National Transport Authority

# NSA Annual Safety Report

# 2010

## A.1. Scope of the report

Article 18 of the Railway Safety Directive requires the National Safety Authorites (NSA) to publish an annual report. This report covers the activities of the National Transport Authority in Hungary, from 1 January to 31 December 2010. The scope of this report is the entire Hungarian railway system.

## A.2. Summary

This report describes the functions of National Transport Authority (regulations, supervision), the operating conditions of subsystems (geological scope, operational structure) and the explanation of analysis and statistic of the 2010 data.

## B. Introductory Section

1. Introduction to the report

The purpose of this report is to give an overview of the National Transport Authority's (NSA), the Railway Undertaking's and Infrastructure Manager's activities in 2010.

2. Summary

The rail network in Hungary consists of 7700 km of track. A map showing the main routes can be found in Annex A.

There are two Infrastructure Managers in Hungary. MÁV Zrt. manages 7550 km of the rail network and the rest of the tracks belongs to GYSEV Zrt.

List of the Railway Undertakings and Infrastructure Managers that operate in Hungary can be found in Annex A.

## C. Organisation

1. Introduction to the organisation

The government has established the National Transport Authority, acting from 1 January 2007 under the supervision of the Ministry. It is responsible for transport as the legal successor to the General Inspectorate of Transport, the Central Inspectorate of Transport, the Local Transport Inspectorates in the counties and the Civil Aviation Authority. Its duty is carrying out authorizational tasks in the fields of road, railway, water and air transport. The Military Aviation Authority was integrated into the National Transport Authority on the 1 July 2007. From 1 July 2008 the Hungarian Rail Office is working within the National Transport Authority. National Transport Authority is an independent organization financed by the central budget.

During its work, the National Transport Authority makes decisions in mind of improving the safety performance of the transport system.

**The Railway Department of the National Transport Authority is acting as NSA.**

2. Organisational flow – relationship with other national bodies

The diagrams can be found in Annex B.

## D. The development of railway safety

1. Initiatives to maintain/improve safety performances

The Republic of Hungary fully implemented all essential requirements concerning accident investigation of the Railway Safety Directive 2004/49/EC in its national law. The Transportation Safety Bureau was established on 1st January 2006 as the legal successor of Civil Aviation Safety Bureau (founded in 2002). The Transportation Safety Bureau operates in a multimodal form. Its main duty is the independent technical investigation of aviation, railway and shipping accidents and incidents. Within the organisational framework of the Transportation Safety Bureau, the Railway Department established on 1 March 2006.

During 2010, the Transportation Safety Bureau carried out 41 independent technical investigation.

*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** | |
| 12/02/2010 | Andráshida | signal passed at danger | review of the F.1. Signaling Instructions |

2. Detailed data trend analysis

Number of accidents: in 2010 the number of fatal accidents had reduced. Total number of accidents reduced compared to last year. The number of accidents in level crossings had increased slightly. Level crossing safety remains an area of concern for the NSA.

Number of fatalities: Total number of fatalities had reduced compared to last year.

Number of injures: Number of injures in 2010 had increased compared to last year.

Number of precursors to accidents: Number of precursors had increased in 2010.

Cost of all accidents, hours worked on safety: The cost of the serious accidents is about 920.000 €. No data is available about the hours worked on safety.

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

MÁV Zrt. acquired safety authorisation in 2010.

At GYSEV Zrt., he Infrastructure manager operated according to the safety management system.

3. Results of safety recommendations

In 2010, theTransportation Safety Bureau carried out inspection reports, which contained one case in which the NSA took action. The result of this recommendation is the F.1. Signaling Instructions has been amended. The causes of accidents are sufficiently regulated in the other cases investigated by the Transportation Safety Bureau. The accident occurred mainly of human negligence.
During the NSA audits we pay featured attention to check the education of employees related to rail safety, and we draw attention to follow the rules.

## E. Important changes in legislation and regulation

The Railway Safety Directive (2004/49/EC) was implemented in Hungary. Important changes of the legislations or regulations can be found in the table in Annex D.

## F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC is 01.01.2007.

1.2. Starting date for issuing Safety Authorisations according to Article 10 of Directive 2004/49/EC is 01.01.2007.

1.3. Legal materials are available for Railway Undertakings and Infrastructure Managers on CD, printed form or the internet. The requirements of the content and form of the Safety certificates are provided by the NSA for the RU.

2. Numerical data

See Annex E.

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates

Part A Certificates were amended four times in 2010 for extent of activities.

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The mean issuing time for Part A Certificates did not exceed 4 months.

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State

There was no such request.

3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate

There was no problem with mutual acceptance of the Community wide valid Part A Certificate.

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)

The amount of fees charged by the NSA is described in the 72/2006. (IX. 29.) GKM. The charging fee depends on the number of vehicles and the type of service. The fee can vary from 2.300 € to 21.500 €.

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service

There was no problem with the harmonised formats for Part A Certificates.

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

There was no problem with application procedures for Part A Certificates.

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate

There was no problem mentioned by Railway Undertakings when applying for a Part A Certificate.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

Railway Undertakings can contact the NSA in person, via written letter or email.

3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)

Part B Certificates were amended five times in 2010 for extent of activities.

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The mean issuing time for Part A Certificates did not exceed 4 months.

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)

The amount of fees charged by the NSA is described in the 72/2006. (IX. 29.) GKM. The charging fee depends on the number of vehicles and the type of service. The fee can vary from 2.300 € to 21.500 €.

3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service

There was no problem with the harmonised formats for Part B Certificates.

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.

There was no problem with application procedures for Part B Certificates.

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate

There was no problem mentioned by Railway Undertakings when applying for a Part B Certificate.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

Railway Undertakings can contact the NSA in person, via written letter or email.

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations

There was one Safety Authorisation issued in 2010 and there was no amendment needed for the previously issued Safety Authorisations.

3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The mean issuing time for Safety Authorisations did not exceed 4 months.

3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations

There was no problem with application procedures for Safety Authorisations.

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

There was no problem mentioned by Railway Undertakings when applying for a Safety Authorisation.

3.3.5. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints

Infrastructure Managers can contact the NSA in person, via written letter or email.

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

The amount of fees charged by the NSA is described in the 72/2006. (IX. 29.) GKM. The fee can vary from 2.300 € to 21.500 €.

## G. Supervision of Railway Undertakings and Infrastructure Managers

Based on Act no. CLXXXIII of 2005, railway infrastructures in Hungary are classified in five regional categories. These serve different purposes and various conditions must be fulfilled in order to operate and use them.

**Open access railway infrastructures** make up 7700 kilometres of the infrastructures in Hungary. National infrastructures include 2830 kilometres of lines operating as part of the Trans-European freight service infrastructure, as well as all other major nation-wide infrastructures and standard gauge side-lines, which are also determined in Act no. CLXXXIII of 2005 on Railway amended by Act no. LXXVI of 2008. These infrastructures are available solely by EEA-relevant license with the exception of those as determined by law.

**Regional infrastructures** account for a minor part in public traffic, primarily responsible for conducting regional traffic and for the development of regional services, adhering to tasks voluntarily assumed by local governments with the goal of serving the community to the fullest. At the present time only narrow-gauge tracks belong to this group, utilizing 480 kilometres of railways, which are mainly used for passenger service.

**Suburban infrastructures** include infrastructures within the city limits of a community and its surrounding areas, as well as rail service between a city and surrounding suburbs, not including local infrastructures. The license application of the most important Budapest railways, which are operated by BKV.

**Municipal infrastructures** operate between a city and its suburbs and consist of public rail and specific infrastructures of 210 kilometres in length. These infrastructures are also responsible for the operation of ski-lifts of approximately 25 kilometres in length.

