



2013



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A. Scope of the report

According to Article 18 of the Railway Safety Directive (RSD as follows) the National Safety Authorities (NSA as follows) have to prepare annually a report which covers the trend of the Common Safety Indicators (CSI as follows), the changes in the national legislation, the development of the safety certification and safety authorization system and the experiences of the related supervision activities.

With this report the Hungarian NSA intends to provide insight on the safety related processes of the Hungarian railway market and to communicate its activity in publicity and for the European Railway Agency.

This Annual Report covers the country's railway safety performance in the light of the year 2013 with the application of the common structure that the European Railway Agency proposed in its guidelines.

B. Introductory Section

1. Introduction to the report

This report presents an overview of the processes concerning the safety of railway transport, the condition of the safety of the Hungarian railway sector, the changes of the rules, and the activities of the Hungarian NSA. Also shows the CSI statistics of 2013 and gives an analysis of the trends in the safety performance of the country.

2. A brief introduction into the national legislation in the light of the EU legislation

The Hungarian railway transportation's basic principles are laid down in the Act no. CLXXXIII of 2005 on Railway Transportation (Railway Act as follows). This is in harmony – among others – with the RSD, the Directive 2008/57/EC of the European Parliament and Council, Directive 2007/59/EC of the European Parliament and Council, Commission Regulation no. 445/2011/EU, Commission Decision no. 2011/765/EU.

There are Government and Ministry decrees which specify the details of the Railway Act's regulation. This includes the GKM decree no. 40/2006 of the Ministry of Economy and Transport which corresponds with the RSD, the Commission Regulations no. 653/2007/EC, 1158/2010/EU and 1169/2010/EU; the NFM decree no. 19/2011 (V.10.) of the Ministry of National Development which is identical to the RSD, the Directive 2007/59/EC of the European Parliament and Council; the Government decree no. 203/2009 (IX.18.) which describes professionally and in details all the health requirements and the way of the examination procedure of people working in railway safety related jobs.

The latest part of the EU legislation related to the railway sector is applied in an 'as is' form. E.g. the TSIs don't have peculiar national rules.

3. The railway network

Based on the Railway Act, the elements of the railway infrastructure 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 infrastructure: The length of the Hungarian rail network is 7690 km. Annex A contains the map of the Hungarian railway network showing the major lines. There are two Infrastructure Managers in Hungary, the MÁV Hungarian State Railways Co. (MÁV Co.) and the GySEV Co. The major part (7251 km) of the network is managed by MÁV Co. There are no high-speed lines in Hungary. The national infrastructure includes 2830 kilometres of lines operating as part of the Trans-European freight corridors, as well as all other major nation-wide railway lines.

The Regional infrastructure is appointed for regional commercial railway activity; it expands over no more than three counties or up to the limit of 400 km. Nowadays, only narrow-gauge railway lines belong to this group. It includes altogether 480 km of railway lines, which primarily serves passenger transport for touristic purposes.

The Municipal railway network serves for public transport between a city and its suburbs. The length of this network is 210 km and consists of public rail network and other different transport means.

Local/City railway network includes tracks within the city borders and its surrounding areas, as well as rail service between a city and surrounding suburbs. The local network of Budapest, Debrecen, Miskolc and Szeged belongs to this group. In these cities their respective transportation companies are operating the railway, underground, tramway and trolley infrastructure and are also providing scheduled passenger service. That's why from the viewpoint of the railway regulatory environment the local railway network operating companies are 'integrated railway companies'. That means they are acting as RU and IM in the same time. It is a great challenge because they have to fulfil both the requirements of RUs and IMs.

Private railway networks are operated by the owner of the industrial sidings. These can be found at harbours, logistical complexes, mines (usually gravel), power-stations and large factories (i.e. car- or steel factory, oil refinery, chemical plant, paper factory). Nowadays, there is mostly one or two example for the types mentioned above but it also happens that new industrial branch gets established. A great car-manufacturer opened a new factory in the south-eastern part of the country and there had been built a new private track which started to operate in 2013.

The list of the Railway Undertakings and Infrastructure Managers operating in Hungary can be found in Annex A.

3. Summary – General Trend Analysis

The table below summarizes the key indicators of the railway safety performance in the last five years. Detailed information can be found in Annex C.

	2008	2009	2010	2011	2012	2013
Total number of all accidents	155	180	142	147	152	186
Number of serious injuries	60	84	70	76	88	87
Number of fatalities	115	92	82	84	72	102
Number of precursors	740	18	754	391	602	352
Total precursors of accidents with signals passed at danger	8	7	10	18	21	18
Number of level crossing accidents	44	39	42	38	37	35
Number of valid Part B Safety Certificates	14	20	32	35	36	43
Number of ECM Certificates*	-	-	-	5	8	15
Number of Maintenance Functions Certificates**	-	-	-	-	-	4

*= Numbers show only the ECM Certificates issued by the Hungarian NSA

**= Numbers show only the Maintenance Functions Certificates issued by the Hungarian NSA

In the reporting year the number of accidents has increased by 18.28% compared to the previous year. This is because the number of fatalities increased significantly due the raising number of fatalities of unauthorized persons caused by movement of trains which increased from 39 to 75 cases. The

activities of unauthorized persons are difficult to handle and are mainly out of the control of the Railway Undertakings.

From the viewpoint of the other indicators slight improvement can be seen. The total number of precursors has dropped significantly. This is mainly the result of the decreasing number of broken rails: the number of these precursors is now under the level of the year 2011, which is the 58.47% of the 2012 level. This is a joyful result because it meant a great risk in 2012. The number of SPADs is lower in 2013 but it is still high, so the NSA still keeps it an important issue and pays more attention to it during the inspections.

C. Organisation

1. Introduction to the organisation

The National Transport Authority established by the government, started its operation on 1st of January 2007 under the supervision of the Ministry. 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 all fields of the different transport modes. The Military Aviation Authority was integrated into the National Transport Authority on the 1st of July 2007. From 1st of July 2008 the Hungarian Rail Office has also been functioning within the National Transport Authority. From 2010 the different tasks of road transport has been divided between the National Transport Authority and the county and capital government offices.

The National Transport Authority is an independent organization financed by the central budget.

In the field of rail transport the National Transport Authority acts with national jurisdiction.

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 acts as the Hungarian NSA.

2. Organisational structure; relationship with other national bodies

The diagrams can be found in Annex B.

Railway Department (Staff: 56 people)

- Represents the NSA at RISC and ERA events.
- Gives opinion on railway legislation, technical directives and regulations, makes suggestions to amend them.
- Provides assistance to the ministry for the preparation of draft proposals for legislations, concerning the railway sector.
- Deals with various tasks within the conventional, urban, narrow gauge and industrial rail networks nationally in the following fields:
 - Railway Safety and Supervision Unit
 - Performs its task nationally within the conventional, private rail and urban transport network.
 - Issues ECM certificates, railway safety certificates and authorizations.
 - Assures the fulfilment of the interoperability in case of every subsystem.
 - Supervises the operational and maintenance activity, and checks the compliance with legal framework.
 - Supervises RUs, IMs, ECMs.

- Informs the leaders of the relevant fields on the experiences of supervisions and prepares an annual report for the president of the NSA by 28th of February of each year, concerning the previous year.
 - Carries out legal action in the cases of offensive behaviour or when railway safety is put to risk.
 - Deals with the tasks given by the ERA.
 - Represents the NSA at the Transportation Safety Bureau of Hungary in case of accidents.
- **Railway Mechanical Unit**
 - Issues type licence and places conventional, urban, narrow gauge, etc. railway vehicles in service.
 - Authorises the construction, modification, tearing and placing in service of mechanical equipment (eg. scales, turntables, cranes, etc.) and operational facilities (eg. elevators, escalators), and further supervises the operational status of these items.
 - Deals with cases concerning special railway systems (eg. checking condition of vehicles for operational safety, type and modification authorisations etc.) and the placing in service of railway vehicles.
- **Railway Infrastructure Unit**
 - Authorises the establishment, placing in service, modification and the tearing of railway tracks and other infrastructure elements (eg. signalling, bridges, tunnels, etc.) nationally.
 - Authorises the establishment, placing in service, modification and the tearing of railway interlocking and train control systems.
 - Acts as specialized authority.
 - Contributes to regional development concepts, programs and town planning in terms of rail transport.
 - Manages the register of rail infrastructure.
- **Examination and Training Supervision Unit**
 - Supervises and controls the training and examinations of engine drivers and other employees related to railway safety.
 - Approves the corporate instructions of the railway undertakings related to railway staff training and development or activities affecting the safety of the railway operation.
 - Defines the strategy, directives and requirements of the examination and other materials of courses concerning railway professional staff training and development.
 - Registers professional tutors and examiners.
 - Issues driving licences and complementary certificates for engine drivers.
 - Appoints examiners.
 - Transposes foreign rail qualifications.

D. The development of railway safety

1. Initiatives to maintain/improve safety performances

Hungary fully implemented all essential requirements of the Railway Safety Directive 2004/49/EC in its national law.

In Hungary the Transportation Safety Bureau (independent from the NSA and other organizations in the railway sector) is responsible for the investigation of transport accidents. According to the act No. CLXXXIV of 2005 its main duty is the independent technical investigation of aviation, railway and shipping accidents and incidents. To increase the safety level of the transport system the NIB issues recommendations if necessary. The purpose of the independent investigation is to find the cause of the accident or incident to prevent similar future events, but not its duty to determine the liability.

The recommendations which were issued and addressed to the NSA can be found in table D.1.1.

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

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the trigger	
16 th May, 2011	Between Aszód and Tura stations	During a failure of the signalling equipment IC train No. 568 and train No. 5503 were running against each other on the same track.	<p>For the train No. 5503 leaving Tura station the switches were mistakenly set to wrong direction track. The locomotive driver and the second attending worker did not find this situation worrisome despite that they were not informed about running on the wrong direction track which would have been compulsory in such situations. They not only did not stop at the switches pointing into the wrong direction but also left the station with the train 5503. Because of these the railway-crossing's barrier was not closed as well and train 5503 run against the IC train No. 568 – which train's movement was authorized for that track.</p> <p>BA2011-211-5-01A and BA2011-211-5-02A: The Investigation Committee proposes the IMs to create for the staff of stations equipped with signal boxes/safety installation and the RUs to create for the locomotive crew an easy-to-understand check-list which lists the duties for unusual operational situations.</p> <p>The Investigation Committee expects from the realization of this recommendation that in unusual operational situations (e.g. the defect of the automatic block system, changing over station block traffic) there will be a helping tool which contains clearly which duties in which order should be done. This check-list remembers the staff for the measures that should be taken in situations differing from the normal daily operation, helping this way fully obey the rules and the safety operation.</p> <p>BA2011-211-5-04A: The SPAD cases occurred recently and from information acquired in connection with the cases when trains were running against each other the Investigation Committee determined that the education of the extraordinary traffic situations differing from the normal daily operation has particular importance. Taking into account that the recently issued decree No. 19/2011. (V.10.) NFM of the Ministry of National Development places the education- and examination-system on new grounds and the system is still under formation, the Investigation Committee recommends the following: The National Transport Authority should draw the attention of railway staff training organizations to focus on the rules and processes that have to be applied in extraordinary traffic situations on the periodic trainings they hold.</p> <p>The Investigation Committee expects from the realization of this recommendation that the involved staff will handle safely the rare-occurring extraordinary situations because they are prepared accordingly and their knowledge is accurate.</p>

			<p>BA2011-211-5-05A: In connection with the previous safety recommendations the Investigation Committee proposes the following as well.</p> <p>The National Transport Authority should draw the attention of the Railway Examination Centre to focus on the exams on checking the knowledge of the rules and duties in rare-occurring extraordinary traffic situations.</p> <p>The Investigation Committee expects from the realization of this recommendation that during the ground and periodic exams of railway staff the Railway Examination Centre ascertains about their preparedness regarding such situations.</p> <p>BA2011-211-5-06A: Also, in connection with the previous safety recommendations the Investigation Committee determined that the cause of this kind of accidents is also the lack of regulations' knowledge or the wrong adaptation of them. That's why the Investigation Committee recommends the National Transport Authority to form its process for checking the preparedness of the railway staff regarding the situations endangering the safety of railway transportation and if necessary due to lack of knowledge, oblige the worker to take extraordinary periodic exam as it is provided by the 22nd § of the decree No. 19/2011. (V.10.) NFM of the Ministry of National Development.</p> <p>The Investigation Committee expects from the realization of this recommendation that the railway safety related workers who has incomplete knowledge can be filtered out and be obliged to improve their knowledge.</p>
21 st March, 2011	Visonta station – Mátrai Eőmű Co. industrial trackage	The shunting foreman suffered serious injuries.	<p>BA-2011-128-5-01: Transportation Safety Bureau recommends the National Transport Authority to ensure that the rules applied on privately owned rail networks should be aligned with the rules of the rail network from which such privately owned networks branch off.</p>

19 th February, 2012.	Csorna station	During uniting the consist of train no. IC937 and IC917, the consist of train IC937 collided into the other. The coaches were occupied by passengers from which eleven suffered minor injuries.	BA2012-126-5-01: The Investigation Committee established that combining of the IC trains with 'Traxx' type locomotives at Csorna Station is performed using the type 'MESA23' engine radio sets installed on these locomotives. In the course of shunting, the communications transmitted were not in each case audible on the locomotive. This condition of operation may occur when two radio sets speak on the same channel concurrently, or when the button of a third radio set is depressed in transmission position during a radio exchange. Therefore, Transportation Safety Bureau recommends the National Transport Authority to examine or have examined the operation of the type 'MESA23' radios installed on locomotives, across the entire network, as well as the safety risk of using such radio sets in the course of controlling the shunting movement, and to take any necessary measures in order to reduce such risk.
19 th October, 2012	Aszód station	Freight train number 55902-1 entering Aszód station's 7 th track derailed with two cars and damaged the track in a length of around 300 meters.	The accident happened due slow-order hadn't been in effect because of the bad track conditions at the time of the accident because of slow decision making process of the Infrastructure Manager. That's why the involved train was entering the tracks with a higher speed than permitted. BA2012-705-5-01: During the investigation, the Investigation Committee found that the system of the rail network operator includes no regulation to determine the degree of limitation (or exclusion) to be introduced in function of the deviation of the dimensions of turnouts from the standard dimensions. Transportation Safety Bureau therefore recommends the National Transport Authority to approve the next modification to the track supervision instructions and maintenance rules only if the definitions of procedures and limitations necessary in function of the deviation of the dimensions of turnouts are included in them.

