

The Railway Safety Commission is the National Safety Authority for Railways in Ireland

CONTENTS

А.	Scope and Summary	1
A.1.1. So	cope of the report	1
A.1.2. Su	ımmary in English	1
В.	Introductory Section	2
B.1.1. In	troduction to the report	2
B.1.2. Ra	ailway Structure Information	2
B.1.3. Su	ımmary – General Trend Analysis	2
C.	Organisation	3
C.1.1. In	troduction to the organisation	3
C.1.2. O	rganisational flow – relationship between the NSAs and other national bodies	3
D.	The development of railway safety	4
D.1.1. In	itiatives to maintain/improve safety performances	4
D.1.2. D	etailed data analysis	9
D.1.3. Re	esults of safety recommendations	10
E.	Important changes in legislation and regulation	11
E.1.1. Th	ne Safety Directive	11
F.	The development of safety certification and authorisation	12
F.1.1. N	ational legislation – starting dates – availability	12
Starting	date for issuing Safety Certificates (Article 10 of Directive 2004/49/EC)	12
Starting	date for issuing Safety Authorisations (Article 11 of Directive 2004/49/EC)	12
Availabi	lity of national safety rules and legislation to Railway Undertakings and Infrastructure	
Manager	[•] S	12
F.1.2. N	umerical data (Annex E)	12
F.1.3. Pr	ocedural aspects	12
Safety C	ertificates Part A	12
Safety C	ertificates Part B	13
Safety A	uthorisations	14
G.	Supervision of Railway Undertakings and Infrastructure Managers	15
G.1.1. D	escription of the Supervision of Infrastructure Managers and Railway Undertakings	15
G.1.2. A	udits/Inspections/Checklists	15
G.1.3. Le	egal aspects within annual reports of Infrastructure Managers and Railway Undertakings	16
G.1.4. Sa	ıfety Indicators – Iarnród Éireann	17
G.1.5. Sa	ıfety Audits – Iarnród Éireann	17
G.1.6. Pa	urticular Risks – Iarnród Éireann	17
G.1.7. N	umber of inspections of RUs/IMs for 2010	18
G.1.8. N	umber of audits of RUs/IMs for 2010	18
G.1.9. Sı	immary of the corrective safety measures/actions following these audits/inspections	18
G.1.10.	Complaints from IM('s) about RU('s) related to their Safety Certificate conditions	18
G.1.11.	Complaints from RU('s) about IM('s) related to their Safety Authorisation conditions	18
H.	Reporting on the application of the CSM on risk evaluation and assessment	19
H.1.1. N	SA experiences	19
H.1.2. Ex	sperience on the decisions taken by the proposers on the level of significance of a change	
(e.g., too la	IX)	19
H.1.3. Ex	sperience on the applications of the risk management process by the proposers	19
H.1.4. Ex	sperience on the involvement of assessment bodies	19
H.1.5. Ex	xperience on the interface management	19
H.1.6. Is	there a procedure to allow RUs and IMs to express their experiences on the EC regulation	
on CSM or	n risk assessment	19
H.1.7. Re	evision of NSRs to take account of the EC regulation on CSM on risk assessment	19

I. NSA Conclusions on the reporting year – Priorities	20
I.1.1. Conclusion	20
I.1.2. Priorities	20
J. Sources of information	21
K. Annexes	22
ANNEX A: Railway Structure Information	23
A.1. Network map.	23
A.2. List of Railway Undertakings and Infrastructure Managers	24
A.2.2. Railway Undertaking(s)	25
ANNEX B: Organisation chart(s) of the National Safety Authority	
B.2. Chart: Relationship with other National Bodies	
ANNEX C: CSI data and Definitions applied	27
C.2. Definitions used in the annual report	
C.3. Abbreviations	35
ANNEX D: Important changes in legislation and regulation:	
ANNEX E: The development of safety certification and authorisation - Numerical Data	
E.1. Safety Certificates according to Directive 2001/14/EC	
E.2. Safety Certificates according to Directive 2004/49/EC	
E.3. Safety Authorisations according to Directive 2004/49/EC	
E.4. Procedural aspects – Safety Certificates part A	40
E.5. Procedural aspects – Safety Certificates part B	40
E.6. Procedural aspects – Safety Authorisations	40

A. SCOPE AND SUMMARY

A.1.1. Scope of the report

The Railway Safety Directive 2004/49/EC, Art.18, requires the National Safety Authority to publish an annual report each year concerning its activities in the preceding year and to send it to the European Railway Agency by 30 September at the latest.