**Private infrastructures usually serve as feeder line** are rail connections created to satisfy the needs of industrial or agricultural facilities, and are in many cases internal rail infrastructures. In these infrastructures some undertakings combine passenger or freight transport with their own economic activities not directly connected to rail transport. Private infrastructure may be exempted from open access rail service.

Licenses may be issued for all open-access railway infrastructures and regional, suburban, municipal and private infrastructures serve as a feeder line. The National Transport Authority's Department of Railway Regulation has issued licenses to the following undertakings in 2010:

JÁSZ-VASÚT Kft., Vasútvill Kft., LCH, CER Hunagary, BSS 2000, MÁV-Gépészet, Kárpát Vasút Kft., MÁVGÉP Kft., GYSEV CARGO, MÁV-START Zrt., Magyar Vasúti Áruszállító Kft., AWT, Rail Service Hungaria Kft., LTE, ZSSK Cargo Slovakia a. s., WLB GmbH.

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

1.1. Audits/Inspections/Checklists

- Use

The content of the annual audit program (supervision of the conditions of the issuing of Safety Certificates):

- supervision of processes according to files
- supervision of the Safety Management of RU
- on site supervision
- supervision of trains during operation

- Audits/inspections are carried out by the NSA.

- NSA manpower available: 4 workers are available for audits, which is 10% of NSA staff.

- Economical aspects: The cost of audits is included in the NSA's budget.

1.2. Vigilance aspects/Sensitive points to follow-up by the NSA

Identified insufficiencies during the audit have to be eliminated by the RU or IM. Examining the measures, taken since the last audit/inspection.

The NSA has to deal with the public and the trade union complaints concerning railway safety.

| INSPECTIONS | | Issued Safety Certificates Part A | Issued Safety Certificates Part B | Issued Safety Authorisations | Other Activities (To specify) |
|---|---|---|---|---|---|
| 2. Number of inspections of RUs/IMs for 2010 | planned | 126 | | | |
| | unplanned | 130 | | | |
| | carried out | 256 | | | |

| AUDITS | | Issued Safety Certificates Part A | Issued Safety Certificates Part B | Issued Safety Authorisations | Other Activities (To specify) |
|---|---|---|---|---|---|
| 3. Number of audits of RUs/IMs for 2010 | planned | 38 | 3 | 2 | - |
| | carried out | 26 | 3 | 2 | - |

4. Summary of the relevant corrective measures in 2010:

- registering the knowledge of routes of the drivers

- enforcing the regulations authorised by the NSA

- enforcing the operational rules of RUs

- enforcing the loading rules of freight

The observations of the audits are recorded, based on these the NSA decides about the further tasks.

If there are any deficiencies in the RU's or IM's operation it has to be eliminated. In the next annual audit the NSA verifies that the RU or IM has taken the necessary steps to remedy the problem. Depend on the nature of the problem this re-check could happen before the next annual audit.

5. There was no complaints from IM(‘s) concerning RU(‘s) related to conditions in their Part A/Part B Certificate.

6. There was no complaints from RU(‘s) concerning IM(‘s) related to conditions in their authorisation.

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

During 2010 the CSM on risk evaluation and assessment was not applied in Hungary.

## I. NSA Conclusions on the reporting year – Priorities

In summary, the railway safety has increased in 2010. The number of accidents decreased compared to the previous year. Analyses show that the accidents in level-crossings mainly occurred due to the vehicle drivers carelessness, negligence or aggressive behavior. In the last four years (2007-2010) 300 out of 303 level crossing accidents caused by vehicle drivers. Accidents at level crossings are still cause for concern for the NSA. It's a primary task to change the behavior of the public road users.

The NSA's main objective is to improve railyway safety, in accordance with the European Union objectives.

## J. Sources of information

The report is based on accident and event report submitted by the railway undertakings and infrastructure managers. The reporting deadline was 28. 02. 2011.

## K. 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

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

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

| **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 main (light) signals* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| GySEV Zrt. | 9400 Sopron, Mátyás király u. 19. | www. gysev.hu | HU 01 2008 0001 15.09.2008. | 02.10.2008. | 222.49 km | | | | | 145 | |
| MÁV Zrt. | 1087 Budapest Könyves Kálmán krt. 54-60. | www.mav.hu | HU 01 2010 0001 30.06.2010. | 01.07.2010. | 7770 km | | | | | 5819 | |

### A.2.2. Railway Undertaking(s)

| **Name** | **Address** | **Website** | *Safety Certificate 2001/14/EC (NumberDate)* | *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* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bobo Kft. | 3528 Miskolc, Csele utca 10. | www. bobokft. hu | - | HU 11 2008 0001 | 02.04.2008. | traction freight traffic | 5 pcs | - | 1 pcs | 0 / 50 | - | 0,006 freight ton km |
| Masped Rail Cargo Zrt. | 1139 Budapest, Váci út 85. | www.masped. hu | - | HU 11 2008 0002 | 14.04.2008. | freight traffic | - | - | 65 pcs | 0 / 1 | - | |
| Eurocom Rail Cargo Zrt. | 1094 Budapest, Bokréta utca 7-9. | www. eurocom. hu | - | HU 11 2008 0003 | 13.05.2008. | traction, freight traffic | 15 pcs | - | - | 29 / 19 | - | 0,5 freight ton km |
| Szentesi Vasútépítő Kft. | 6000 Szentes, Baross G. u. 2. | vasutepitestraba g.com | - | HU 11 2008 0004 | 16.05.2008. | traction freight traffic | 17 pcs | | 8 pcs | 13 / 6 | - | |
| MÁV Nosztalgia Kft. | 1142 Budapest, Tatai út 95. | www. mavnosztalgia. hu | - | HU 11 2009 0002 | 01.06.2009. | passanger traffic traction freight traffic | 27 pcs | 14 pcs | 15 pcs | 6 / 3 | 4,58 M passanger km | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MÁV Trakció Zrt. | 1087 Budapest, Könyves Kálmán krt 54-60. | www.mav-trakcio.hu | - | HU 11 2008 0006 | 16.07.2008. | traction | 963 pcs | - | - | 3337 / 417 | - | - |
| Pannontrain Zrt. | 1239 Budapest, Ócsai u.7 | - | - | HU 11 2008 0008 | 01.08.2007. | traction freight traffic | 3 pcs | - | 20 pcs | 4 | - | |
| Floyd Zrt. | 1046 Budapest, Damjanich u.5. | www. floyd.hu | - | HU 11 2008 0009 | 01.09.2008. | traction freight traffic | 16 pcs | - | 1 pcs | 21 / 8 | - | 0,77 freight ton km |
| Balatoni Iparvasút Kft. | 8184 Balatonfűz Pf: 6. | www.balatoni vasut.extra.hu | - | HU 11 2008 0010 | 01.09.2008. | traction freight traffic | 7 pcs | - | 10 pcs | 4 / 2 | - | 0,98 train km |
| Záhony-Port Zrt. | 4625 Záhony Baross G. u. 1. | www.zahony-port.hu | - | HU 11 2008 0007 | 16.09.2008. | traction freight traffic | 10 pcs | - | 20 pcs | Contract with MÁV PÜ and MÁV-Trakció | - | |
| MÁV-ÉPCELL Kft. | 9500 Celldömölk Sándor tér 14. | www.mav epcell.hu | - | HU 11 2008 0011 | 01.11.2008. | traction freight traffic | 15 pcs | - | 130 pcs | 34 / 4 | - | 0,05 train km |
| MÁV FKG Kft. | 5137 Jászkisér Jászladányi u. 10. | www.mavfkgjk.hu | - | HU 11 2008 0012 | 16.11.2008. | traction freight traffic | 56 pcs | - | 106 pcs | 111 / 2 | - | 0,24 train km |
| G&G Kft. | 6726 Szeged Torockói u. 3/b | www.gesgkft.hu | - | HU 11 2008 0013 | 16.12.2008. | freight traffic | 4 pcs | - | 14 pcs | 12 / 11 | - | 0,02 train km |
| MÁV Zrt. | 1087 Budapest Könyves Kálmán krt. 54-60. | www.mav.hu | - | HU 11 2007 00001 | 22.06.2007. | traction | 27 pcs | - | - | | - | |
| GySEV Zrt. | 9400 Sopron Mátyás Király u. 19. | www.gysev.hu | - | HU 11 2007 00002 | 28.06.2007. | passanger traffic traction freight traffic | 52 pcs | 82 pcs | 95 pcs | 203 / 121 | 112,7 M passanger km | 5,53 freight ton km |
| MÁV-START Zrt. | 1087 Budapest Könyves Kálmán krt. 54-60. | www.mavstart.hu | - | HU 11 2010 0010 | 01.07.2010. | passanger traffic | 432 pcs | 2469 pcs | - | 0 / 3810 | 7548,22 M passanger km | - |
| CER Zrt. | 1097 Budapest Könyves Kálmán krt. 16. | www.cer.hu | - | HU 11 2010 0004 | 01.03.2010. | traction freight traffic | 11 pcs | - | 41 pcs | MÁV Zrt. keretszerződés | - | 1,52M freight ton km |
| Train Hungary Kft. | 4028 Debrecen Szoboszlói u. 50. | www.trainhungary.hu | - | HU 11 2007 0005 | 01.09.2007. | traction freight traffic | 7 pcs | - | 240 pcs | 5 /13 | - | 0,64 freight ton km |