Please note:

- the Investigation Committee is the National Investigation Body's accident investigation committee,
- the Transportation Safety Bureau is the official name of the Hungarian National Investigation Body,
- the National Transport Authority is the official name of the Hungarian NSA.

2. Detailed data trend analysis

The number of all accidents: From the year 2009, after a bigger fall back in 2010, shows slowly increasing tendency. This changed in 2013 as it jumped over the value of 2009 by a 18.28% increase, compared to the previous year. This is due to the raising number of fatalities of unauthorized persons caused by movement of trains which increased from 39 to 75 cases. This resulted the growth of the number of fatalities by 29.42%.

The number of injuries is showing overall a decreasing trend:

Total number of passengers seriously injured in accidents to persons caused by rolling stock in motion decreased significantly by 60%. The number of level-crossing users seriously injured in all accidents was around the same level from 2010 after a bigger raise according to 2009, in the reporting year this has dropped to its lowest value within a three-year period. In the last five years, no passengers were injured in fires, derailments and collisions. In 2013, also no passenger was injured in level-crossing accident. Only the number of passengers injured in other accidents has raised.

In 2013, there were 2 cases when fire broke out in rolling stock which is a significant raise because since 2010 there were no such cases until 2013, and in 2009 there was also only one case reported. No passengers were involved in these cases.

The number of precursors to accidents has significantly decreased in 2013. This is mainly the result of the decreasing number of broken rails: the number of these precursors is now under the level of the year 2011, which is the 58.47% of the 2012 level.

Transport of dangerous goods: The safety level of the transportation of dangerous goods was favourable in 2013 as well, since still no accidents occurred.

Cost of the damage of the serious accidents was about 954 763 €. The environmental damage was 608 €.

In summary, there is a mixed picture from the viewpoint of the CSIs. However, the number of accidents increased significantly, there are areas (e.g. level-crossing accidents, injuries to passengers) where the situation is improving. The overall safety level of the Hungarian railway network was preserved.

There were three significant accidents which caused major traffic disruption and significant costs (there were no personal injury):

- on 14th September, 2013 the no. 4542 and no. IC819 trains were running against each other on the same track between Kelenföld and Háros stations on the capital area network. The engine driver of train No. 4542 passed Kelenföld station's second exit signal at danger and also had not obeyed the speed limits before. Additionally, during track reconstruction works a cable had been cut which caused the failure of the signalling equipment in Kelenföld station before the accident.
- on 29th September, 2013 the 18th – 22nd cars of freight train No. 88843 were derailed in Szentá station. The accident caused major damage to the tracks and trackside equipment and significant traffic disruption.
- on 1st October, 2013 seven wagons of freight train no. 95970 were derailed between Vasvár and Püspökmolnári stations on the single-track mainline. Also, severe damages and major traffic disruption occurred. The case is under investigation.

3. Results of the Safety Recommendations

Accident	Result of the Safety Recommendations
16th May, 2011 –Between Aszód and Tura stations	<p>BA2011-211-5-01A and BA2011-211-5-02A: The MÁV Co. and MÁV-TRAKCIÓ Co. (the involved traction provider company) introduced check-lists for their staff.</p> <p>Additionally MÁV Co. decided a new internal rule that during permanent signalling equipment failures, one extra station inspector is assigned to the involved places in order to reduce the workload.</p> <p>During the last modification of No.F.2. Instructions for Railway Traffic, the rules for the case of unusable safety installation of the automatic-block system got stricter.</p> <p>BA2011-211-5-04A: The Hungarian NSA drew the attention of railway staff training organizations to also focus on the rules and processes that have to be applied in extraordinary traffic situations on the periodic trainings they hold. During the audits of the RUs and IMs the NSA checks the training of the railway safety related workers and examines whether the aforementioned rules were trained. In case of non-conformities the NSA draw the attention of the companies to pay attention to this when ordering the trainings from the railway staff training organizations.</p> <p>BA2011-211-5-05A: The Hungarian NSA drew the attention of the Railway Examination Centre during consultations to focus on the exams on checking the knowledge of the rules and duties in rare-occurring extraordinary traffic situations.</p> <p>BA2011-211-5-06A: The Hungarian NSA agrees with the Safety Recommendation and applies it when necessary. Usually, RUs send their involved staff voluntary to extra periodic exams in similar cases.</p>
21st March, 2011 – Visonta station – Mátrai Eőmű Co. industrial trackage	<p>BA-2011-128-5-01: The operating rules of private sidings are under revision with the involved railway companies.</p>
19th September, 2012 – Csorna station	<p>BA2012-126-5-01: The Hungarian NSA obliged GYSEV Co. to perform the risk management procedure of its Safety Management System before changing the method of uniting trains in Csorna station.</p> <p>Upon the result of the risk management GYEV Co. forbid the usage of the 'MESA23' type radios for shunting movement of 'Traxx' locomotives at Csorna station and hand-signals should be used. After performing several experiments GYSEV Co. forbid the usage on its railway network of 'MESA23' type radios on all vehicles which are equipped with. Also, new technology order for the IC trains was issued for Csorna station.</p>
19th October, 2012 – Aszód station	<p>BA2012-705-5-01: The Hungarian NSA agrees with the Safety Recommendation and applies it during the next modification's approval of the relevant instructions and rules.</p>

E. Important changes in legislation and regulation

There were no legislation changes that involved the Hungarian railway sector.

F. The development of safety certification and authorisation

In 2013, the Hungarian NSA issued 3 new Safety Certificates (Part A & Part B) for DRT Danubius Rail Transport Ltd., Dunagép Co., Swietelsky Vasúttechnika Ltd. 5 Safety Certificates were renewed (Floyd Co., MÁV FKG Felépítménykarbantartó és Gépjavító Ltd., MÁV-TRAKCIÓ Co., Szentesi Vasútépítő Ltd., Záhony-Port Záhonyi Logisztikai és Rakománykezelési Szolgáltató Ltd.) 1 piece of only Part B Safety Certificate was issued for PKP Cargo Spółka Akcyjna. 2 pieces of only Part B Safety Certificate (Slovenská železničná dopravná spoločnosť, a.s, Prvá Slovenská Železničná a. s.) were renewed. The Hungarian NSA also amended 2 Safety Certificates for Rail Cargo Carrier Ltd., Rail Cargo Hungaria Co.

No safety authorizations were issued in 2013.

1. National legislation – starting dates – availability

Legal materials are available for the applicants on CD. Also, on the homepage of the NSA, there is a section dedicated for the legislation which relates to the railway sector. A new, redesigned and improved web-page of the NSA is also under final works. This will contain even more information in connection with the certification processes and other important topics. The Authorities gates are always open, so Railway Undertaking, Infrastructure Managers or private persons who have issues can consult with the NSA. After that for the applicants the formal requirements, the application form for Safety Certificates, ECM Certificates are provided.

2. Numerical data

See Annex E.

3. Procedural aspects

3.1. Safety Certificates Part A

Reasons for updating/amending Part A Safety Certificates

The Rail Cargo Carrier Ltd. railway undertaking's Safety Certificate was amended because the type of service had changed (extended significantly).

For the Rail Cargo Hungaria Co. the ECM Certificate had been granted according to the Commission Regulation 445/2011/EU and in connection with that the Safety Management System of the railway undertaking had been reworked. Regarding these facts, the company's Safety Certificate was amended.

Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that applies for a Part B certificate in the other Member State

There was one request from the Eisenbahn Bundesamt (German NSA) in 2014, which was in connection with a Part A Safety Certificate renewed in 2013.

NSA Charging fee for issuing a Part A Certificate

The amount of fees charged by the NSA is described in the decree No. 72/2006. (IX. 29.) GKM of the Ministry of Economy and Transport. The fees were slightly reduced in October, 2012. The fee depends on the number of vehicles and the type of service. The fee can vary from 3 279 € to 19 352 €.

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

No major problems were reported with application procedures for Part A certificates. However, it still turns out in some cases that the applicants forgot to submit the proper application form according to Commission Regulation No 653/2007/EC.

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

Usually, the formation of the Safety Management System according to Commission Regulation No 1158/2010/EU is a great challenge for the Railway Undertakings. It needs several turns to provide a material which is in compliance with the regulation. The NSA helps with consultations and with providing a check-list in which the compliance of the submitted Safety Management System documentation can be checked in details, according to the regulation.

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 in urgent cases by email.

3.2. Safety Certificates Part B

NSA Charging fee for issuing a Part B Certificate

The amount of fees charged by the NSA is described in the decree No. 72/2006. (IX. 29.) GKM of the Ministry of Economy and Transport. The fees were slightly reduced in October, 2012. The fee depends on the number of vehicles and the type of service. The fee can vary from 3 279 € to 19 352 €.

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.

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.

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 in urgent cases by email.

3.3. Safety Authorisations

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 in urgent cases by email.

NSA Charging fee for issuing a Safety Authorisation

The amount of fees charged by the NSA is also described in the decree No. 72/2006. (IX. 29.) GKM. The fee can vary from 6.406 € to 11.625 €. The fees were slightly reduced in October, 2012.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. The NSA supervises the operational- and traffic-safe state of the railway tracks, the technical conditions of the operational equipment, the rolling stock and the railway workers and whether the occasional examinations and necessary repairs are completed. The RUs and IMs are obligated to ensure all conditions of free supervision, especially access to the relevant documents and equipment under supervision. If the NSA during its supervision determines an omission, it obligates the operator to conduct the necessary examination or repair, and may impose a fine on the operator, or suspend its operations.

The NSA in its decision made within its deliberation based on Act no. CLXXXIII of 2005 takes into consideration:

- the seriousness of the infringement, its effect on the safety of the railway transport,
- the time frame during which the unlawful situation has been maintained,
- whether the breaching behaviour is chargeable,
- the previous breaching behaviour, and
- the actions to assist the measures taken to discontinue the unlawful situation, as well as the activities conducted independently to end the unlawful situation prior to the NSA's procedure.

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

1.1. Audits/Inspections/Checklists

The content of the annual audit programme (supervision of the conditions of the issued safety certificates):

- supervision of processes according to documents;
- supervision of the Safety Management System of the RU;
- on site supervision;
- supervision of running trains.

Audits/inspections are carried out by the NSA. Only 7 people are available for audits, which is about 10% of NSA's staff. These people also deal with issuing the Safety Certificates, Safety Authorizations and are taking part in the ECM Certification processes. Experts of other units are also involved if necessary.

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

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

Calling upon RUs or IMs to eliminate insufficiencies identified during the audit. Examining the measures taken since the last audit/inspection.

In 2013, the NSA performed 32 audits. The audits did not reveal any serious discrepancies except for several administrative shortcomings, e.g.: incomplete preparation of route logs, the training report not complying with the rules. After the NSA issued the obligations, to the companies performed the necessary corrective measures.

INSPECTIONS	Issued Safety Certificates	Issued Safety Certificates	Issued Safety Authorisations	Other Activities (To specify)
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		Part A	Part B		
Number of inspections of RUs/IMs for 2012	planned	28	118	112	-
	unplanned	6	8	2	-
	carried out	74	76	64	-

AUDITS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
Number of audits of RUs/IMs for 2012	planned	26	30	2	-
	carried out	24	26	2	-

2. Summary of the relevant corrective measures in 2013:

- registering the knowledge of routes of the engine drivers;
- enforcing the regulations authorised by the NSA;
- enforcing the operational rules of RUs;
- enforcing the loading rules of freight transport.

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

The RUs and IMs have to make an action plan to eliminate the deficiencies and inform the NSA about the stage of implementation of their plan. The NSA could check the implementation of the plan during the next inspection or immediately and continuously depending on the nature of the case. The NSA's activity is based on the risk analysis of the processes.

3. There were no complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate.
4. There were 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

Application of the CSM by the NSA

In 2013, the actual inspections were carried out based on the risk analysis of the processes and the activity of the railway companies. The NSA also uses the outcomes of this process during the planning of the following year's audit/inspection plan. NSA's quantified methodology is under development and testing. The method is based on the following steps:

1. Data collection

The Railway Undertakings and Infrastructure Managers send their annual safety report and they have to report certain accidents and incidents. The NSA collects all of these data and also gather information from the performed inspections and audits.