The report shall contain information on:

- the development of railway safety, including an aggregation at Member State level of the common safety indicators (CSIs) laid down in Annex I;
- important changes in legislation and regulation concerning railway safety;
- the development of safety certification and safety authorisation;
- results of and experience relating to the supervision of infrastructure managers and railway undertakings.

The scope of this report is the 1600mm gauge national railway system in the Republic of Ireland.

A.1.2. Summary in English

This annual report for the year 2010 is the fifth annual report to the ERA, of the Railway Safety Commission which is the designated National Safety Authority (NSA) for Ireland. The report specifically covers the process of safety regulation of the interoperable Irish national railway network.

The national network is connected via the Dublin-Belfast line to the railway system of Northern Ireland, which falls under the jurisdiction of the United Kingdom. The national network is low density and is relatively lightly used. It has a track gauge of 1600mm and has an extent of 1683 route-km. The extent of network in service increased in 2010 with the extension of suburban and regional rail services.

Annual train activity decreased in 2010 by 2.7%. Safety compares well with that of European railways, with a lower than average level of significant incidents per train-km. There is good progress in addressing key risks. The total number of strikes of railway bridges by heavy goods vehicles is stable after a significant decline, as is the number of unauthorised passing of railway signals at danger. The number of broken rails on passenger lines increased. Three people died on the railway in accidental circumstances.

Formal investment in safety is continuing, with emphasis on safety management systems and human performance development. Improvement of level crossing safety remains a priority.

There was considerable activity in the approval of infrastructure and rolling stock, with 28 infrastructure projects and four rolling stock projects on the national network at various stages of approval.

New legislation with a railway safety dimension included the following:

- S.I. No. 55 of 2010 European Communities (Railway Infrastructure) Regulations 2010.
- S.I. No. 399 of 2010 European Communities (Train Drivers Certification) Regulations 2010, and
- S.I. No. 651 of 2010 European Communities (Transport of Dangerous Goods by Rail) Regulations 2010;

B. INTRODUCTORY SECTION

B.1.1. Introduction to the report

The Railway Safety Commission (RSC) is the National Safety Authority (NSA) for railway safety in Ireland. This is the fifth annual report from the RSC to the European Railway Agency (ERA). Previous annual reports to the ERA and the Statement of Strategy for 2009 to 2011 can be found on the RSC website at <u>www.rsc.ie</u>.

The report is produced for the benefit of the ERA and other NSA's who are interested in safety performance and making comparisons on regulatory issues. An annual report is also produced by the RSC for the Department of Transport, domestic railway industry stakeholders and the general public.

This report specifically covers the process of safety regulation of the interoperable Irish railway network. This network has a track gauge of 1600mm. It is interoperable with the railway system in Northern Ireland, which falls under the jurisdiction of the United Kingdom.

B.1.2. Railway Structure Information

B.1.2.1. Network map

The national network is low density and relatively lightly used. The network extent is 1683 route-km and 2165 track-km, 27% of which is multiple track (double or quadruple). The extent of network in service has increased since 2009, with the opening of a double track 10 km suburban railway between Clonsilla and Pace in the north west Dublin suburbs, the reopening of 58 km of single track regional route between Ennis and Athenry and the cessation of services between Waterford and Rosslare Strand.

A copy of the national railway network map is shown in Annex A.1.

