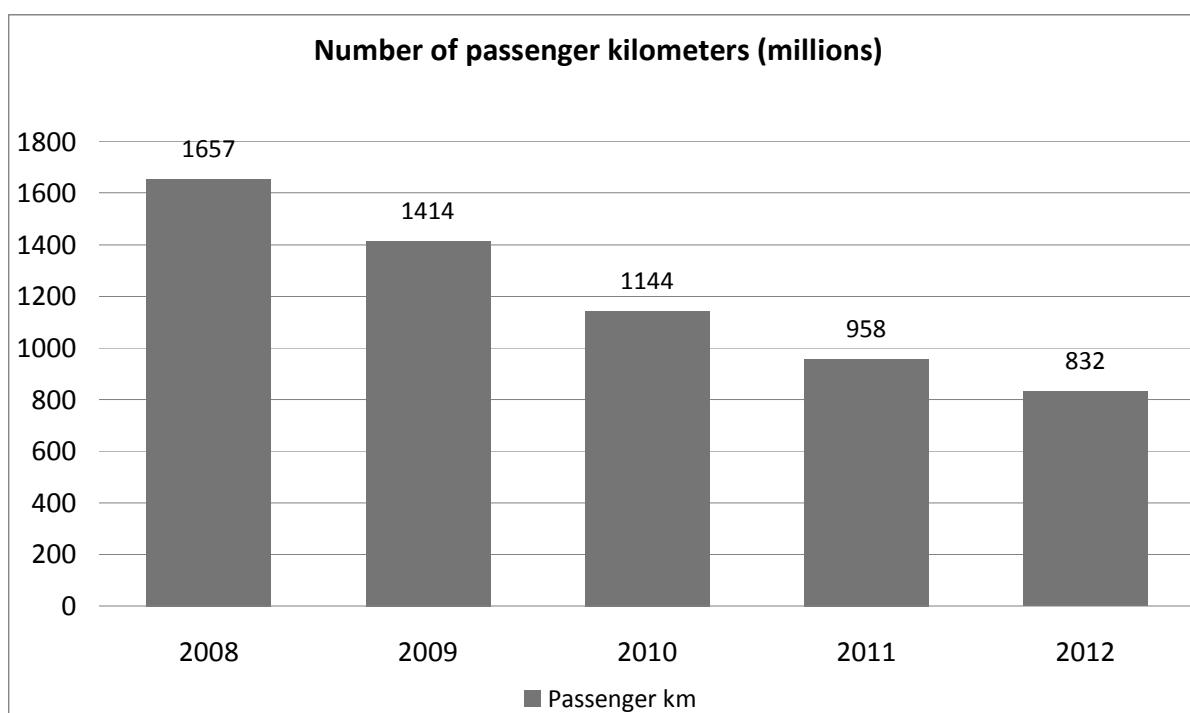
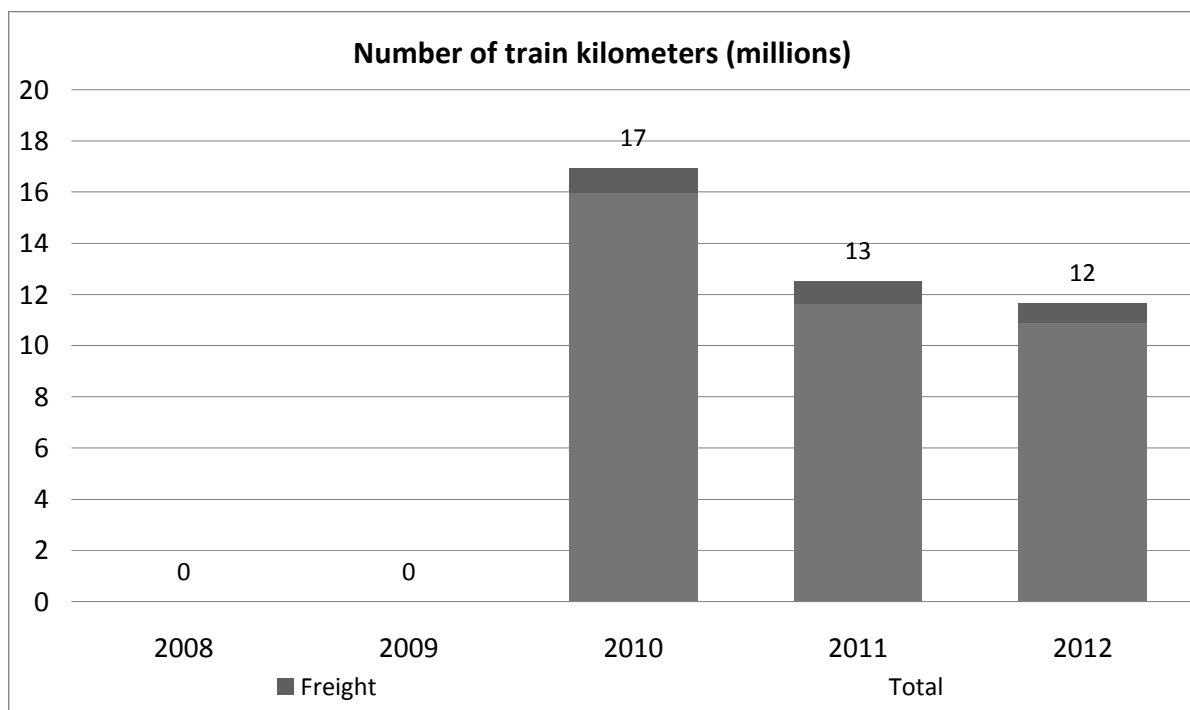
Annex C: CSIs data

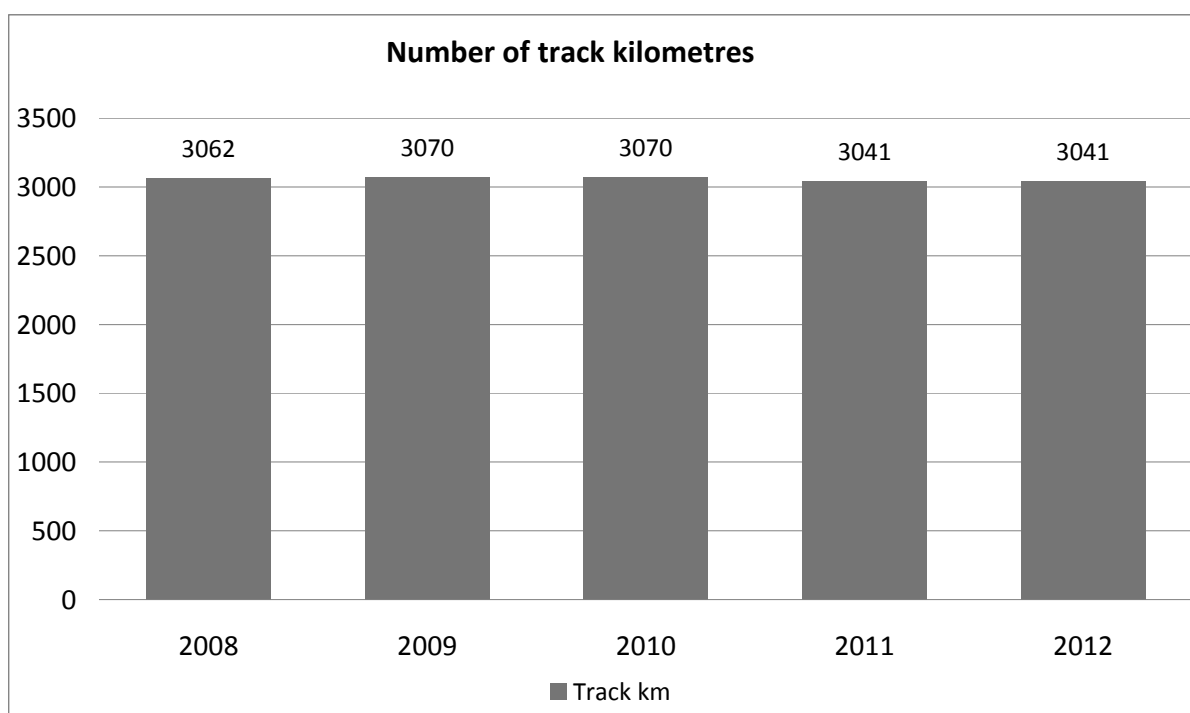
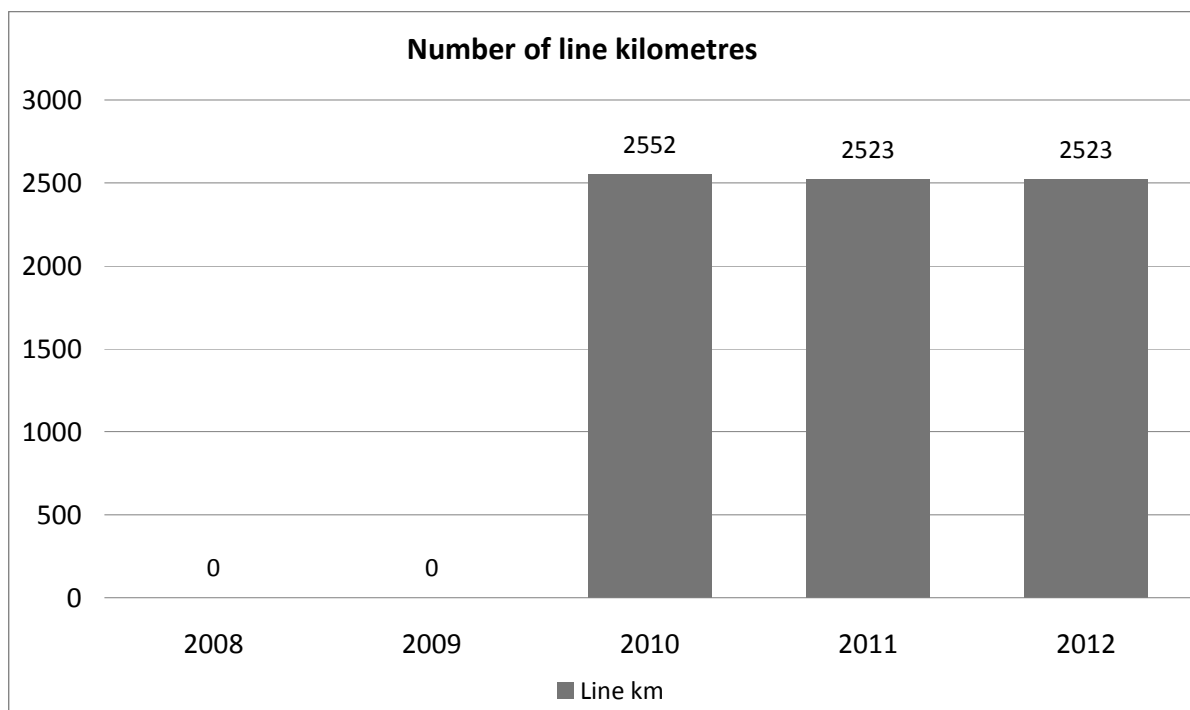
C.1. CSIs values

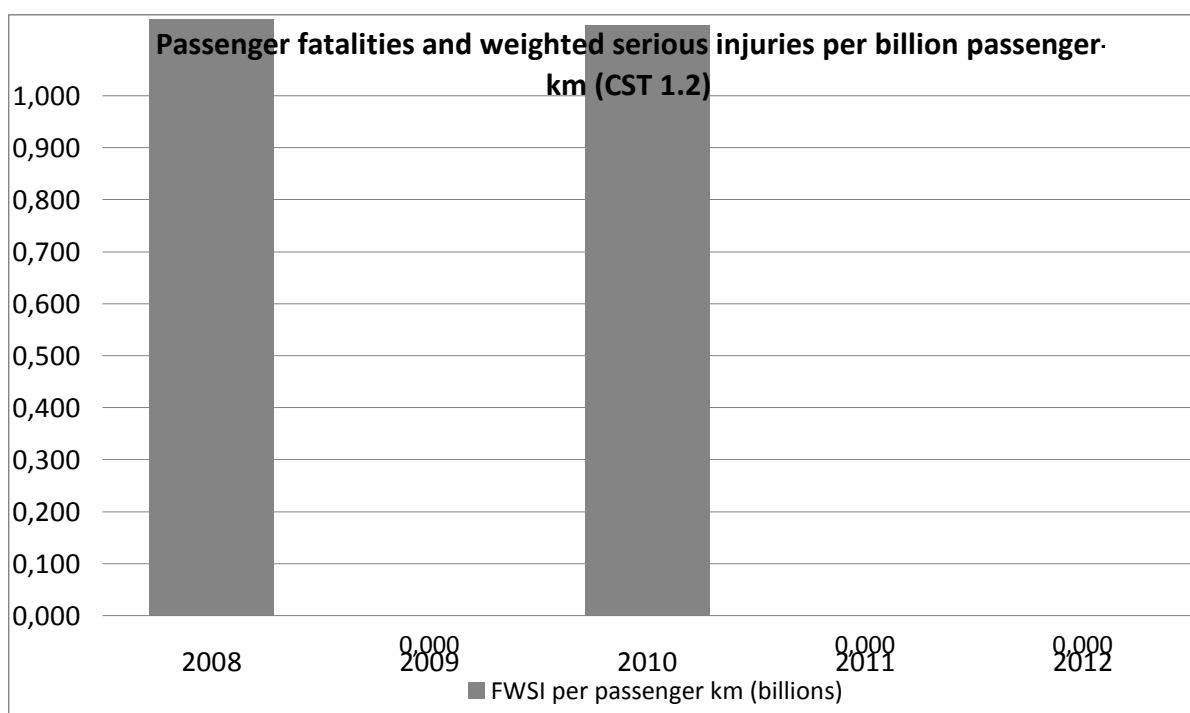
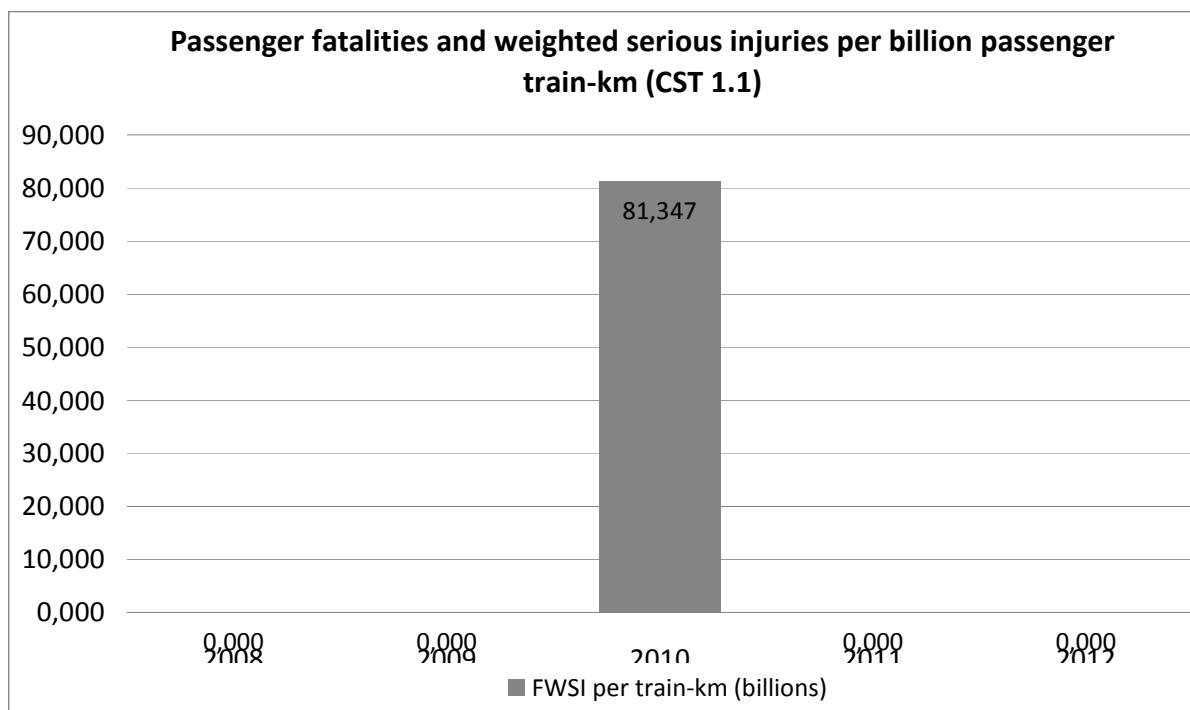


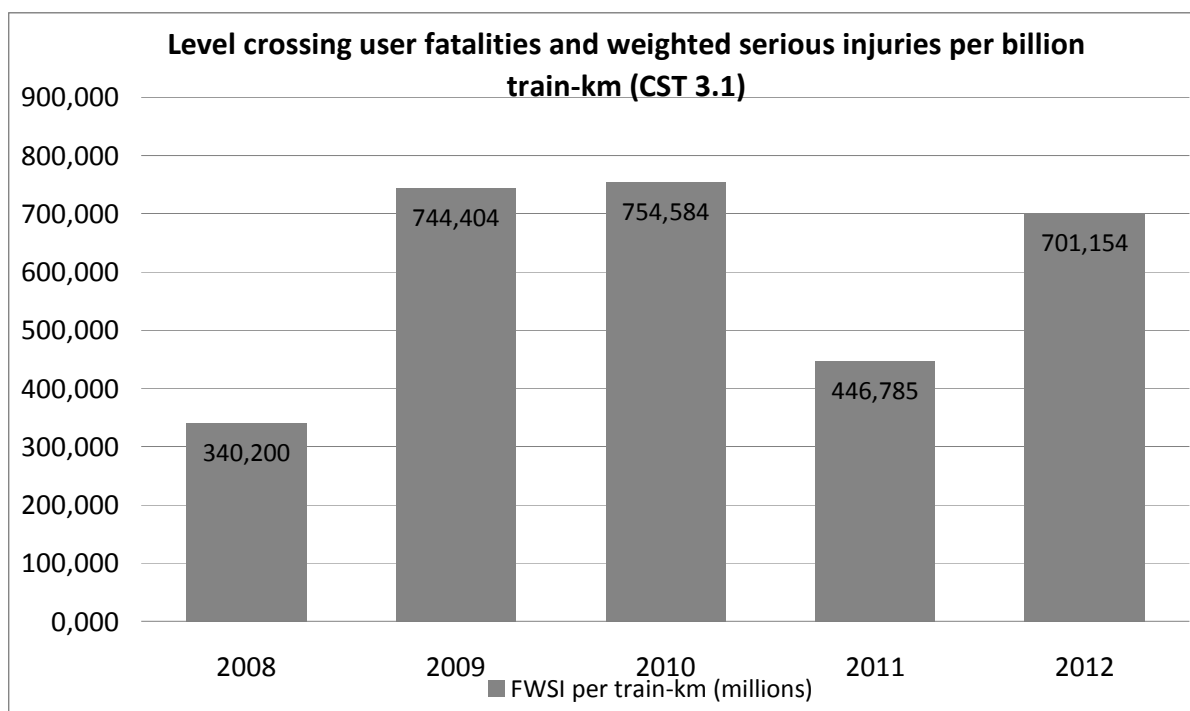
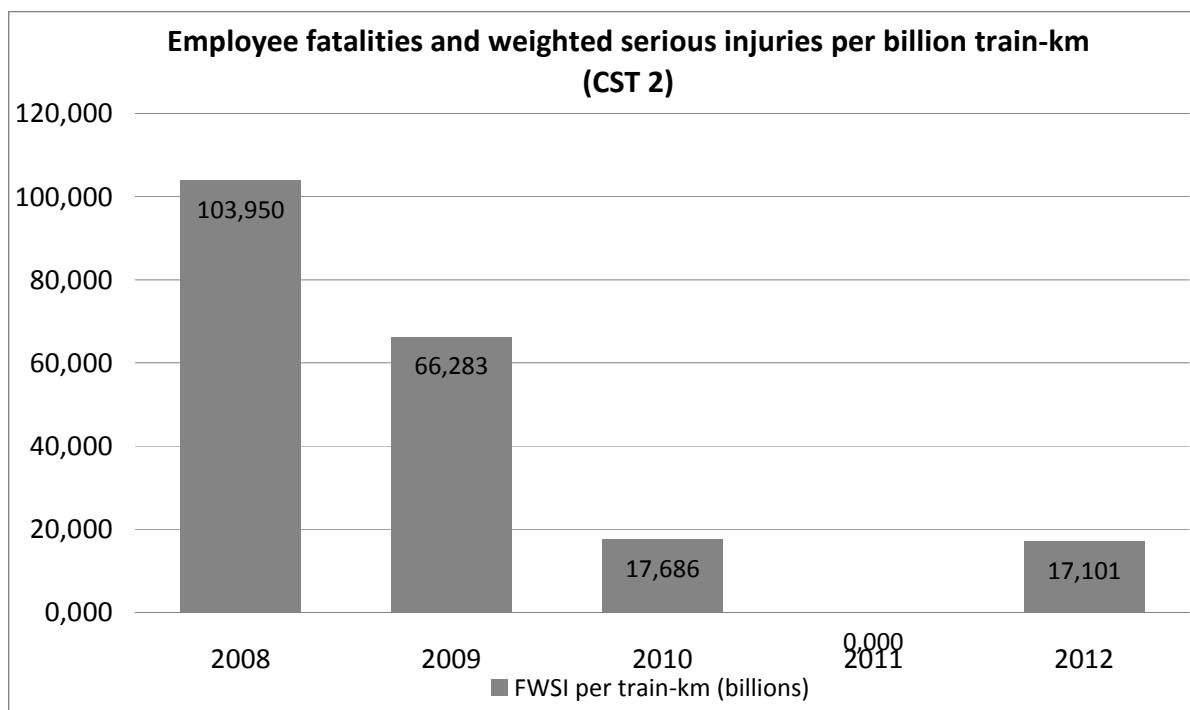