2. Evaluation

The previously mentioned data is evaluated as the following:

- the information gathered from the accident reports is evaluated taking into account the similarities and common faults and with determining the involved and responsible Railway Undertakings,
- recording and re-evaluating the data of the inspections performed by the NSA in the rail traffic involving the problems with the engine drivers, rolling stock etc.
- highlighting the relevant experiences of the performed inspections and audits.

3. Summarizing

Summarizing all the data and information that is the outcome of the evaluation process and different scores will be associated. Also, concrete numbers are influencing the decision e.g. the number of the accidents (related to the Railway Undertakings), number of non-conformities experienced on audits, the number of employees and vehicles of the Railway Undertakings.

With these numbers the different aspects are weighted.

4. Categorization

After carrying out the aforementioned steps according to the results the Railway Undertakings are categorized into three classes: *low risk class (0-15 points)*, *medium risk class (16-30 points)*, *high risk class (31-45 points)*.

This determines the NSA's supervision activity.

Railway Undertakings' application of the CSM

During annual audits and applications for new Safety Certificates or Safety Authorizations the NSA draws the attention of the companies for the importance of applying risk-management processes and the cases when risk-assessment should be performed according to the CSM.

During the certification processes the NSA requires the applicants to have a working risk-management system which conforms with the CSM.

I. NSA Conclusions on the reporting year – Priorities

The main objective of NSA is to improve railway safety, in accordance with the EU objectives.

The tasks of the NSA were carried out nearly as planned in 2013. Significant amount of resources had to be reorganized to carry out the ECM certification which is developing very well. Many other tasks have to be postponed to 2014 because of the lack of staff. With the number of tasks increasing year-by-year, more professional staff is required.

According to the objectives of the ERA, all NSAs has to catch up to the same high level of standards. To achieve this goal, all NSAs has to be audited by an international audit team under the same condition and using the same method. ERA created a mutual audit (Cross-Audit) process. Six member states – including Hungary – have participated in the pilot phase. During the audit, the audit team examined the legal bases of the organisation, and the actual operation of the NSA. The conclusion of the audit team was that the EU legislation procedures that were implemented into the Hungarian law are elaborated, managed and controlled. But application of a few EU regulations needs to be developed. The NSA has

created an action plan to eliminate the deficiencies, the implementation of the corrective measures are in progress.

By the end of the year 2013, ERA's international audit-team revisited the Hungarian NSA and carried out a follow-up audit. During this the audit team evaluated the progress of the NSA according to the corrective action-plan and provided further instructions and key-thoughts which need to be implemented in the near future. The NSA's goal is therefore also to carry out the defined steps and to be able to keep up with the standard it reached.

J. Alternative measures through derogations regarding ECM certification scheme

According to article 14a (8) of Directive 2008/110/EC no alternative measures has been implemented in Hungary.

K. Sources of information

The source of the data in the report:

- Accident and event reports, the annual reports submitted by the railway undertakings and infrastructure managers.
- IM's daily accident reports
- IM's investigation reports on accidents
- Final reports and the included safety recommendations of the investigations prepared by the Transportation Safety Bureau (NIB of Hungary), and the organisation's website (www.kbsz.hu)
- The NSA's internal background data about the RU's Safety Certificates and IM's Safety Authorizations, inspections, audits
- Complex Intranet law library
- ERADIS
- ERAIL database of accidents and Common Safety Indicators

L. Annexes

ANNEX A: Railway Structure Information

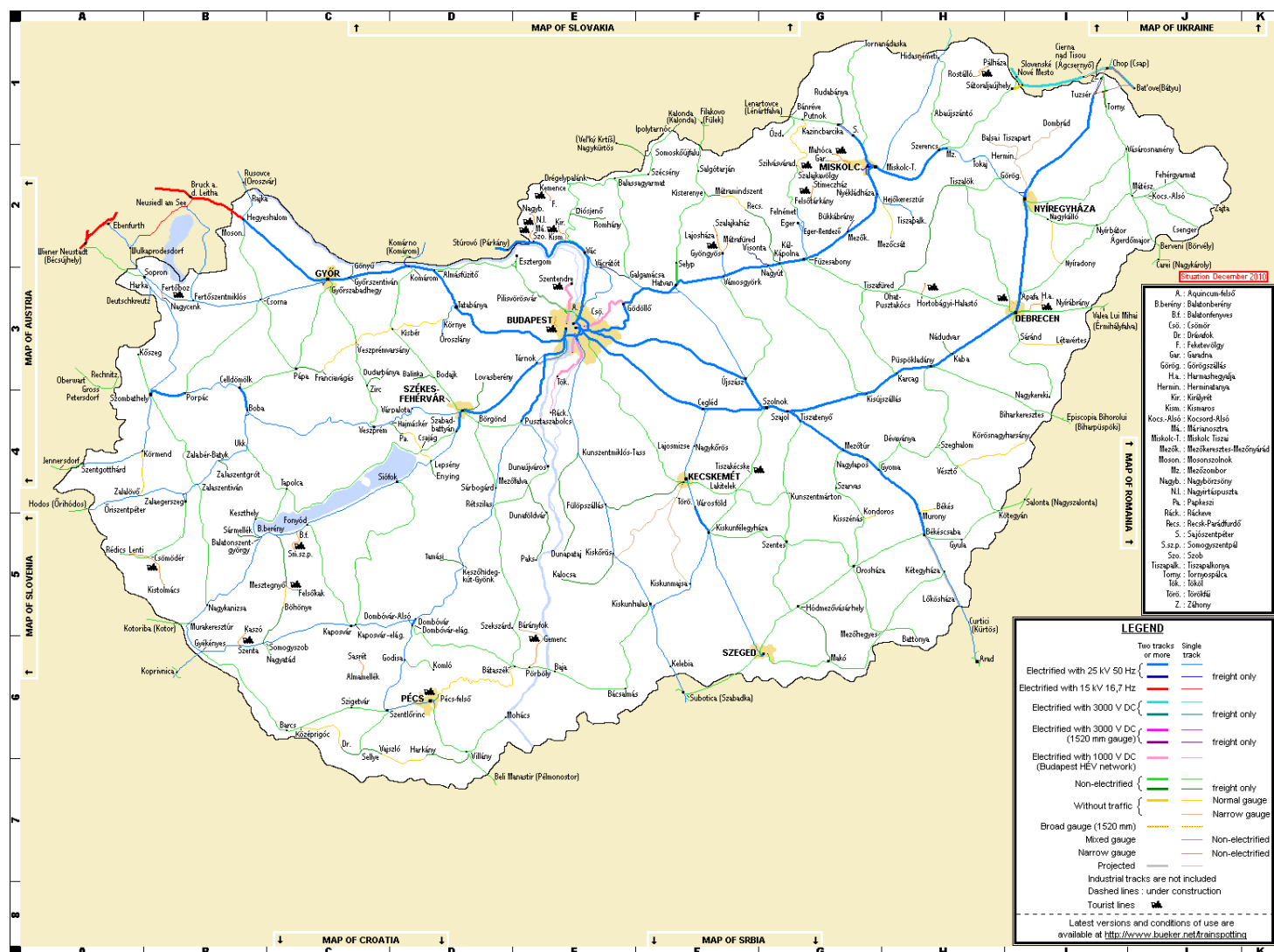
ANNEX B: Organisation chart(s) of the National Safety Authority

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

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	Total Track Length HSL	Number of LC
GySEV Zrt.	9400 Sopron, Mátyás király u. 19.	www.gysev.hu	HU 01 2011 0001 2008.09.15.	2008.10.02.	439 km	-	298
MÁV Zrt.	1087 Budapest Könyves Kálmán krt. 54-60.	www.mav.hu	HU 01 2010 0001 2010.06.30.	2010.07.01.	7251 km	-	5743

A.2.2. Railway Undertaking(s) in 2013

Company Name	Address	Homepage	EIN* of Safety Certificate	Service is to begin	Activity
AWT Rail HU Zrt.	1134 Budapest, Róbert Károly krt. 64- 66.	www.awt.eu	HU 11 2010 0012	16.11.2010	traction freight forwarding
BoBo Kft.	3528 Miskolc, Csele utca 10.	www.bobokft.hu	HU 11 2011 0003	02.04.2008	traction freight forwarding
boxXpress.de GmbH	21129 Hamburg, Köhlfleetdamm 5.	www.boxxpress.de	HU 12 2009 0001	16.04.2009	traction freight forwarding
BSS 2000 Kft.	2700 Cegléd, Alkotmány út 59.	www.bss2000.hu	HU 11 2011 0009	30.11.2011	traction freight forwarding

Central Railways, s.r.o.	040 01 Szlovákia, Košice, Kriva 21.	www.crw.sk	HU 12 2012 0001	01.02.2012	traction freight forwarding
CER Zrt.	1097 Budapest Könyves Kálmán krt. 16.	www.cer.hu	HU 11 2011 0004	28.11.2011	traction freight forwarding
DB Schenker Rail Hungária Kft.	9027 Győr, Hűtőház út 23.	logistics.dbschenker.hu	HU 11 2012 0002	15.12.2011	traction
DRT Danubius Rail Transport Kft.	1064 Budapest, Podmaniczky utca 57.	www.danubiusrailtransport.hu	HU 11 2013 0001	10.04.2013	traction
DUNAGÉP Szolgáltató Zrt.	2316 Tököl, Csépi út 221.	www.dunagep.hu	HU 11 2013 0005	16.06.2013	traction
Floyd Zrt.	1138 Budapest, Madarász u.47-49.	www.floyd.hu	HU 11 2008 0009	01.09.2008	traction freight forwarding
G & G Kft.	6726 Szeged Torockói u. 3/b	www.gesgkft.hu	HU 11 2008 0014	16.12.2008	freight forwarding
Gysev Cargo Zrt.	9400 Sopron, Mátyás király u. 19.	www.gysevcargo.hu	HU 11 2010 0009	01.06.2010	freight forwarding
Gysev Zrt.	9400 Sopron Mátyás Király u. 19.	www.gysev.hu	HU 11 2011 0007	28.06.2007	passenger transport traction
Kárpát Vasút Kft.	2737 Ceglédbercel, Virág utca 9.	–	HU 11 2010 0007	01.05.2010	traction
LTE Logistik- und Transport GmbH	Karlauer Gürtel 1 A-8020 Graz Austria	www.lte.at	HU 12 2010 0002	12.02.2010	traction freight forwarding
Magyar Vasúti Áruszállító Kft.	4028 Debrecen, Jósika utca 9.	www.mvakft.hu	HU 11 2011 0002	15.08.2011	freight forwarding
Mátrai Erőmű Zrt.	3271 Visonta Erőmű u. 11.	www.mert.hu	HU 11 2009 0001	16.06.2009	freight forwarding

MÁV FKG Kft.	5137 Jászkisér Jászladányi u. 10.	www.fkg.hu	HU 11 2008 0012	16.11.2008	traction freight forwarding
MÁV NOSZTALGIA KFT.	1142 Budapest, Tatai út 95.	www.mavnosztalgia.hu	HU 11 2009 0002	01.06.2009	passenger transport traction freight forwarding
MÁVÉPCELL	9500 Celldömölk, Sándor tér 14.	www.mavepcell.hu	HU 11 2008 0011	01.11.2008	traction freight forwarding
MÁVGÉP Kft.	1103 Budapest, Kőér utca 2/d.	www.mavgep.hu	HU 11 2010 0008	16.05.2010	traction freight forwarding
MÁV-GÉPÉSZET Zrt.	1087 Budapest, Könyves Kálmán krt. út 54-60.	www.mav-gepeszet.hu	HU 11 2010 0006	16.04.2010	traction freight forwarding
MÁV-START Zrt	1087 Budapest Könyves Kálmán krt. 54-60.	www.mav-start.hu	HU 11 2010 0010	01.07.2010	passenger transport traction
MÁV-TRAKCIÓ	1087 Budapest, Könyves Kálmán krt 54-60.	www.mav-trakcio.hu	HU 11 2008 0006	16.07.2008	traction
METRANS	92901 Szlovákia, Dunajska Streda, Povodska cesta 18.	www.metrans.cz	HU 12 2012 0003	01.07.2012	traction freight forwarding
MMV Zrt.	1035 Budapest, Kerék u. 80.	www.mmv.hu	HU 11 2012 0004	01.10.2007	traction freight forwarding
MOL Nyrt.	1117. Budapest, Október huszonharmadika u. 18.	www.mol.hu	HU 11 2012 0001	01.04.2012	freight forwarding
MTMG Zrt.	1012 Budapest, Logodi u. 34/A	mtmgzrt.com	HU 11 2009 0005	16.11.2009	traction freight forwarding