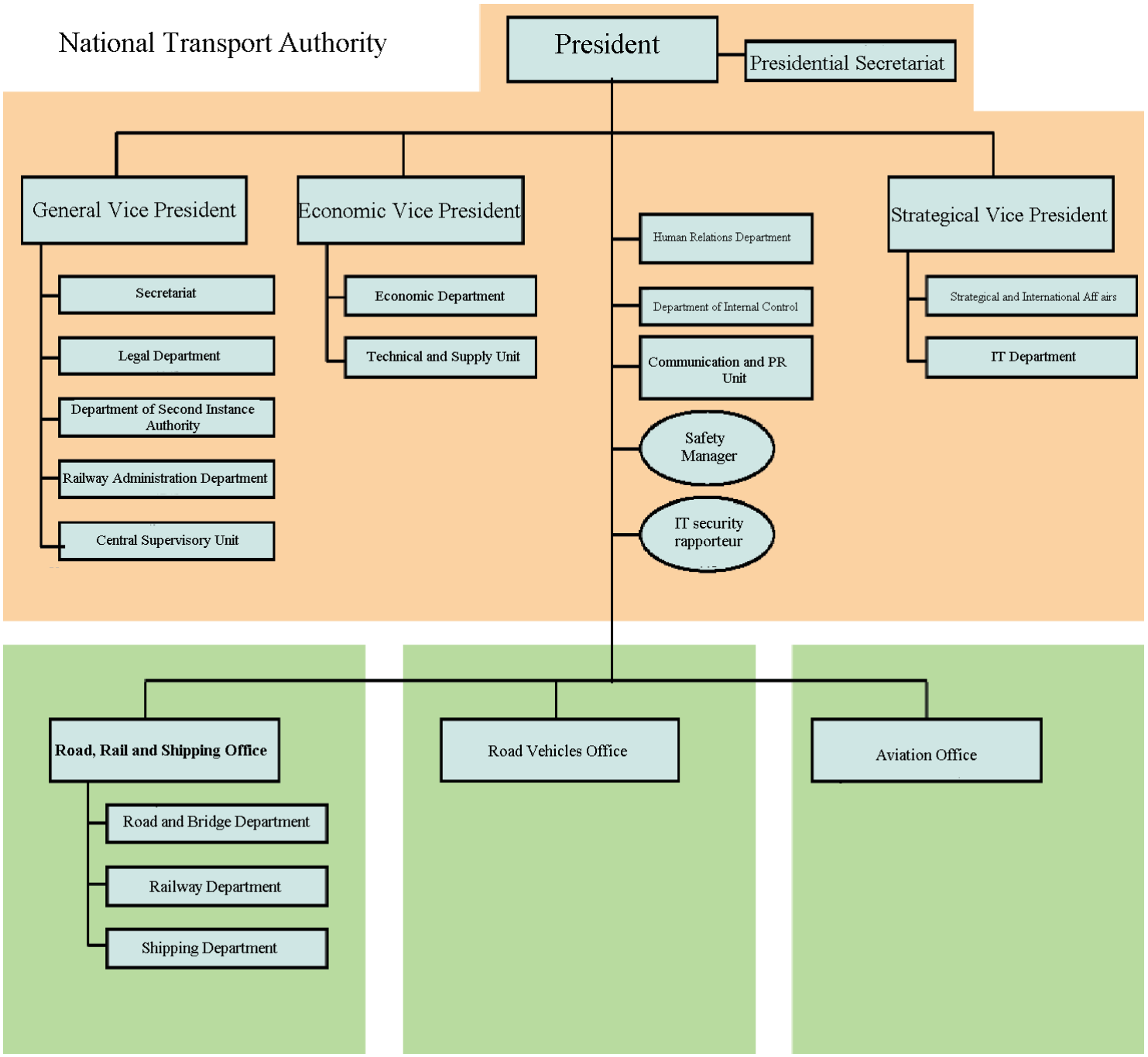
| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RAIL CARGO Hungaria | 1033 Budapest Váci u. 92. | www.railcargo.hu | - | HU 11 2011 0001 | 01.03.2011. | traction freight traffic | 30 pcs | - | 10472 pcs | 140 / 1784 | - | 35,35M freight ton km |
| MMV Zrt. | 1035 Budapest Kerék u. 80. | www.mmv.hu | | HU 11 2007 0007 | 01.10.2007. | traction freight traffic | 15 pcs | - | 130 pcs | 36 / 8 | - | 2,41 freight ton km |
| MTMG Zrt. | 1012 Budapest, Logodi u. 34/A | www.mtmgzrt.com | | HU 11 2009 0005 | 16.11.2009. | traction freight traffic | 3 pcs | | 10 pcs | 0 / 4 | - | |
| Kombitermi nál Kft. | 1065 Budapest, Bajcsy Zs.út 25. | www.mavkombi.hu | | HU 11 2009 0006 | 16.12.2009. | traction | 5 pcs | | | 12 / 21 | - | |
| LCH | 9027 Győr, Reptéri út 2. | www.railion.hu | | HU 11 2009 0004 | 01.10.2009. | traction | 7 pcs | | 5 pcs | 22 / 45 | - | |
| LTE | AT-8020 Graz Reiminghaussaße 3 | www.lte.at | | HU 12 2009 0005 | 15.06.2009. | traction | 3 pcs | | 5 pcs | 1 / 0 | - | 0,04 freight ton km |
| Mátrai Erőmű Zrt. | 3271 Visonta Erőmű u. 11. | | | HU 11 2009 0001 | 16.06.2009. | freight traffic | -- | | 27 pcs | szerződés | - | |
| Jász-Vasút | 5130 Jászapáti, Vasút út 29. | http://www.jaszvasut.hu/ | | HU 11 2010 0001 | 16.01.2010. | traction freight traffic | 3 pcs | | 11 pcs | 5 / 18 | - | |
| boxXpress.de GmbH | 21129 Hamburg, Köhlfleetdamm 5. | www.boxxpress.de | | HU 12 2009 0001 | 16.04.2009. | traction freight traffic | 5 pcs | | 96 pcs | 6 / 6 | - | 0,1 train km |
| Prvá Slovenská Zeleznica | 82103 Bratislava, Ružová dolina 10. | | | HU 12 2008 0003 | 16.05.2008. | traction freight traffic | 3 pcs | | 46 pcs. | 0 / 1 | - | 0,13 train km |
| SZDS a.s. | 830 03 Bratislava, Račianska 96. | | | HU 12 2008 0014 | 16.10.2008. | traction freight traffic | 3 pcs. | | 20 pcs | 0 / 8 | - | 0,33 freight ton km |
| VASÚTVIL L Kft. | 1106 Budapest, Jászberényi út 90. | | | HU 11 2010 0002 | 01.03.2010. | traction freight traffic | 50 pcs | | 33 pcs | 132 / 50 | - | |
| BSS 2000Kft. | 2700 Cegléd, Alkotmány út 59. | www.bss2000.hu | | HU 11 2010 0005 | 2010.03.01. | traction freight traffic | 10 pcs | | 3 pcs | 37 / 29 | - | |
| MÁV-Gépészet | 1087 Budapest, Könyves Kálmán krt. út 54-60. | www.mav-gepeszet.hu | | HU 11 2010 0006 | 16.04.2010. | traction freight traffic | 2 pcs | | 31 pcs | 71 / 422 | - | |
| Kárpát Vasút Kft. | 2737 Ceglédbercel, Virág utca 9. | | | HU 11 2010 0007 | 01.05.2010. | traction | 1 pcs | | | 5 / 2 | - | 0,01 train km |