B.1.2.2. List of Railway Undertakings and Infrastructure Managers

Details of the Infrastructure Manager and the principal Railway Undertaking are shown in Annex A.2. Iarnród Éireann is the infrastructure manager of the interoperable railway network in Ireland. Iarnród Éireann is also the principal operator on the railway network, and it jointly operates a regular passenger service between Dublin and Belfast in Northern Ireland, in partnership with NIR-Translink.

B.1.3. Summary – General Trend Analysis

B.1.3.1. Development of Railway Safety

There was a significant increase in fatal accidents involving rolling stock in motion on the railway during the course of 2010, with three people dying on the railway in accidental circumstances and six further fatalities in circumstances indicating self-harm as a factor. This highlights the area of risk that remains difficult to control, i.e., the interface between the railway and the general public.

B.1.3.2. Safety Certification

Iarnród Éireann has previously undergone a safety acceptance process that involved scrutiny of their safety case. This process of determining the adequacy of the safety management systems

in place in Ireland is undergoing transition to conform to the European model. It was agreed in 2009 that, at the next renewal point, the safety management system will be reviewed using the appropriate Common Safety Methods. An application was made in December 2010 by Iarnrod Eireann for Safety Certificates Part A and B and Safety Authorisation in conformity with Directive 2004/49/EC and Commission Regulations 1158/2010 and 1169/2010.

C. ORGANISATION

C.1.1. Introduction to the organisation

The RSC mission is to advance the safety of railways in Ireland through diligent supervision and enforcement.

The RSC, established in January 2006, is the National Safety Authority (NSA) and embodies a functionally separate Railway Accident Investigation Unit (RAIU).

The National Safety Authority responsibility was handled by five technical staff (including the Commissioner) and two administrative staff at the end of 2010. The new Commissioner was appointed in September 2010.

The Railway Accident Investigation Unit is the National Investigating Body (NIB) has four dedicated staff to carry out independent causal investigations of railway accidents.

The RSC is a small, specialist technical organisation staffed with professional engineers supported by a two-person administrative team. A flat reporting structure promotes and facilitates the free-flow of information and ideas, encouraging consultation and creative thinking. Not only does this enable the RSC to meet the requirements of the work programme set out in its business plan, but it also provides the flexibility needed to respond effectively to immediate and unforeseen work demands.

In 2010, the RSC had an overall budget of €2.5 million, consisting of a Grant-in-Aid of €1million from the Department of Transport and a levy of €1.5 million on the railway sector. The funding of the RAIU took up 64% of the Grant-in-Aid. The remainder of the Grant-in-Aid covered the cost of overheads.

The organizational chart for the RSC at the end of 2010 is shown in Annex B.1.

C.1.2. Organisational flow – relationship between the NSAs and other national bodies

A diagram showing the flow and relationships between the NSA and other national bodies may be seen in Annex B.2 of this report.

D. The development of railway safety

D.1.1. Initiatives to maintain/improve safety performances

The most significant safety measures decided in the Member State during the reporting year are reported here. If these measures have had as a trigger accidents or precursors to these, they are reported as in Table D.1.1.1.

The railway safety investment programme stems from the need to address the significant deficiencies in the Iarnród Éireann railway system first identified in an independent review conducted in 1998.

The Railway Safety Programme 2009 - 2013 is the third and final phase of a fifteen-year programme. It builds on the achievements that resulted from the Railway Safety Programmes 1999 - 2003 and 2004 - 2008, and makes a case for further investment and improvement in the railway network.

The 1999-2003 Programme concentrated on the replacement of the most critical and immediate degraded assets, the improvement of safety related work practices and the continuing development of a corporate Safety Management System (SMS).

The 2004-2008 Programme allowed Iarnród Éireann to complete the relaying of CWR track on the Sligo, Mayo, and Galway lines and commence the renewal of seriously degraded track on the lightly used lines, renew point ends on the Mayo, Sligo, Galway, Rosslare and Tralee lines in conjunction with the re-signalling programme, replace and/or renew over 100 bridges including three viaducts, erect over 350 miles of new fencing and close over 235 high risk level crossings.