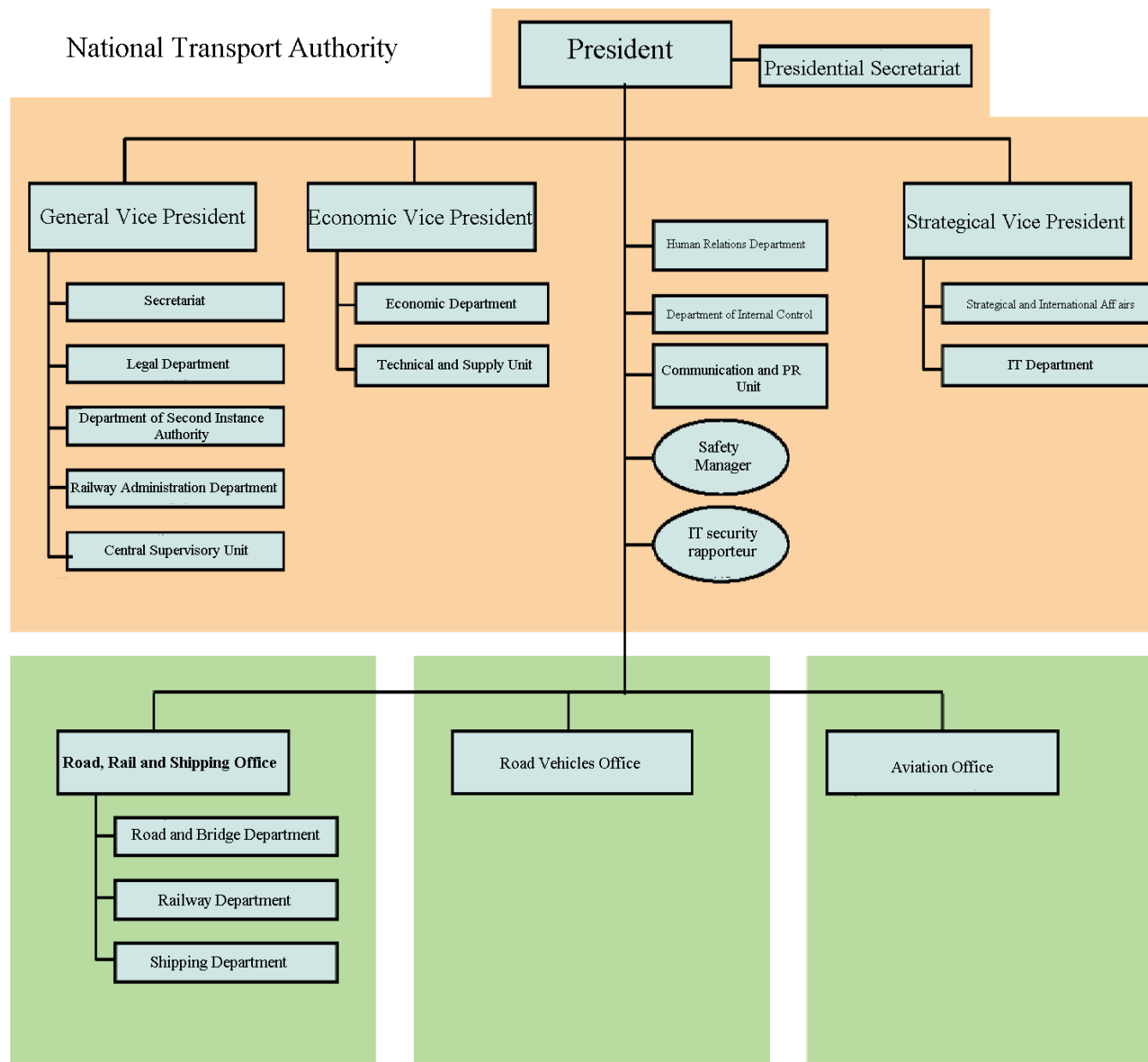
PETROLSPED a.s.	98401 Lučenec, L. Svobodu 2839/1 Szlovákia	www.petrolsped.sk	HU 12 2012 0002	16.05.2012	traction freight forwarding
PKP Cargo Spółka Akcyjna	ul. Grójecka 17., PL- 02-021 Warszawa	www.pkp-cargo.pl	HU 12 2013 0003	10.05.2013	traction freight forwarding
Prvá Slovenská Železnica	934 01 Levice, Ku Bratke 5. Szlovákia	www.psz.sk	HU 12 2008 0003	16.05.2008	traction freight forwarding
Rail Cargo Hungaria Zrt.	1033 Budapest, Váci u. 92.	www.railcargo.hu	HU 11 2011 0001	01.03.2011	traction freight forwarding
Rail Service Hungaria	1065 Budapest, Bajcsy Zsilinszky út 25.	www.railservice.hu	HU 11 2010 0013	16.12.2009	traction
RTS	A-8055 Graz, Puchstraße 184	www.rts-rail.com	HU 12 2011 0003	13.10.2011	traction freight forwarding
SŽDS a.s.	960 01 Zvolen, Na Štepnici 1379/1., Szlovákia	www.szds.sk	HU 12 2008 0014	16.10.2008	traction freight forwarding
Swietelsky Vasúttechnika Kft.	9500 Celldömölk, Nagy Sándor tér 14.	www.vasuttechnika.hu	HU 11 2013 0007	16.08.2013	traction freight forwarding
Szentesi Vasútépítő Kft.	6000 Szentes, Baross G. u. 2.	-	HU 11 2008 0004	16.05.2008	traction freight forwarding
TRAIN Hungary Kft.	4028 Debrecen, Szoboszlói u. 50.	www.trainhungary.hu	HU 11 2012 0003	01.09.2007	traction freight forwarding
Vasútvillamosító Kft.	1106 Budapest, Jászberényi út 90.	www.vasutvill.hu	HU 11 2011 0005	15.11.2011	traction freight forwarding
WLB	1230 Wien, Triesterstraße 118.	www.wlb.at	HU 12 2012 0007	16.11.2010	traction freight forwarding
Záhony-Port Zrt.	4625 Záhony, Európa tér 12.	www.zahony-port.hu	HU 11 2008 0007	16.09.2008	traction freight forwarding

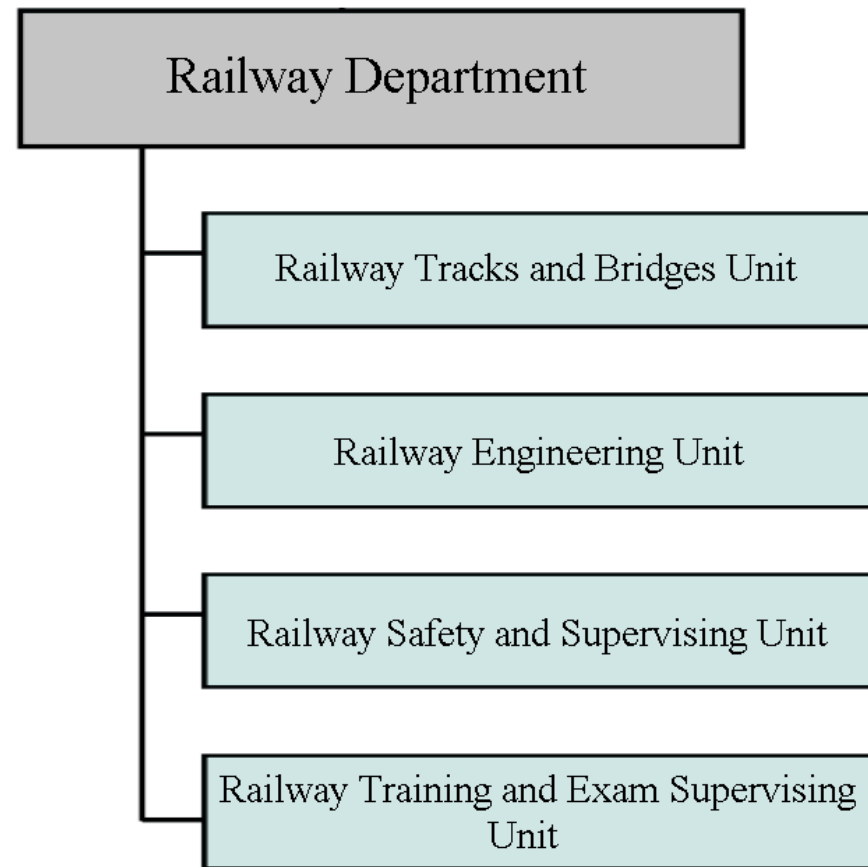
ZSSK CARGO	Bratislava, Drieňová u. 24. 820 09 Slovakia	www.zscargo.sk	HU 12 2010 0012	16.10.2010	traction freight forwarding
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*= EIN: European Identification Number

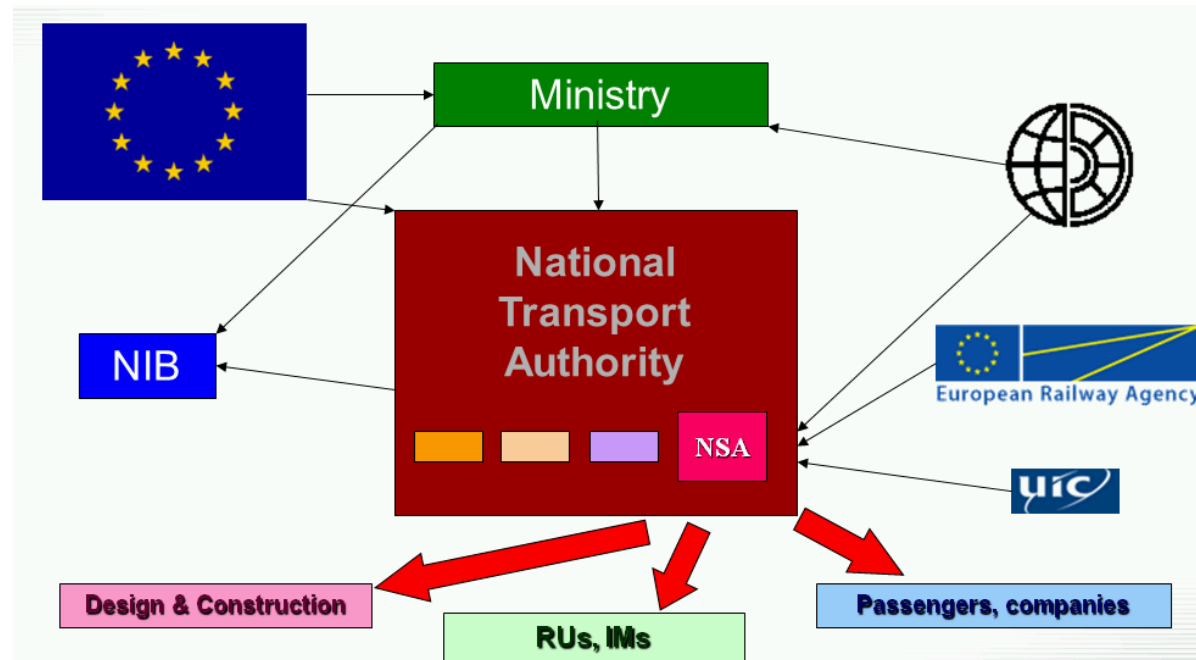
ANNEX B: Organisation chart(s) of the National Safety Authority