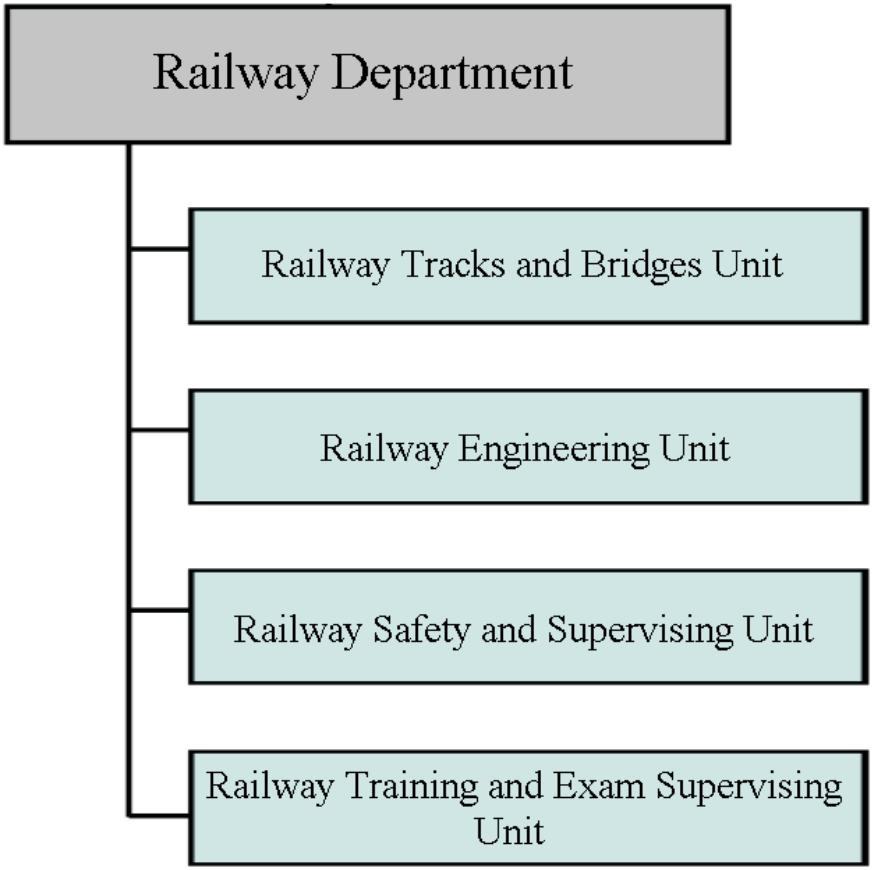
| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MÁVGÉP Kft. | 1103 Budapest, Kőér utca 2/d. | www.mavgep.hu | | HU 11 2010 0008 | 16.05.2010. | traction freight traffic | 33 pcs | | 208 pcs | 46 / 142 | - | |
| GYSEV CARGO Zrt. | 9400 Sopron, Mátyás király u. 19. | www.gysevcargo .hu | | HU 11 2010 0009 | 01.06.2010. | freight traffic | | | 92 pcs | 0 / 84 | - | |
| MVA Kft. | 4028 Debrecen, Jósika utca 9. | www.mvakft.hu | | HU 11 2010 0011 | 16.09.2010. | freight traffic | 1 pcs | | 1 pcs | 0 / 3 | - | |
| Železničná spoločnosť Cargo Slovakia a. s. | Bratislava, Drieňová u. 24. 820 09 Slovakia | | | HU 12 2010 0012 | 16.10.2010. | traction freight traffic | 2 pcs | | 50 pcs | contract | - | |
| AWT Rail HU | 1117 Budapest, Budafoki út 56. 6. emelet | www.awt.eu/en/ | | HU 11 2010 0012 | 16.11.2010. | traction freight traffic | 19 pcs | | 204 pcs | 19 / 27 | - | 0,77 freight ton km |
| Wiener Lokalbahnen Cargo GmbH | 1230 Wien, Triesterstaβe 118. | www.wlb.at/carg o/ | | HU 12 2010 0014 | 16.11.2010. | traction freight traffic | 2 pcs | | 28 pcs | 1 / 0 | - | |

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

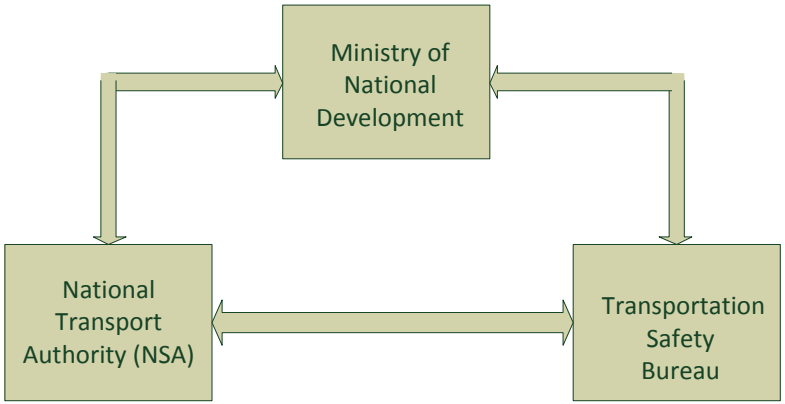
## ANNEX B: Organisation chart(s) of the National Safety Authority

B.1. Chart: Internal organisation


National Transport Authority
President
Presidential Secretariat
General Vice President
Economic Vice President
Strategical Vice President
Secretariat
Legal Department
Department of Second Instance Authority
Railway Administration Department
Central Supervisory Unit
Economic Department
Technical and Supply Unit
Human Relations Department
Department of Internal Control
Communication and PR Unit
Safety Manager
IT security rapporteur
Strategical and International Affairs
IT Department
Road, Rail and Shipping Office
Road and Bridge Department
Railway Department
Shipping Department
Road Vehicles Office
Aviation Office


Railway Department
Railway Tracks and Bridges Unit
Railway Engineering Unit
Railway Safety and Supervising Unit
Railway Training and Exam Supervising Unit