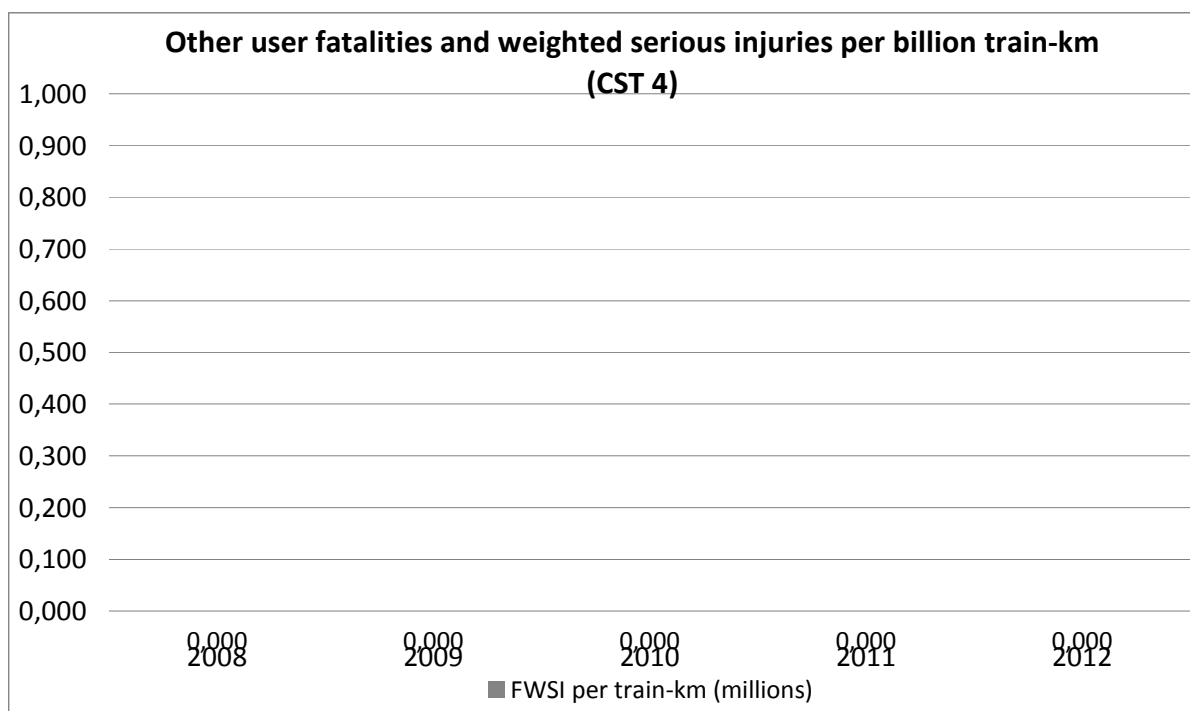
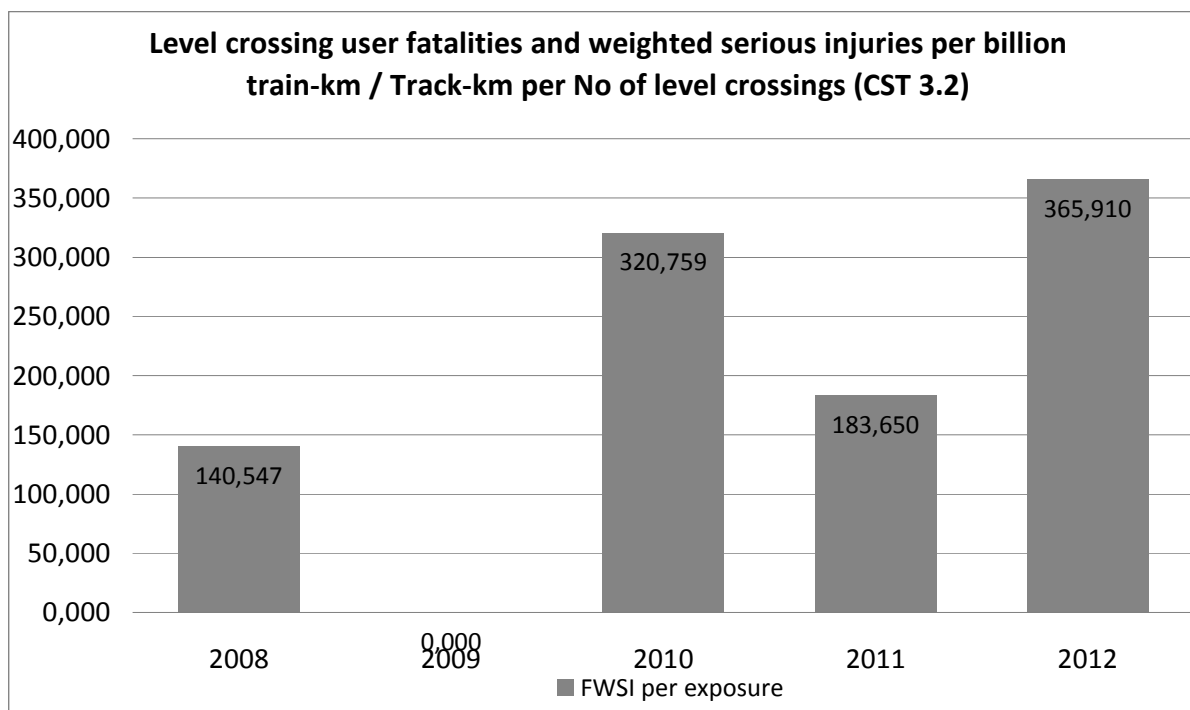


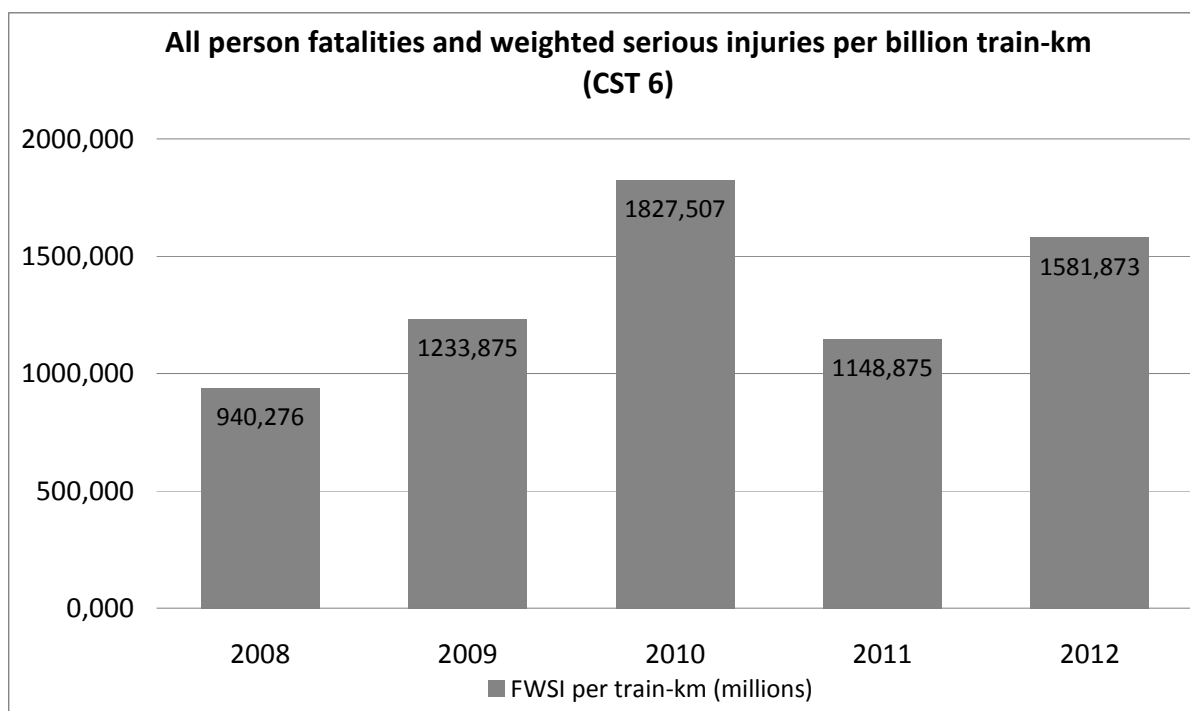
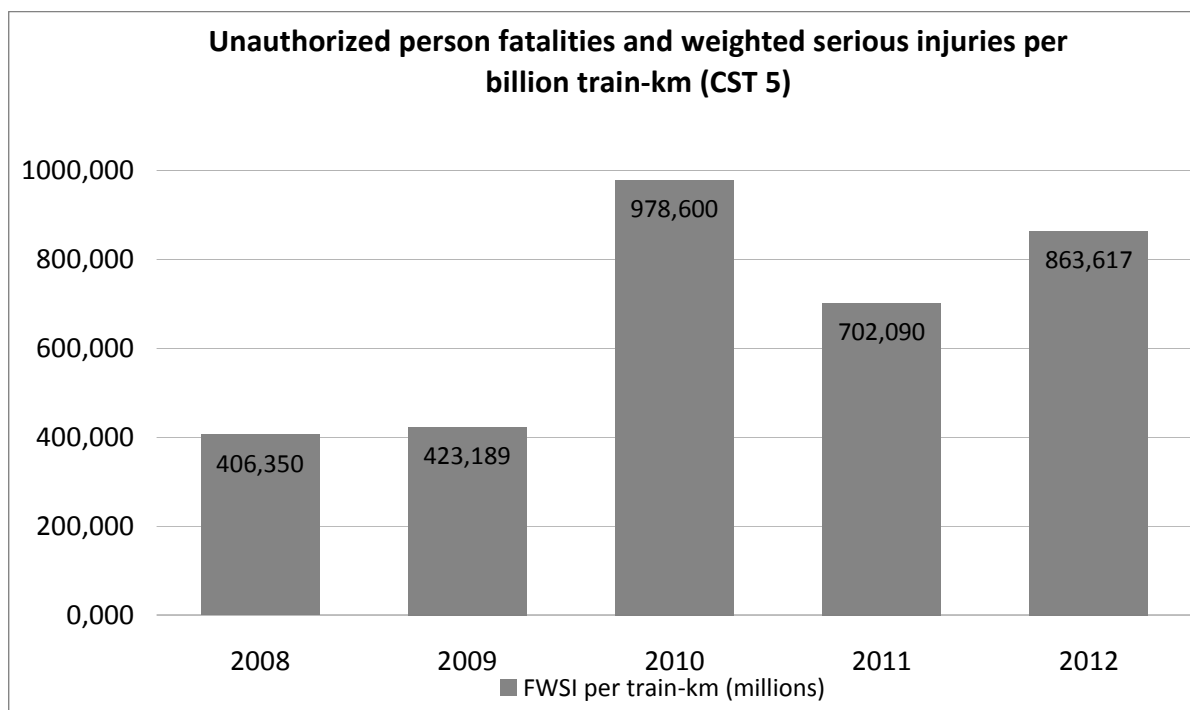


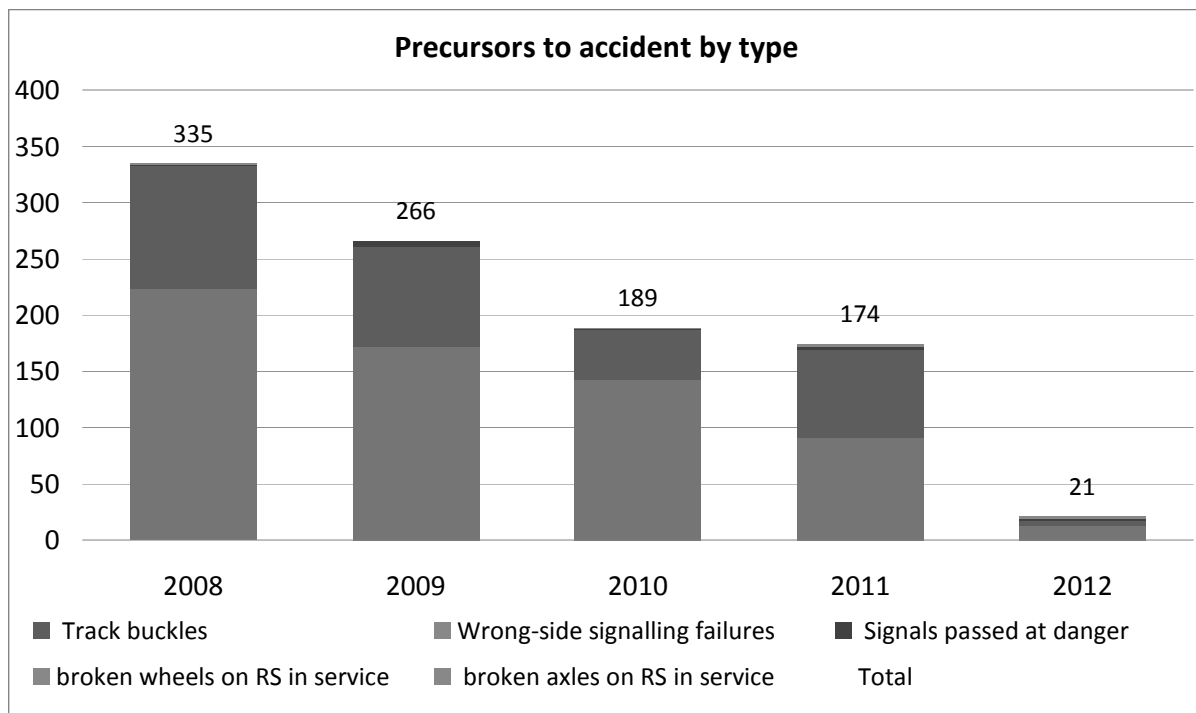


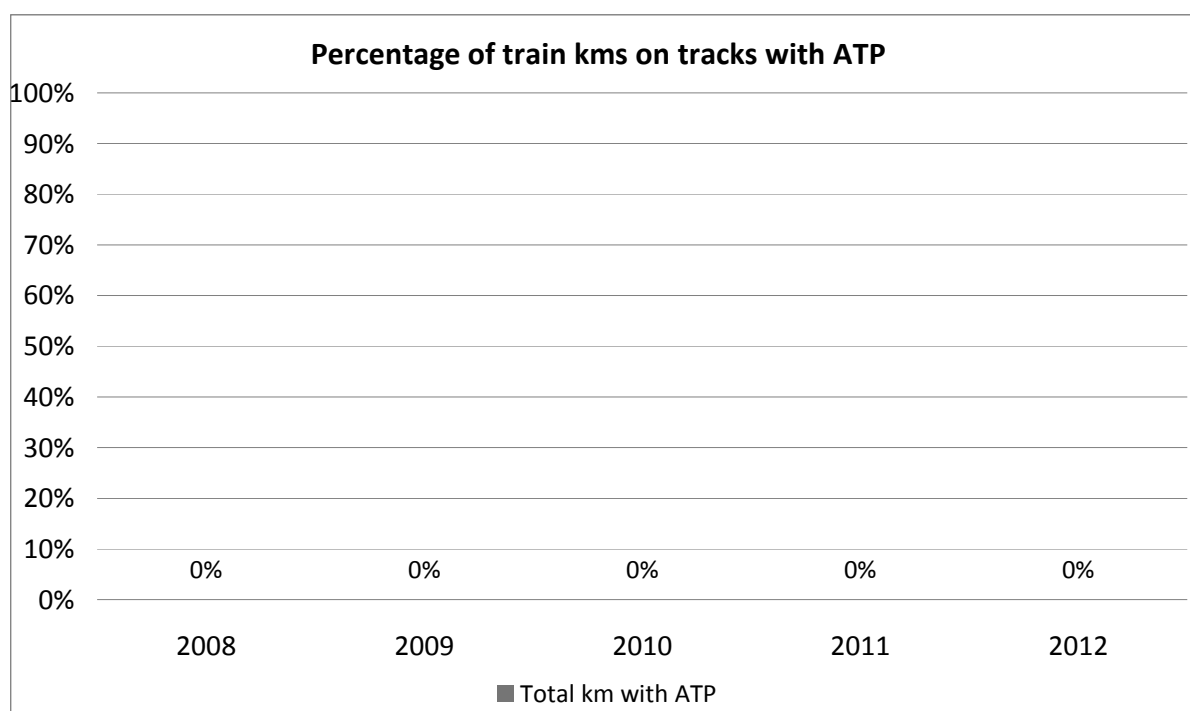
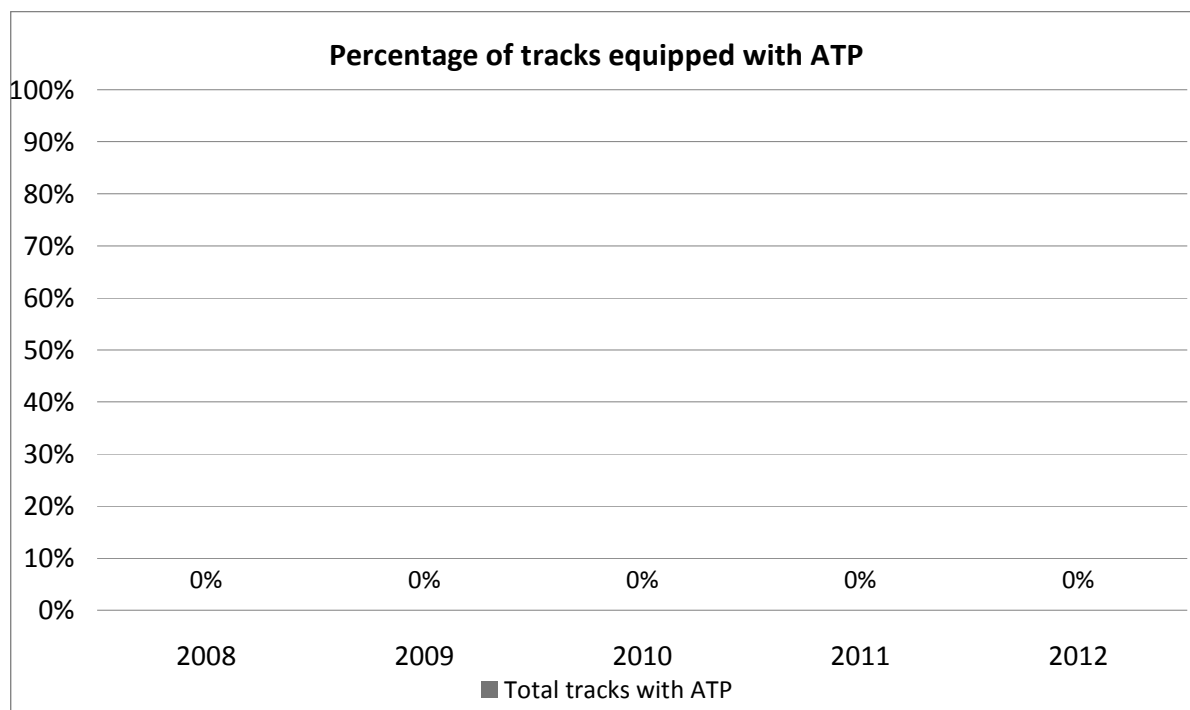


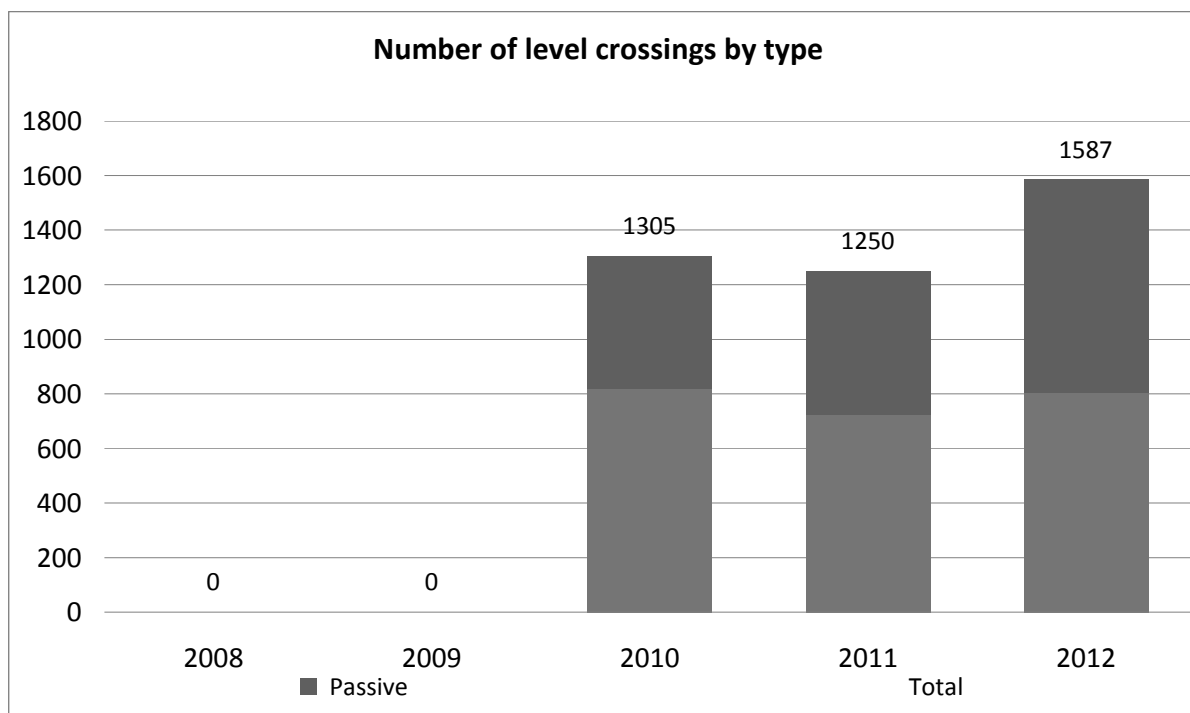












C.2. Definitions used in the annual report