B.1. Chart: Internal organization





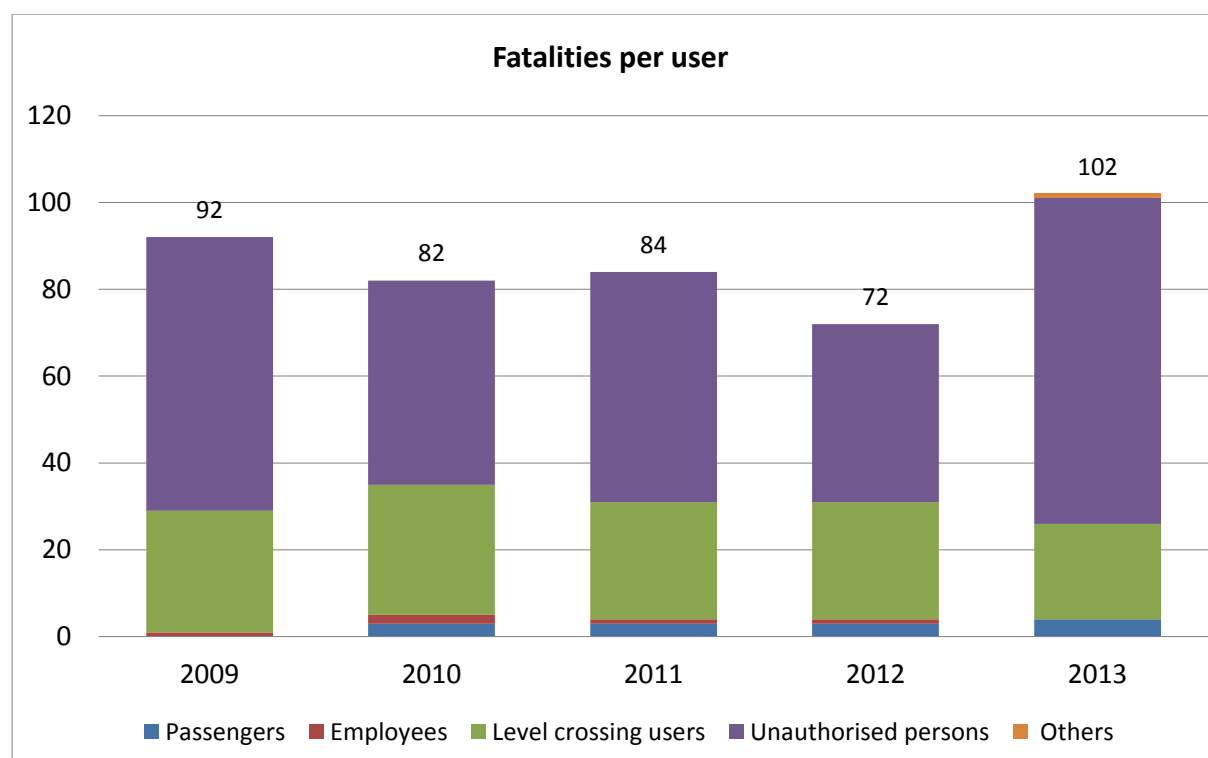
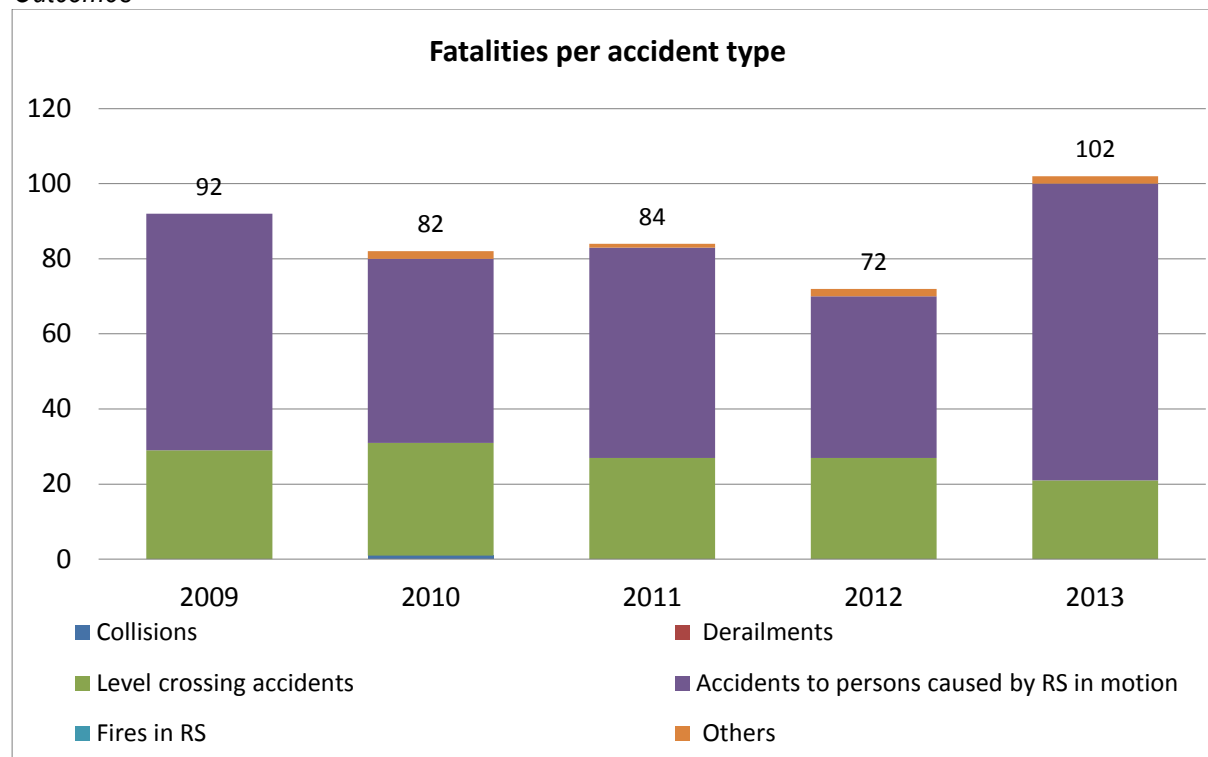
B.2. Chart: Relationship with other National Bodies

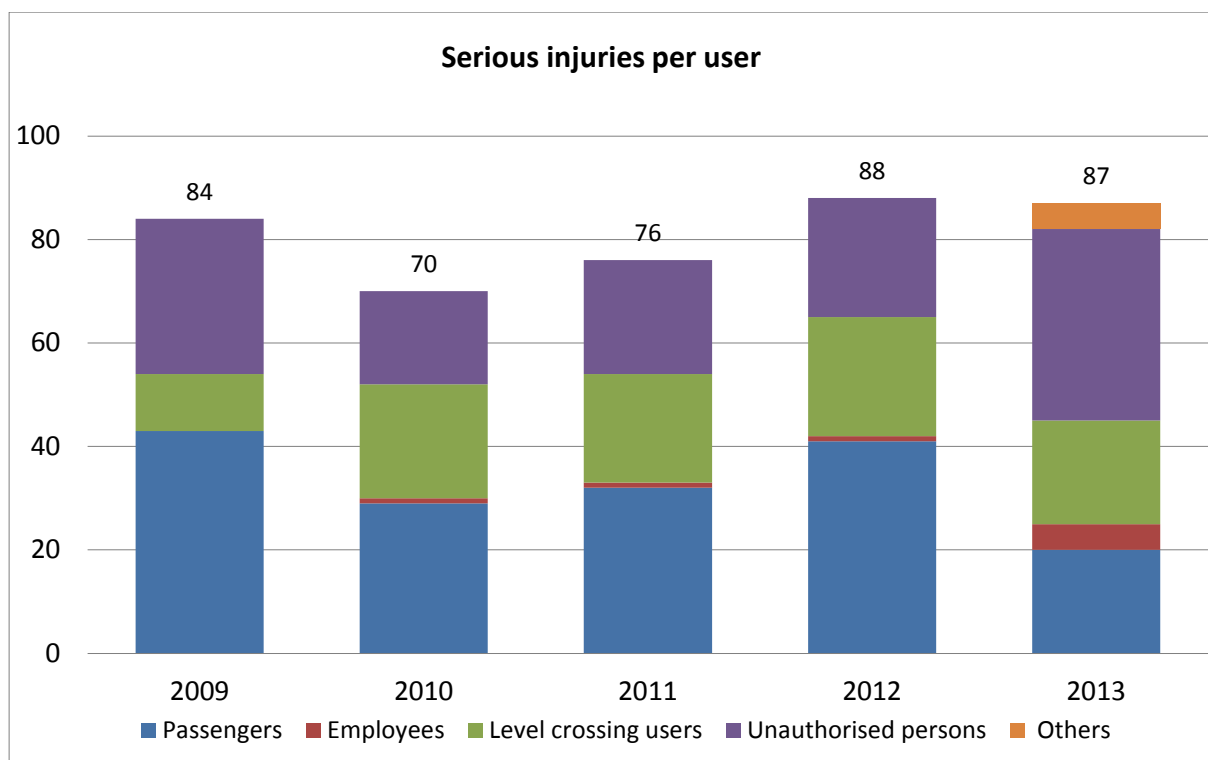
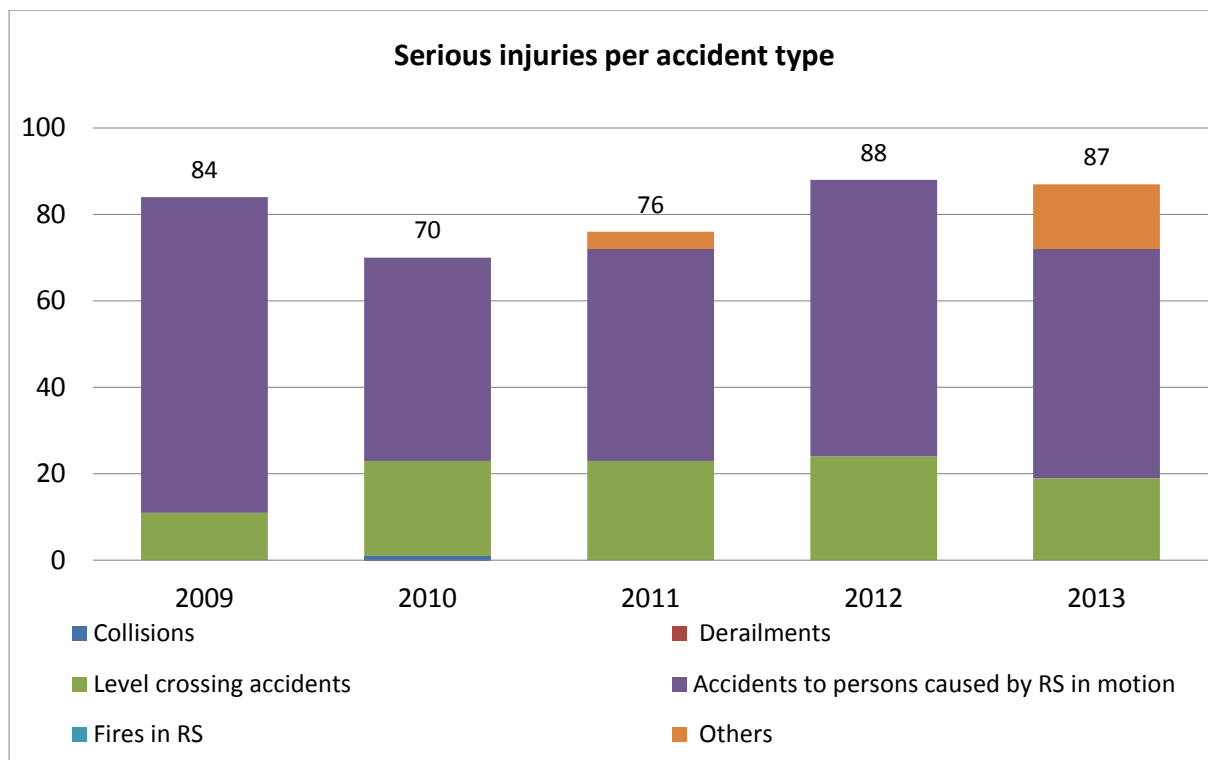