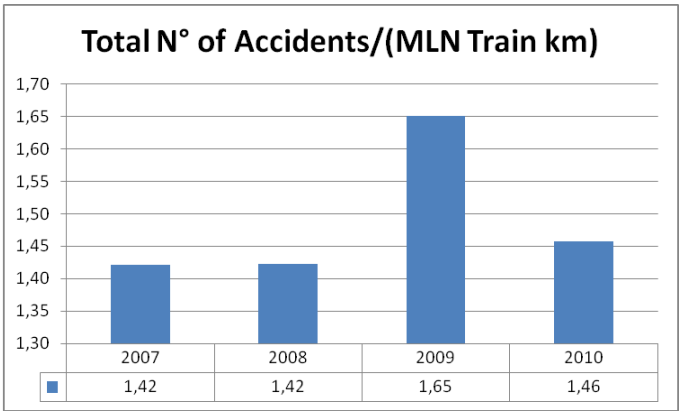
B.2. Chart: Relationship with other National Bodies

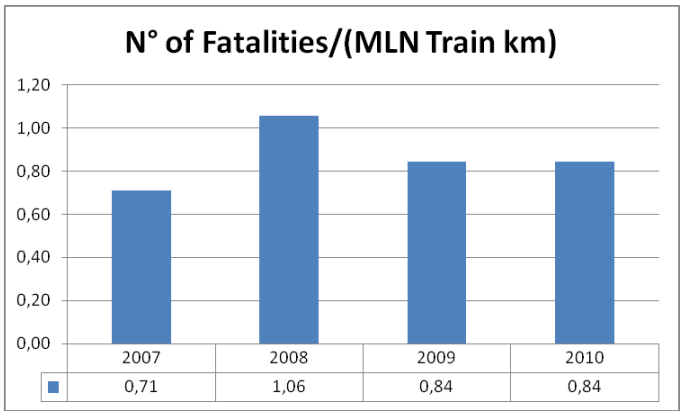


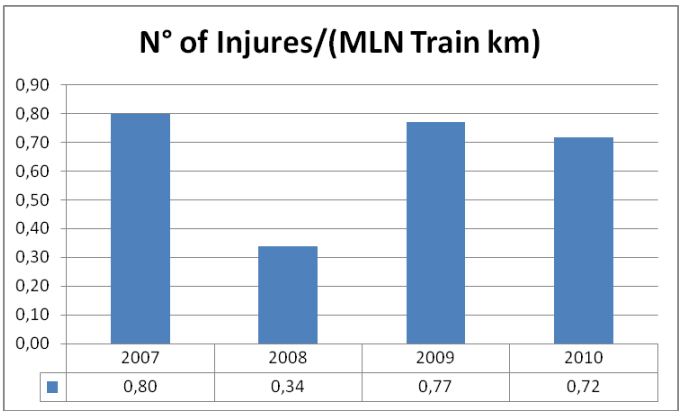
## ANNEX C: CSIs data – Definitions applied