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 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	Legislative Act	Official Gazette of the Hellenic Republic A' 246/18.12.2012	Legislative Act on urgent provisions for economic development of the country (defining the fees for the safety certification and authorization)	
	Joint Ministerial Decision 52167/4683	Official Gazette of the Hellenic Republic B' 37/20.01.2012	Transposition into national law of the Directive 61/2010/EU.	
	Release document AS.19/60169/6396/07.02.2011	Official Gazette of the Hellenic Republic B' 250/13.02.2012	Release document on the procedure for obtaining a train driver licence	
	Joint Ministerial Decision AS.19/oik.45403/4662	Official Gazette of the Hellenic Republic B' 3011/13.11.2012	Recognition of training centres of training drivers	
	Joint Ministerial Decision AS.19/oik.49045/5005	Official Gazette of the Hellenic Republic B' 3178/29.11.2012	Recognition of training drivers examiners	
	Ministerial Decision AS.16.4/oik.24863/2723	Official Gazette of the Hellenic Republic B' 1812/08.06.2012	Procedure, documents to be submitted as well as any other relevant details, regarding the submission of application for the authorisation of placing in service of rail subsystems, rail vehicles or series of rail vehicles	
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			

National rules concerning railway safety	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 Part A held by Railway Undertakings in the year 2012 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 Part B held by Railway Undertakings in the year 2012 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 Part A submitted by Railway Undertakings in year 2012 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 Part 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 2012 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 2012 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 Part A in year 2012 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 Part B in year 2012 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 2012 for Infrastructure Managers holding	a licence released by your Member State			
	a licence released by another Member State			