ANNEX C: CSIs data – Definitions applied

C.1. CSIs data

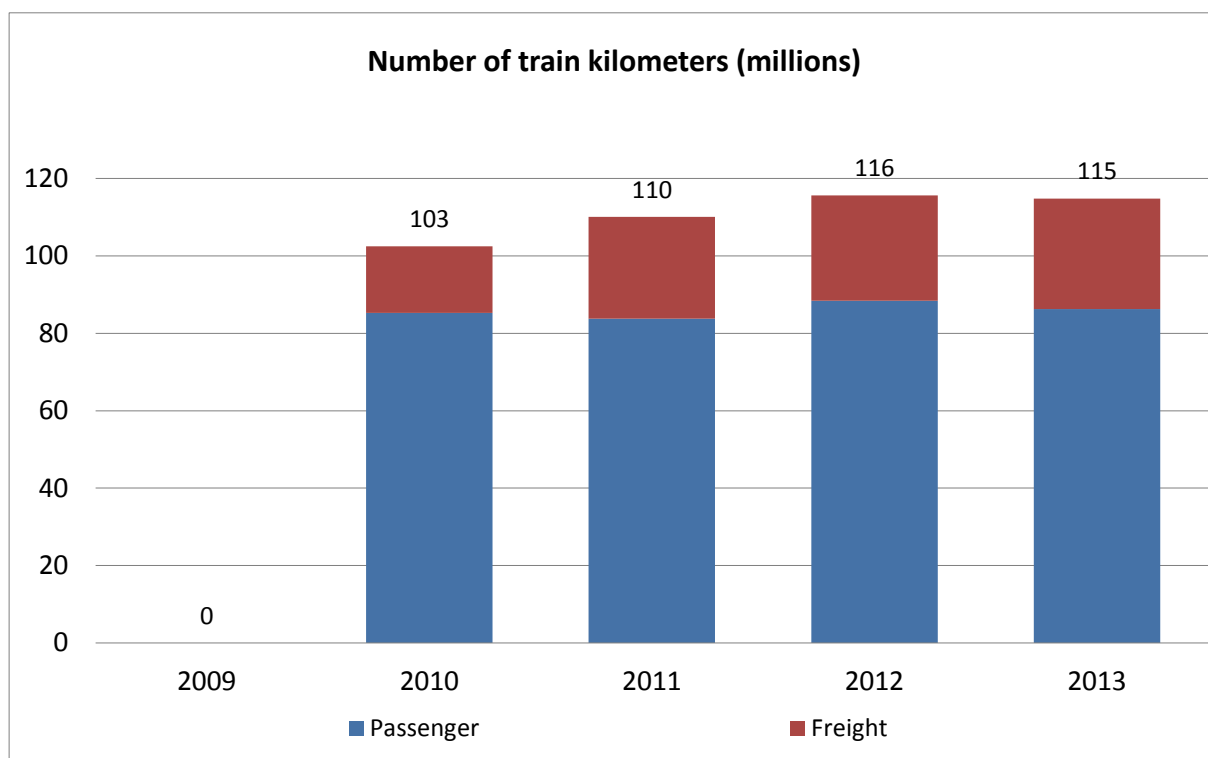
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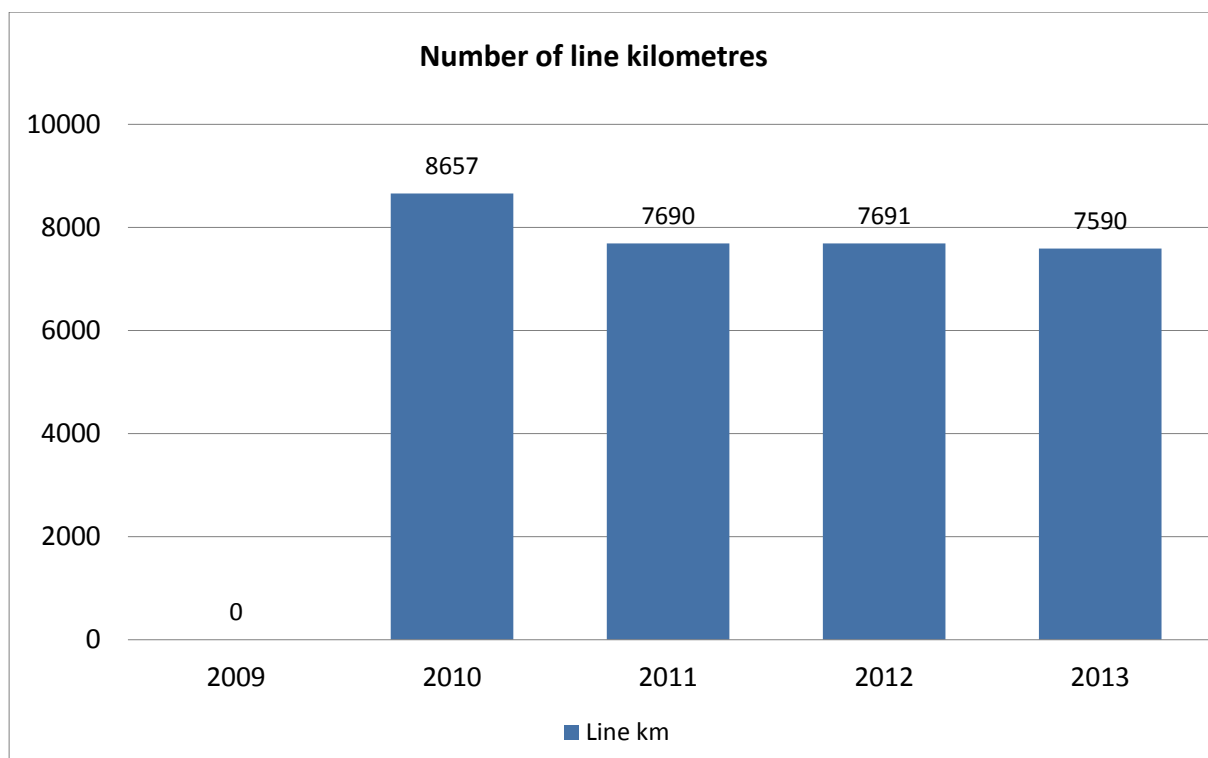
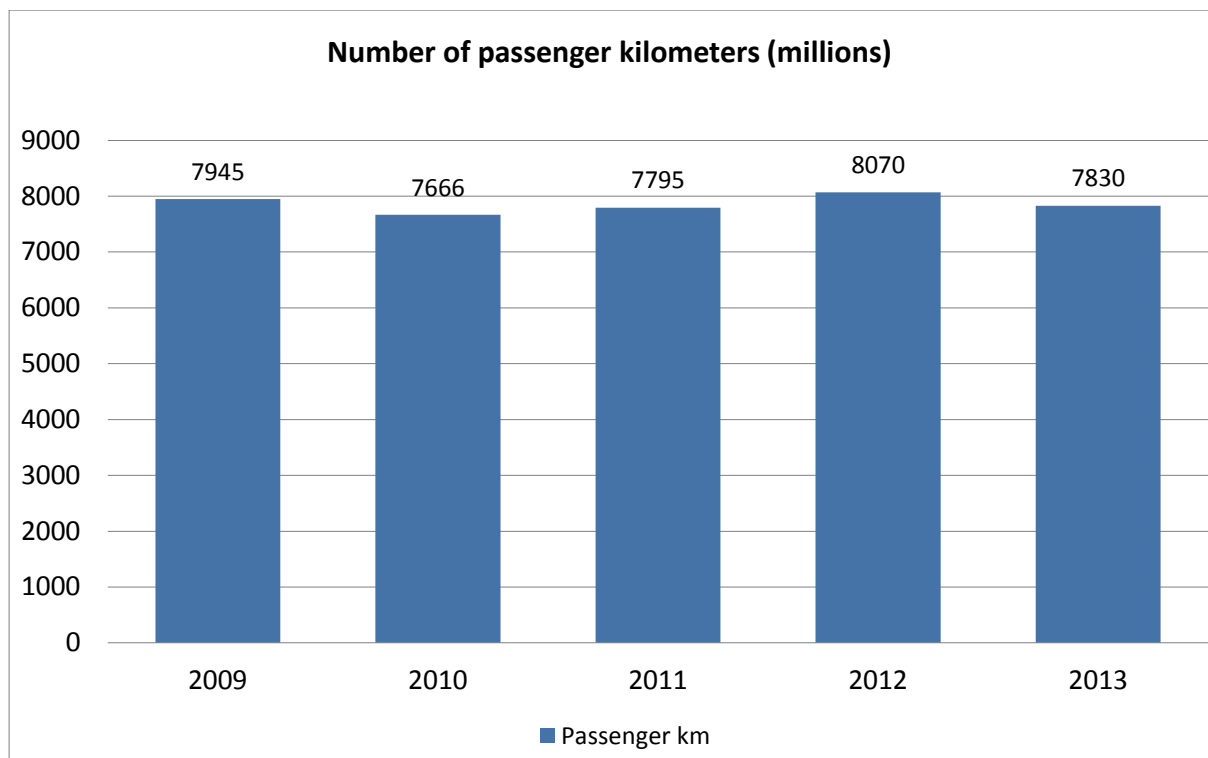