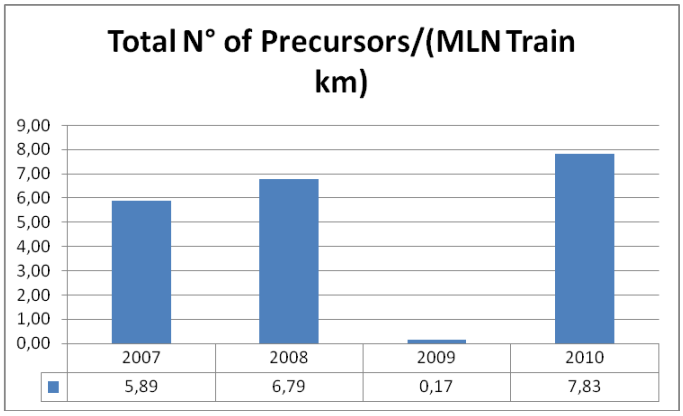
### C.1. CSIs data

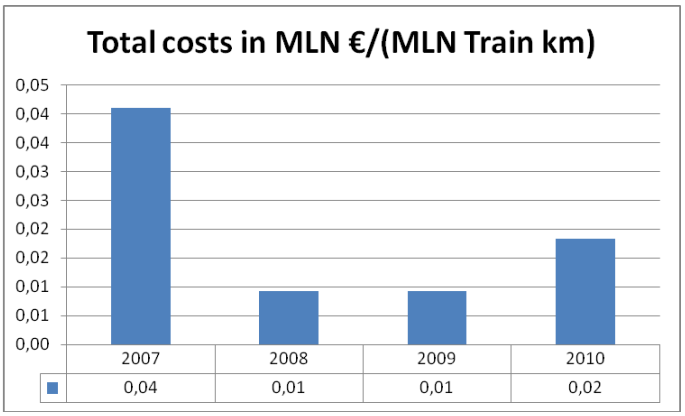
*Performances at a glance*



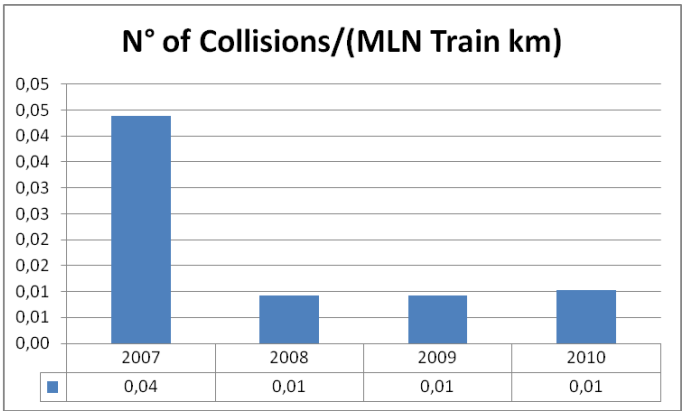



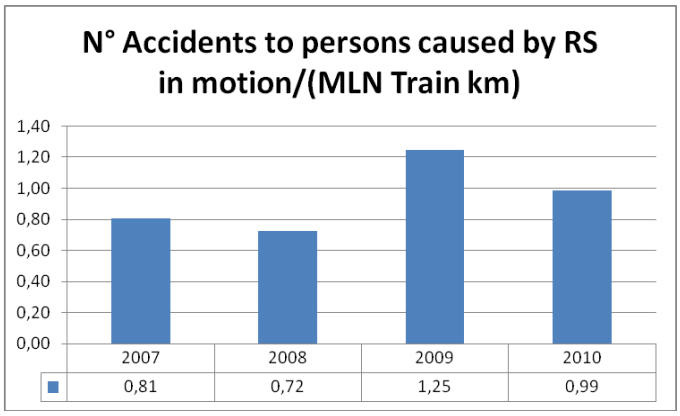



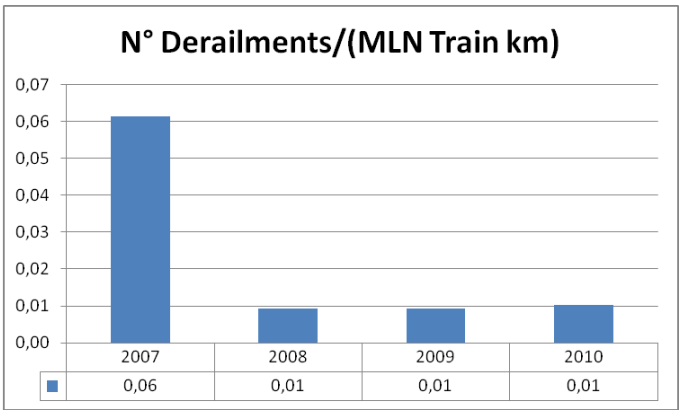



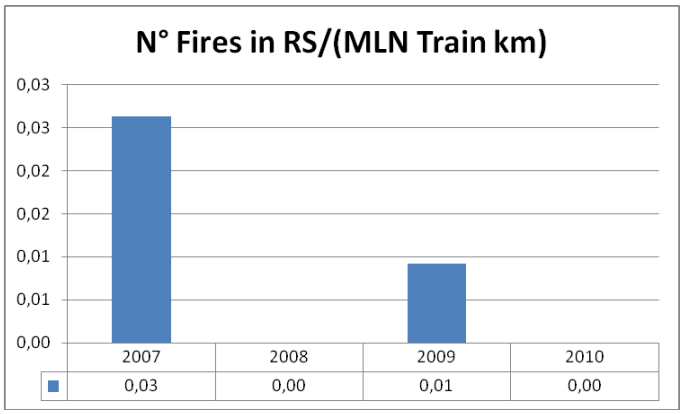



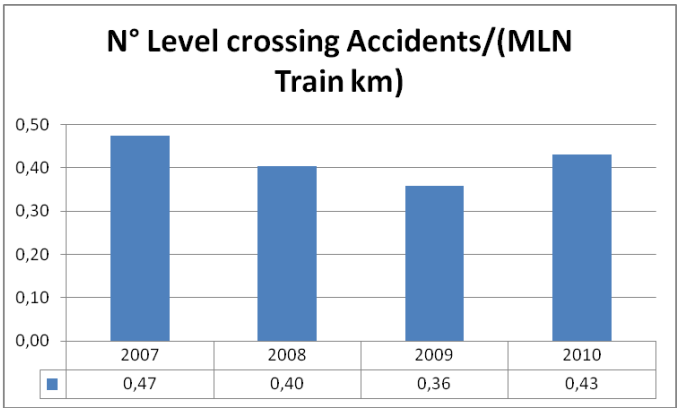
*Accidents divided by type*

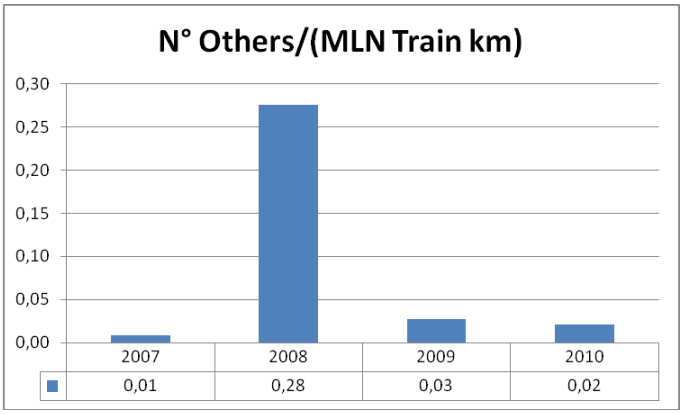


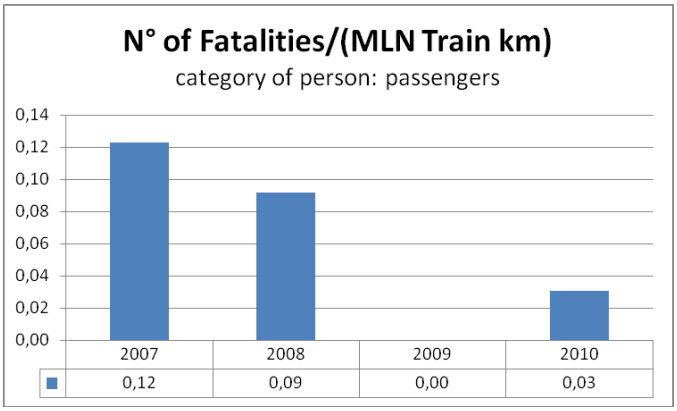



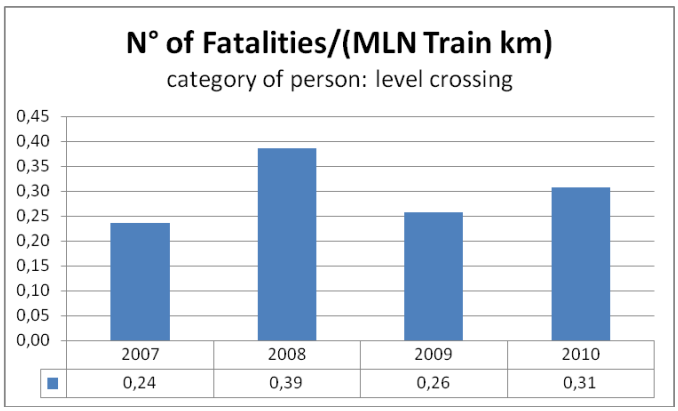



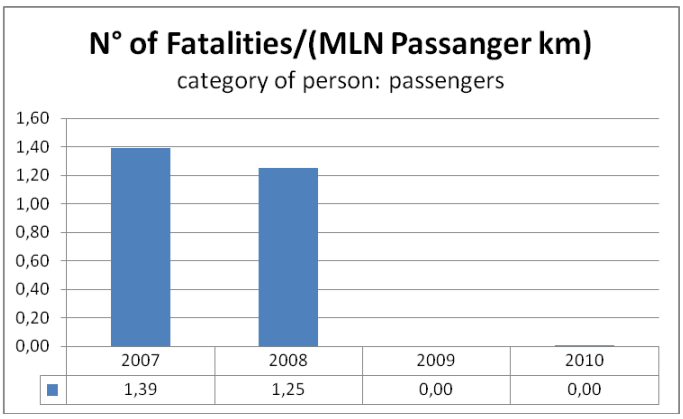



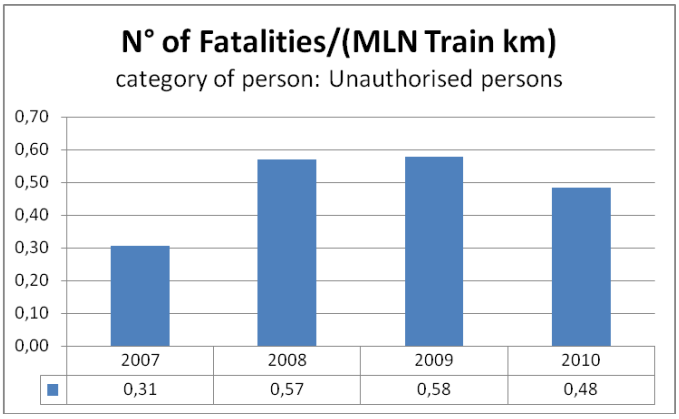



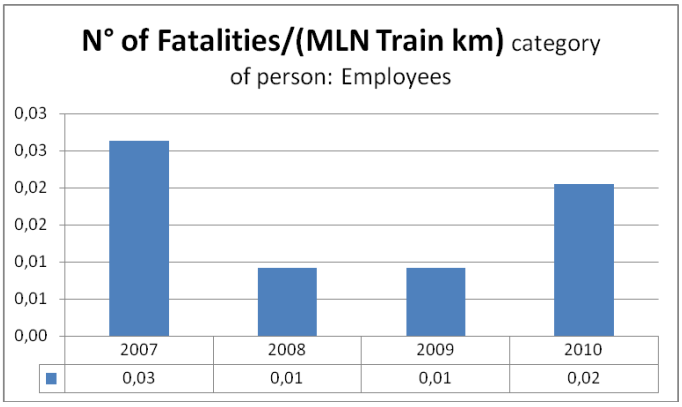
*Fatalities divided by category of people involved*