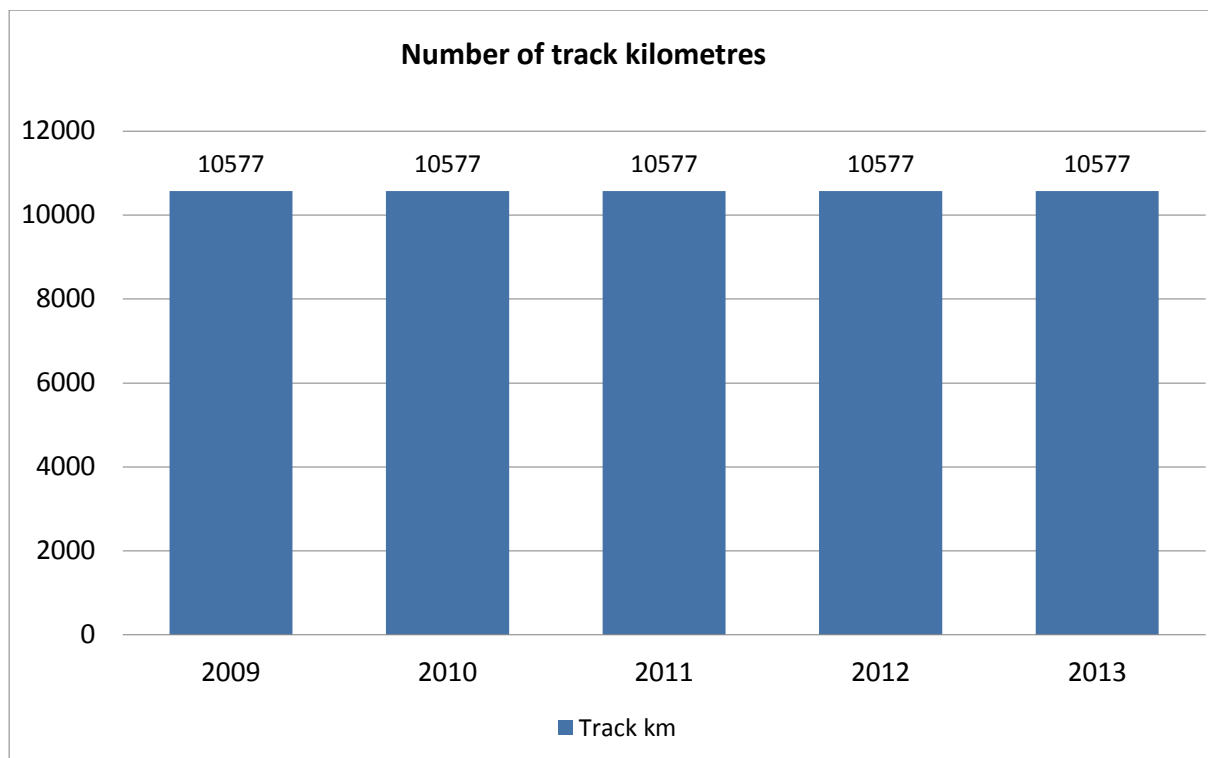




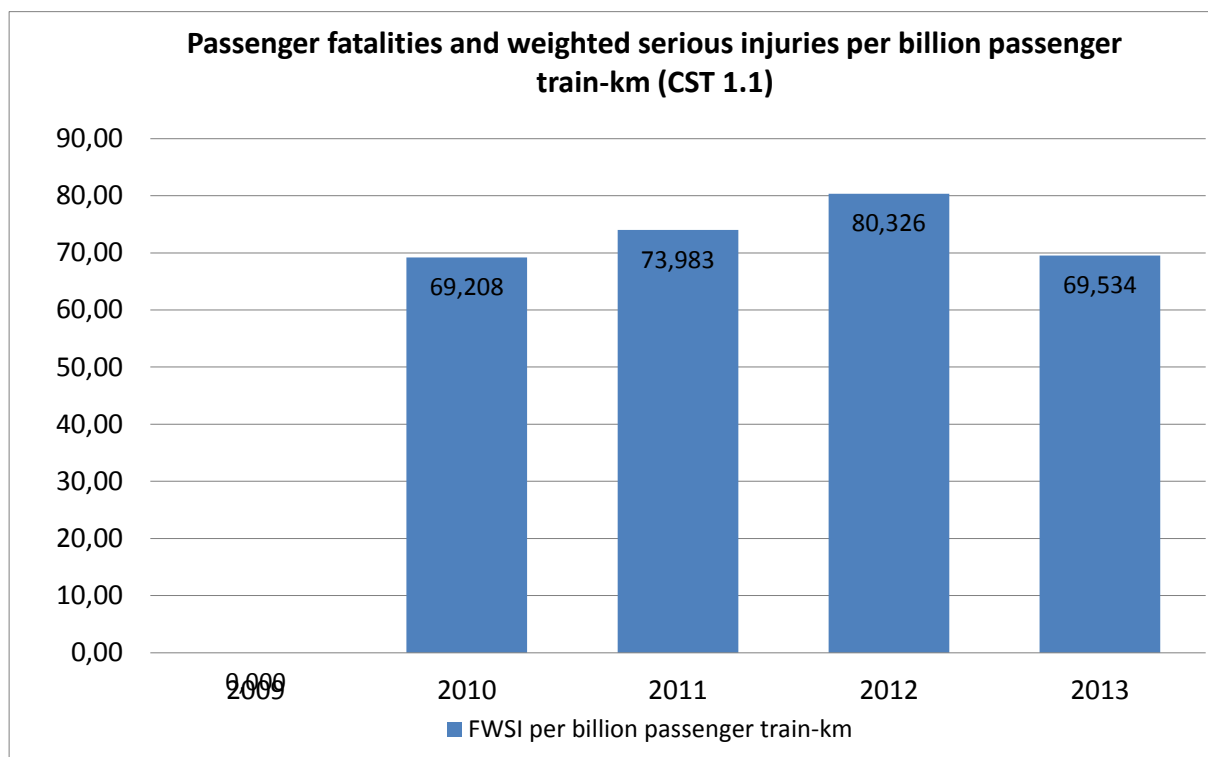
Exposure data

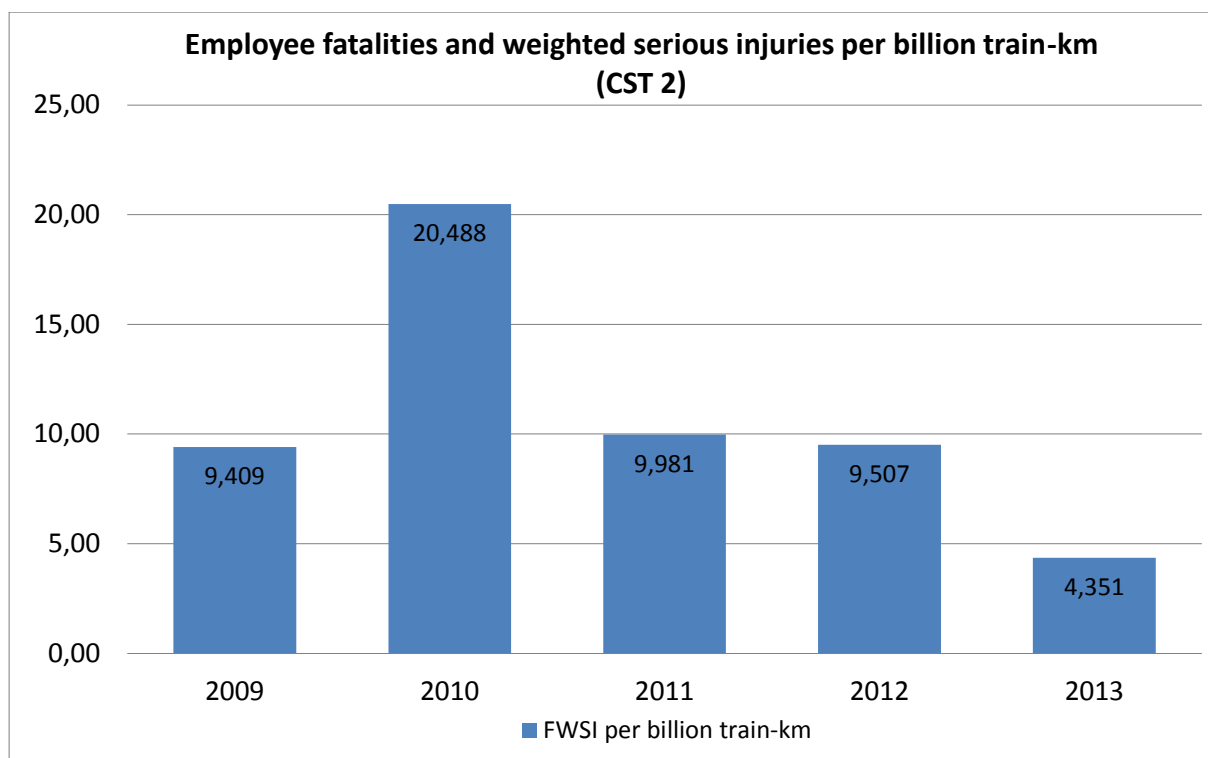
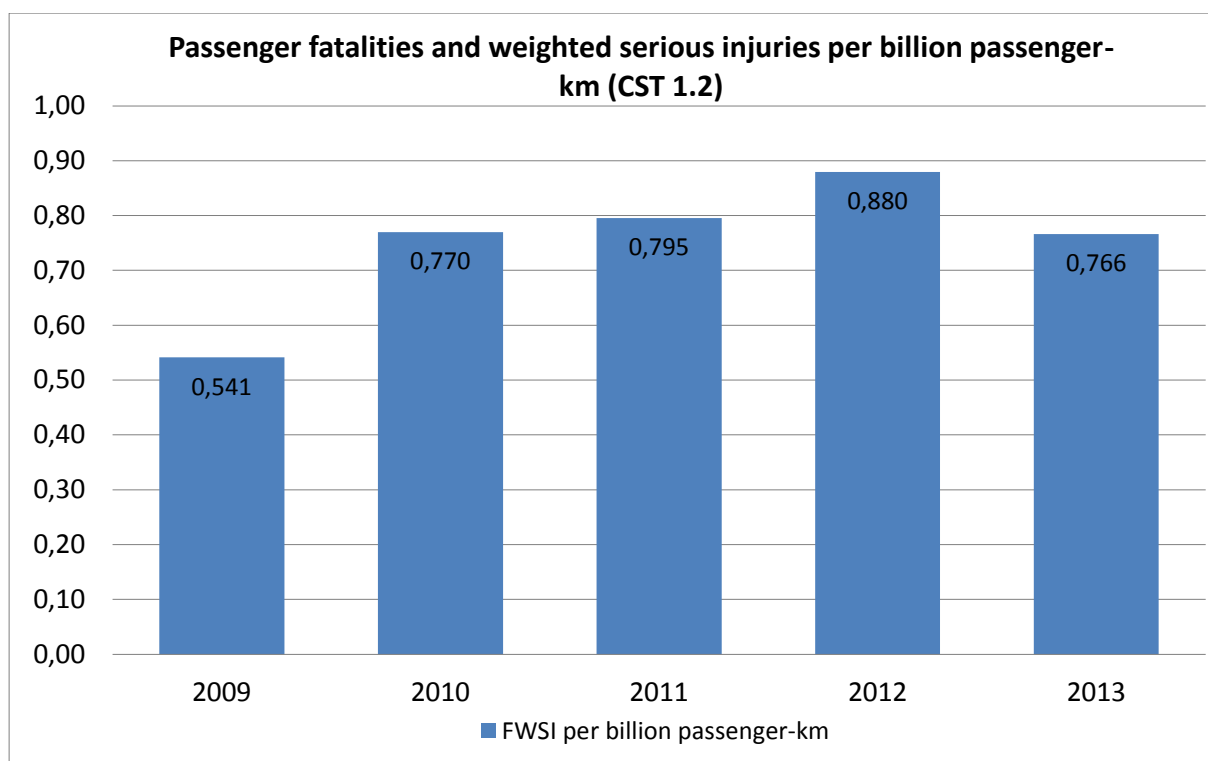


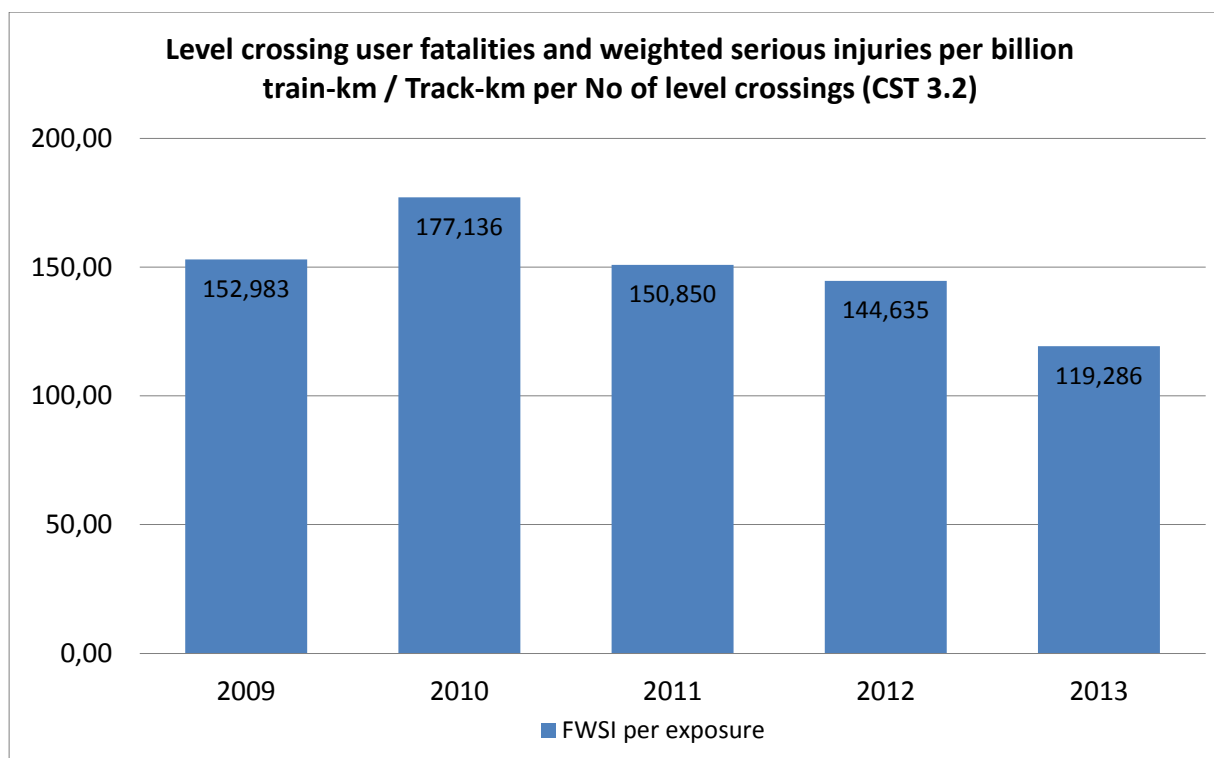
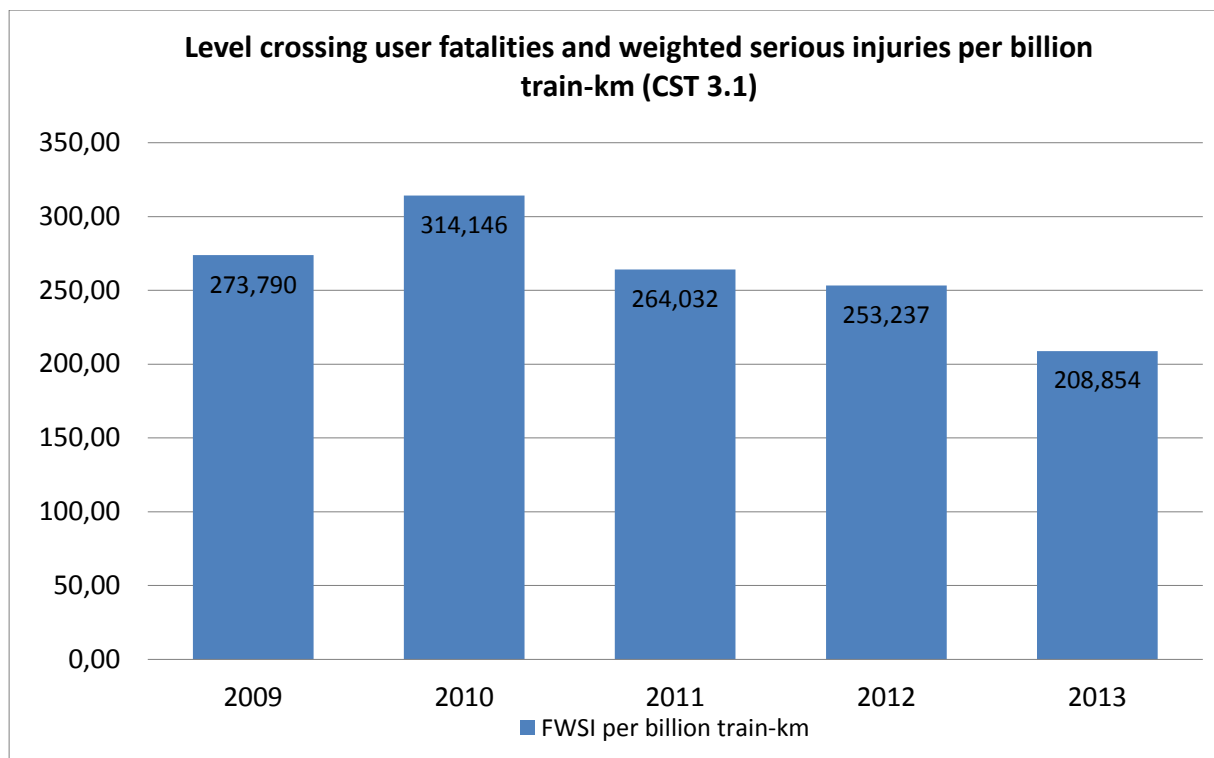