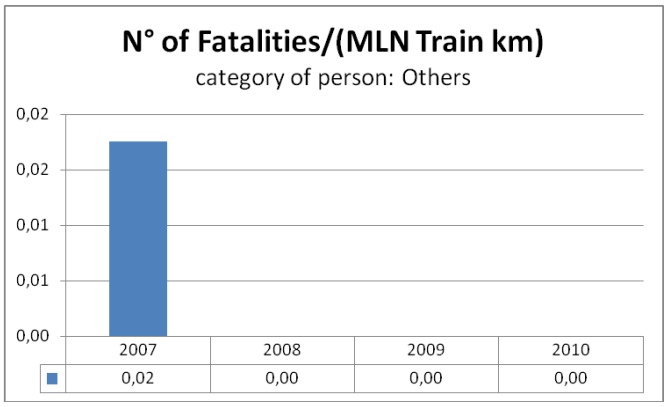


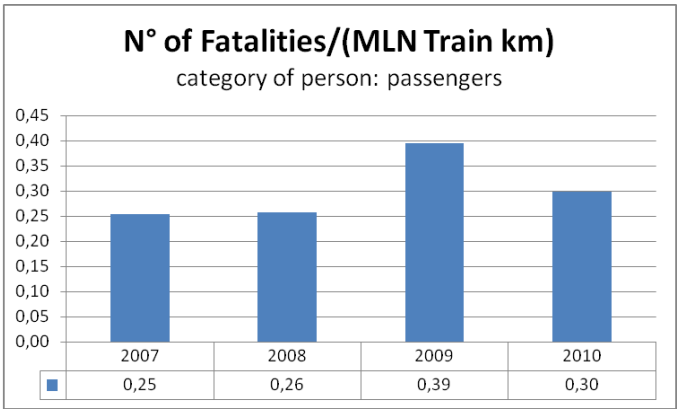



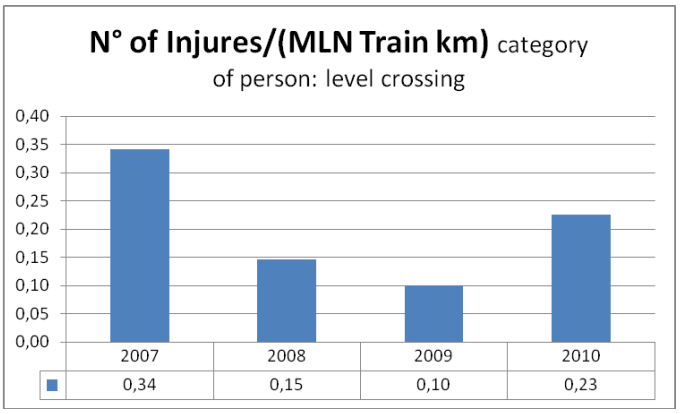



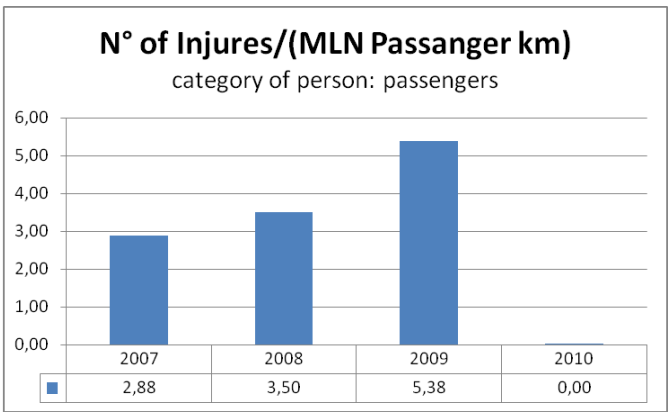



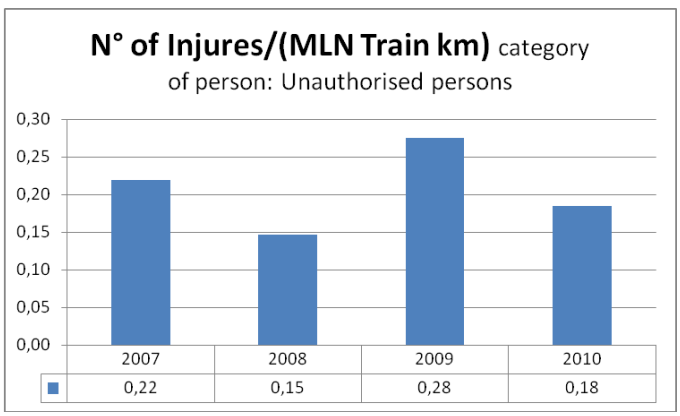



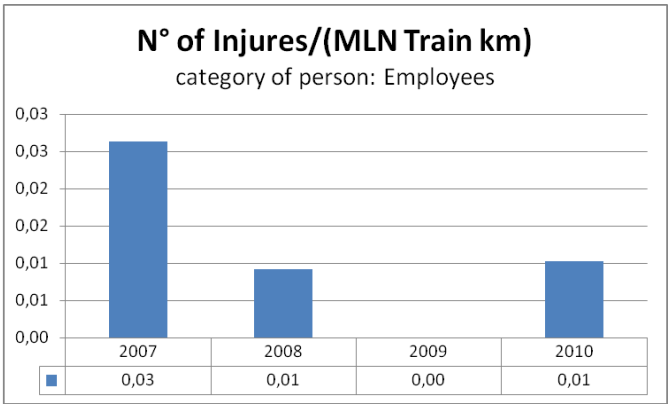
*Injures divided by category of people involved*

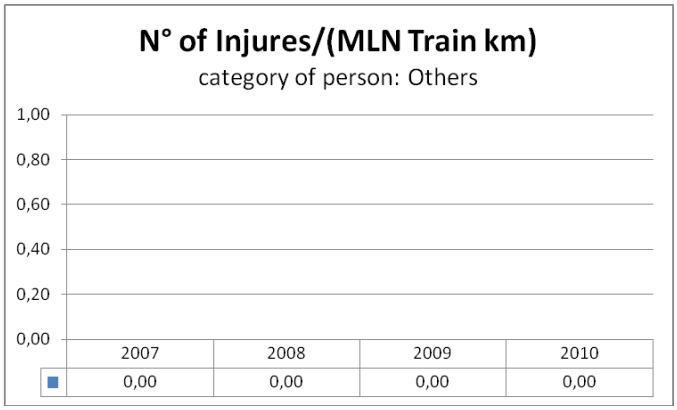


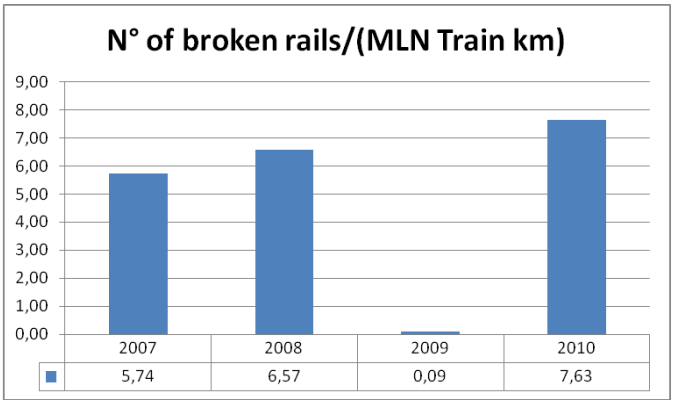



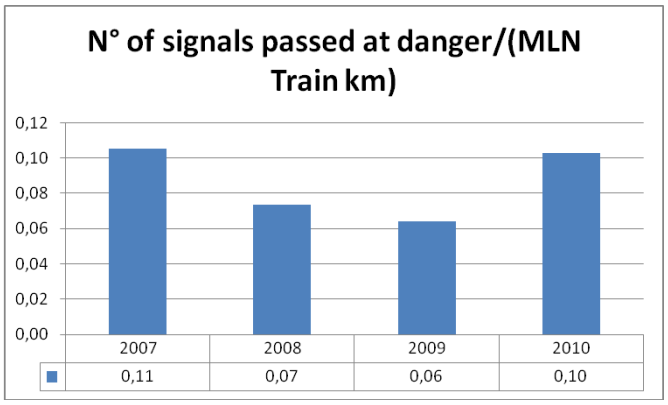



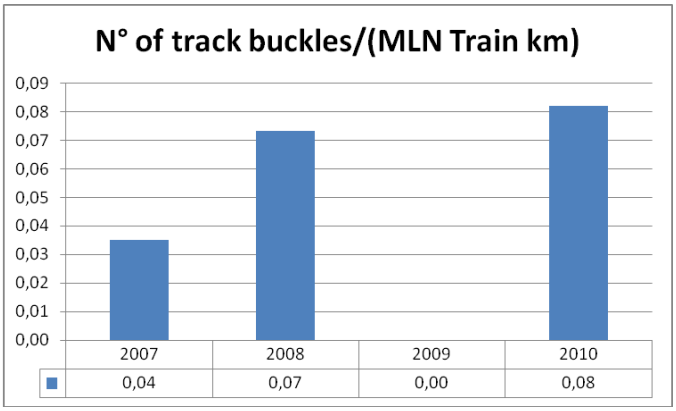



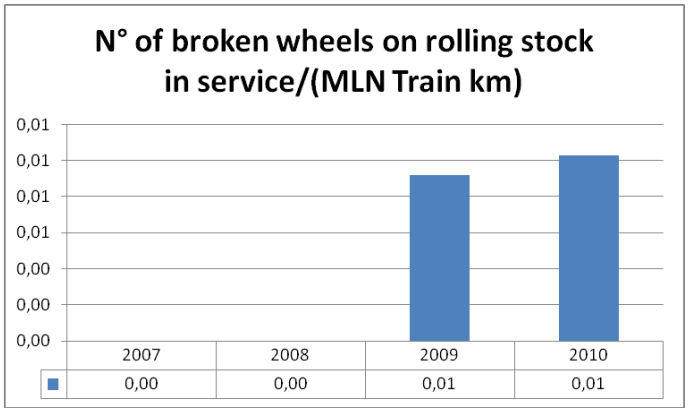



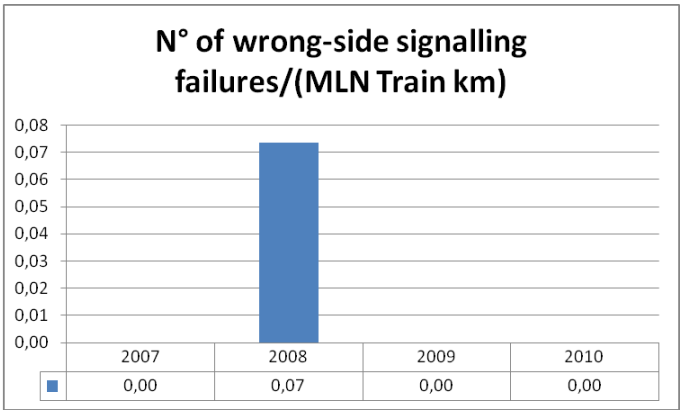
*Precursors to accidents*

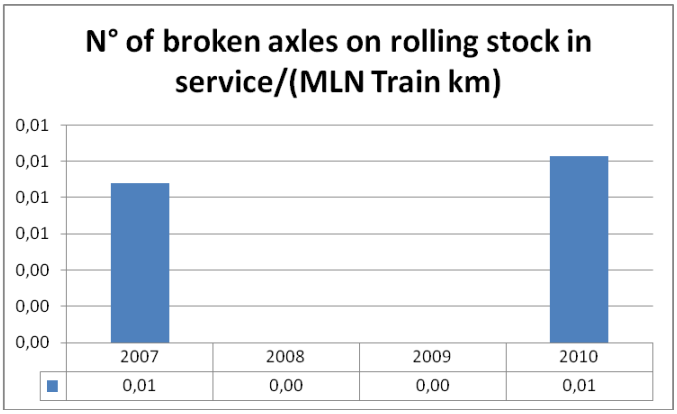


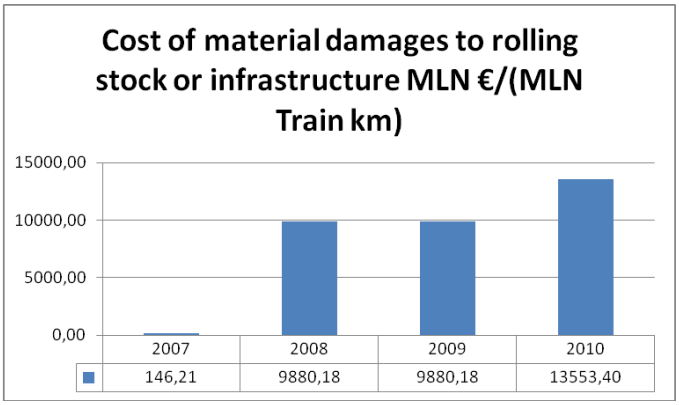



*Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents*




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

### *C.2.1. Definitions in Regulation 91/03 to be applied:*

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

***injuries (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*

Directive 2004/49/EC lays down in Annex 1, point 6:

"Definitions

The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and calculation methods in use shall be explained in an Annex to the annual report described in Article 18."

National definitions and methods to calculate costs concerning the items listed in the Annex 1 to Directive 2004/49/EC are to be reported in this paragraph, whether not defined in this legal act and in the Reg.91/03.

## 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

| | 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** | Act no. CLXXXIII of 2005 | 01.01.2006. | amendment | On railway transport |
| Legislation concerning the national safety authority | | | | |
| Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc. | | | | |
| | | | | |
| **National rules concerning railway safety** | | | | |
| Rules concerning national safety targets and methods | 18/2010. (III. 12.) KHEM | 27.03.2010. | new law | interoperability of technical standards |
| Rules concerning requirements on safety management systems and safety certification of Railway Undertakings | | | | |
| Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers | | | | |
| Rules concerning requirements for wagonkeepers | | | | |
| Rules concerning requirements for maintenance workshops | | | | |
| Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures | 31/2010. (XII. 23.) NFM | 01.01.2011. | Compliance with EU legal acts | authorisation of railway vehicles, periodic examination and official registration |
| Common operating rules of the railway network, including rules relating to the signalling and traffic procedures | | | | |
| Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings | | | | |
| Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification | | | | |
| Rules concerning the investigation of the accident and incidents including recommendation | | | | |
| Rules concerning requirements for national safety indicators including how to collect and analyse the indicators | | | | |
| Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.) | | | | |

## 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 2010 | being licensed in your Member State | 13 |
| | being licensed in another Member State | 3 |

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 2010 | being registered in your Member State | 29 | 4 | |
| | being registered in another Member State | | | |

| | | New | Updated / amended | Renewed |
|---|---|---|---|---|
| E.2.2. Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 2010 | being registered in your Member State | 29 | 4 | |
| | being registered in another Member State | 5 | 1 | |

| | | | A | R | P |
|---|---|---|---|---|---|
| E.2.3. Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2010 | being registered in your Member State for | new certificates | 9 | | |
| | | updated / amended certificates | 4 | | |
| | | renewed certificates | | | |
| | being registered in another Member State for | new certificates | | | |
| | | updated / amended certificates | | | |
| | | renewed certificates | | | |

| | | | A | R | P |
|---|---|---|---|---|---|
| E.2.4. Number of applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 2010 | being registered in your Member State for | new certificates | | | |
| | | updated / amended certificates | | | |
| | | renewed certificates | | | |
| | being registered in another Member State for | new certificates | 2 | | |
| | | updated / amended certificates | 1 | | |
| | | renewed certificates | | | |

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 2010 being registered in your Member State | 2 | | |

| | | A | R | P |
|---|---|---|---|---|
| E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2010 being registered in your Member State | new authorisations | 1 | | |
| | updated / amended authorisations | | | |
| | renewed authorisations | | | |

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 2010 for Railway Undertakings | being registered in your Member State | 90 | 60 | |
| | being registered in another Member State | | | |

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 2010 for Railway Undertakings | being registered in your Member State | 90 | 60 | |
| | being registered in another Member State | 90 | 60 | |

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 2010 for Infrastructure Managers | being registered in your Member State | | | |
| | being registered in another Member State | | | |