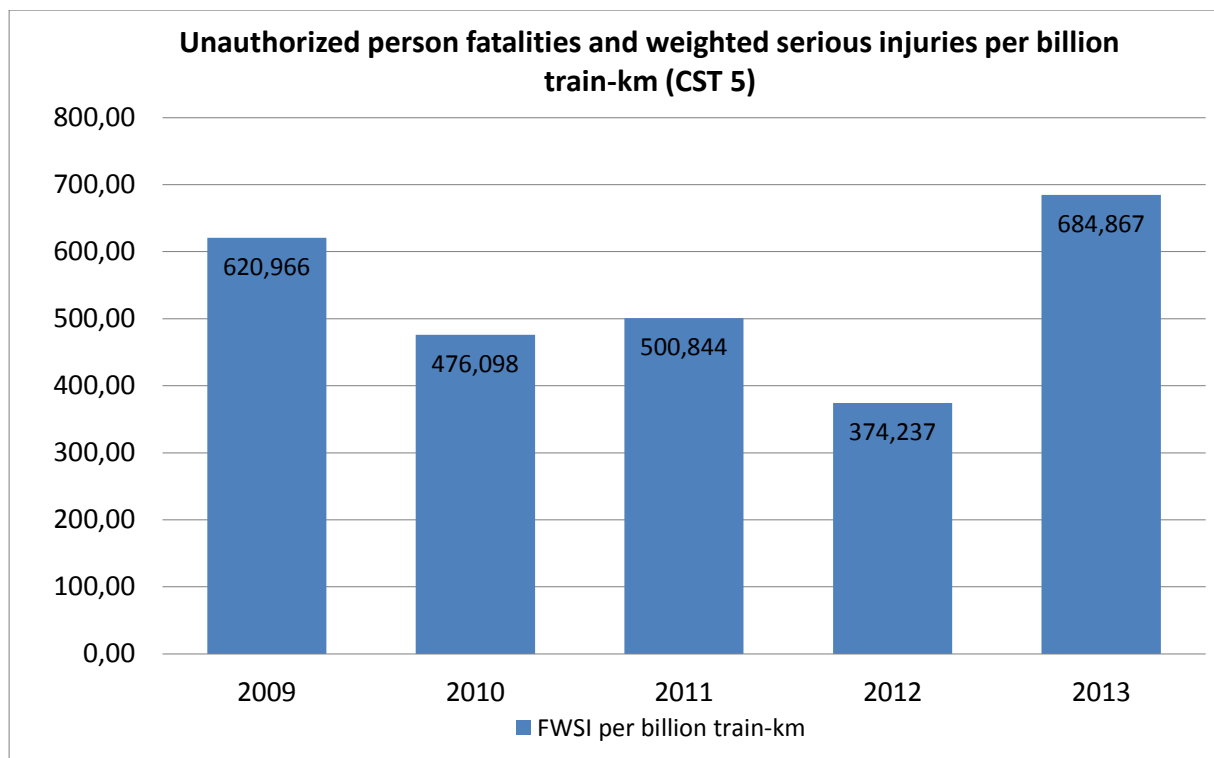


Risk indicators

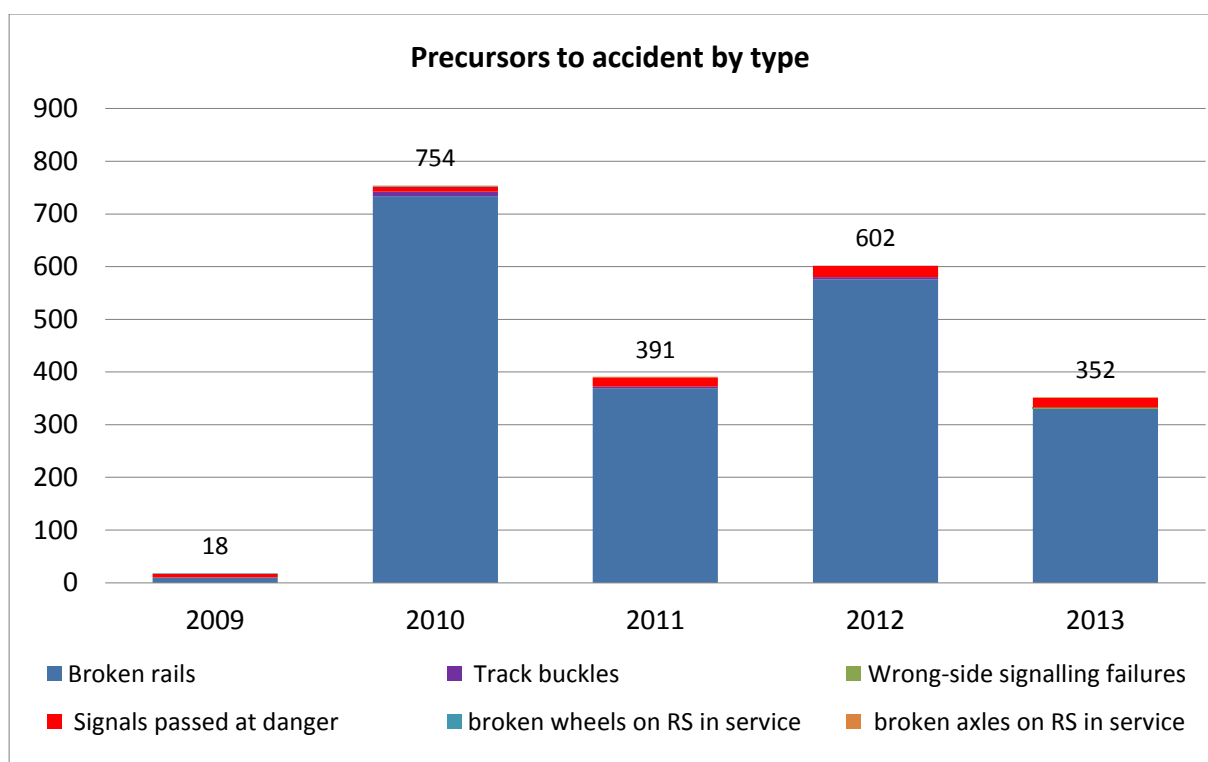




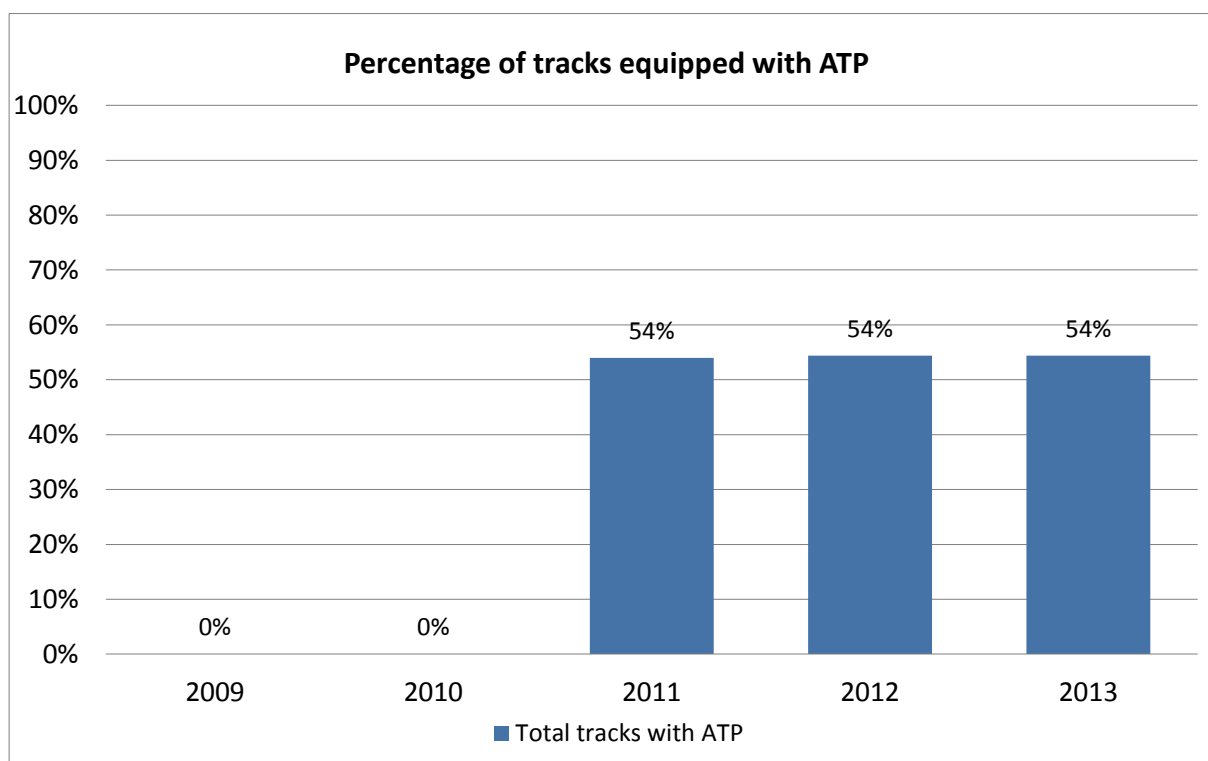


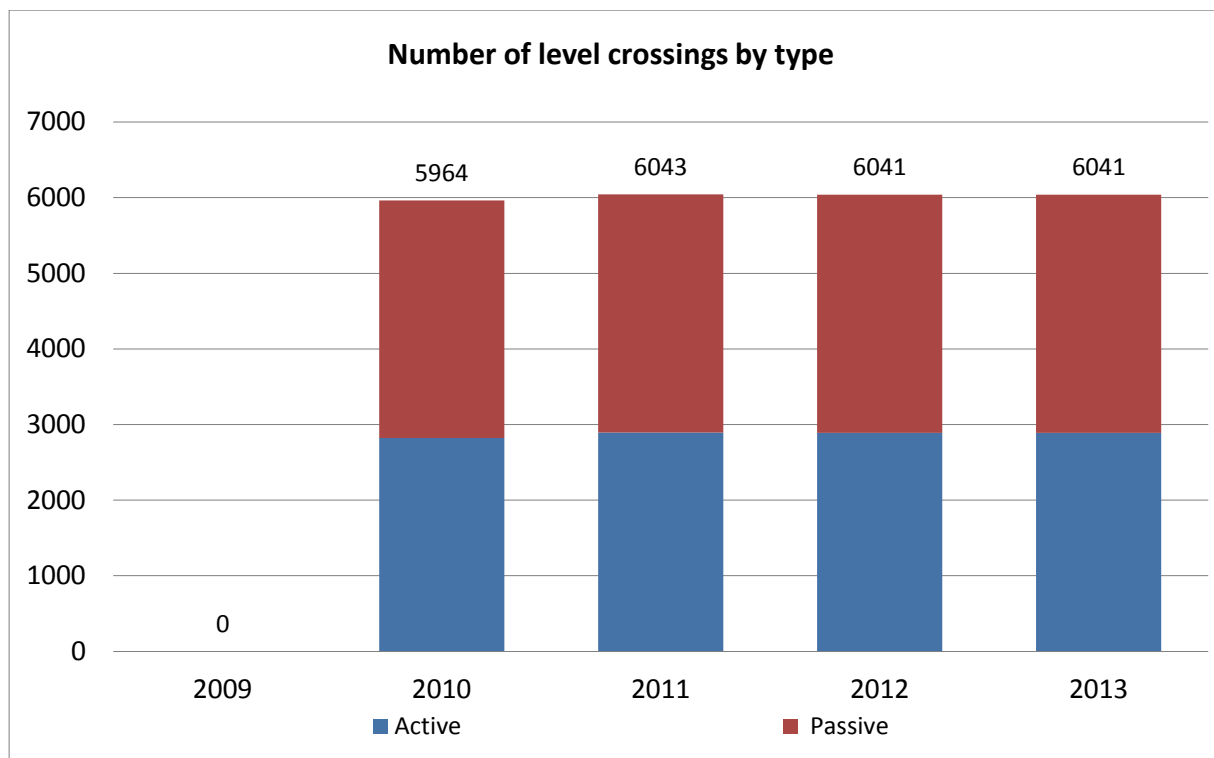
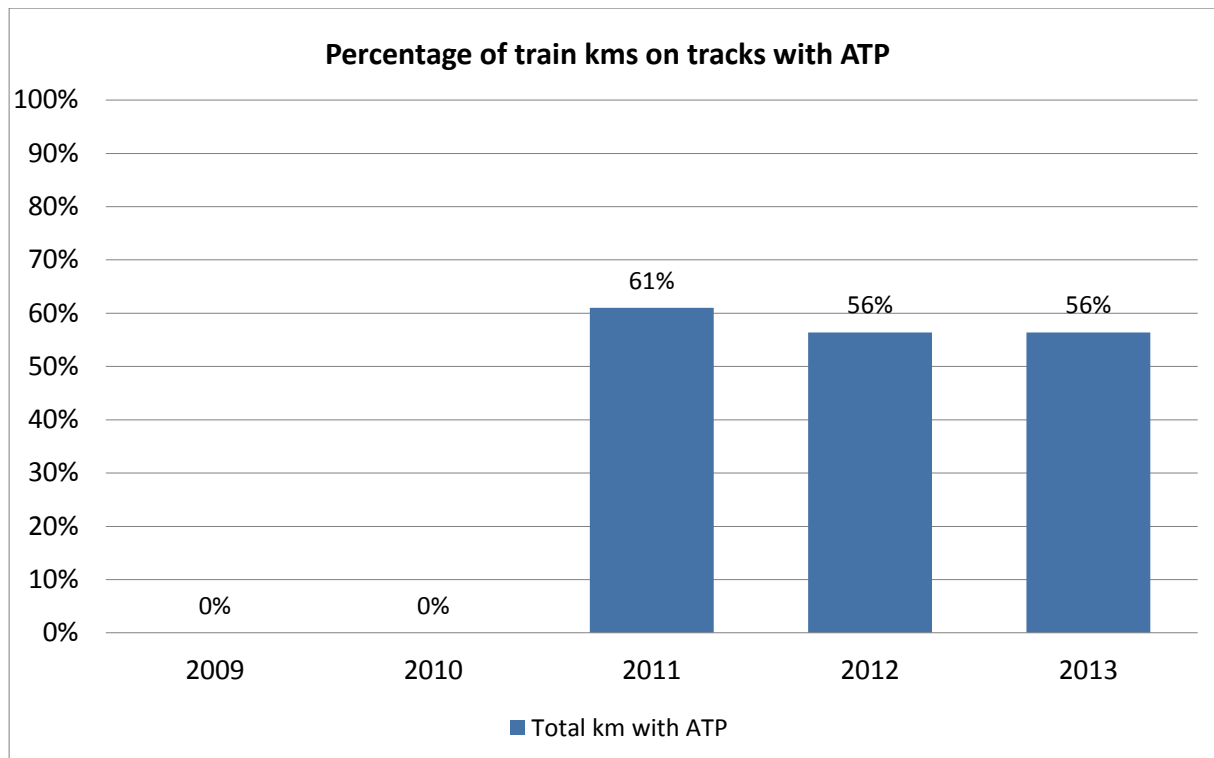


Precursor to accidents



Infrastructure





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 kilometer. 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 kilometer. 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	National Safety Authority
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

ANNEX D: Important changes in legislation and regulation

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

E.1 Safety Certificates according to Directive 2004/49/EC

	Number of certificates Part A 2013			
	Number of part A New	Number of part A Amended	Number of part A Revoked	Number of part A Renewed
Total	3	2	0	5

	Number of certificates Part B 2013			
	Number of part B New	Number of part B Amended	Number of part B Revoked	Number of part B Renewed
Total	3	2	0	5

E.1.3. List of Railway Undertakings with only part B certificate

Name of RU	Member-State where Safety Certificate Part A was issued
boxXpress.de GmbH	Germany
Central Railways a.s.	Slovakia
LTE Logistik- und Transport GmbH	Austria
METRANS	Slovakia
PETROLSPED	Slovakia
PKP Cargo Spółka Akcyjna	Poland
Prvá Slovenská Železničá, a.s.	Slovakia
RTS Rail Transport Service GmbH	Austria
Slovenská Železničná Dopravná Spoločnosť a. s.	Slovakia
Wiener Lokalbahnen Cargo GmbH	Austria
Železničná spoločnosť Cargo Slovakia a. s.	Slovakia

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

	Total number of safety authorisations
E.2.1. Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2013	2

		A	R	P
E.2.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2013	New authorisations	-	-	-
	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.3. Procedural aspects – Safety Certificates part A

		New	Updated /amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate Part A in year 2013 for Railway Undertakings	Where the part A has been issued in your Member-State	90	90	30
	Where the part B has been issued in another Member-State	90	90	30

E.4. Procedural aspects – Safety Certificates part B

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate Part B in year 2013 for RUs	Where the part A has been issued in your Member-State	90	90	30
	Where the part B has been issued in another Member-State	90	90	30