The scope of work for the third five-year Programme 2009-2013 focuses on completing renewal work on high risk degraded assets such as track and level crossings while prioritising most critical work elements from other categories such as structures, fencing and buildings.

In safety risk terms, railways are particularly vulnerable where they interface with roadways. On the Iarnród Éireann active network there were 261 public road level crossings, 789 private and pedestrian crossings at the end of 2010 and about twelve hundred bridges over or under public roads. Iarnród Éireann's stated aim of the investment is to upgrade level crossings to ensure that they meet the required standards for signage and sighting distances, and the installation of protective 'bash-beams' and other measures to reduce the severity and frequency of bridge strike incidents.

The interdepartmental road-rail safety working group (RRSWG) is chaired by the RSC and involves railway undertakings, the road authorities, An Garda Siochána, the Irish Road Haulage Association and the Department of Transport. It advises on safety at road rail interfaces, seeking to establish strategies and identify specific actions to manage the risk. The group met three times in 2010.

In 2010, the RAIU issued six accident investigation reports. A total of 26 recommendations were made, as indicated in table D.1.1.1.

Initiatives not triggered by RAIU reports are described in table D.1.1.2.

Accidents/prec	ursors which trig	Safety measure decided	
Date	Place	Description of the event	
04 March 2010	Waterford Station	Collision of a Locomotive with Passenger Carriages at Plunkett Station	Iarnród Éireann should review their systems for training and competency management of signalmen ensuring working as a relief signalman is taken into account;
04 March 2010	Waterford Station	Collision of a Locomotive with Passenger Carriages at Plunkett Station	Iarnród Éireann should ensure procedures are put in place for the operation and maintenance of the MU-2- B1 valves.
10 June 2010	Limerick Junction	Derailment of an on track machine	Iarnród Éireann should put in place a formalised process to ensure that life expired points are removed from service, where this is not possible a risk assessment should be carried out and appropriate controls should be implemented to manage the risks identified;
10 June 2010	Limerick Junction	Derailment of an on track machine	Iarnród Éireann should ensure On Track Machine maintenance personnel are trained and competent to examine the wheelsets.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should put appropriate interface processes in place to ensure that when designated track patrolling staff (who report to two or more divisional areas) are absent from their patrolling duties, that appropriate relief track patrolling staff are assigned to perform these patrolling duties.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should amend the Track Patrolling Standard, I-PWY-1307, to remove the requirement for track patrollers to carry out annual checks for scour.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should formalise their "Civil Engineering and Earthworks Structures: Guidance Notes on Inspections Standard", I-STR-6515, which should include guidance for inspectors on conducting inspections and identifying structural defects. On

 Table D.1.1.1 - Safety measures triggered by accidents or accident precursors

			formalising this document Iarnród Éireann should re-issue, in the appropriate format, to all relevant personnel.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should introduce a verification process to ensure that all requirements of their Structural Inspections Standard, I-STR-6510, are carried out in full.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should ensure that a system is put in place for effective implementation of existing standards and to manage the timely introduction of new and revised standards.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should ensure that a programme of structural inspections is started immediately in accordance with their Standard for Structural Inspection, I-STR-6510, and ensure that adequate resources are available to undertake these inspections.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should carry out inspections for all bridges subject to the passage of water for their vulnerability to scour, and where possible identify the bridge foundations. A risk-based management system should then be adopted for the routine examination of these vulnerable structures.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should develop a documented risk-based approach for flood and scour risk to railway structures through: Monitoring of scour risk at sites through scour depth estimation, debris and hydraulic loading checks, and visual and underwater examination; Provision of physical scour / flood protection for structures at high risk; Imposing of line closures during periods of high water levels where effective physical protection is not in place.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should adopt a formal process for conducting structural inspections in the case of a report of a structural defect from a member of the public.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should introduce a training, assessment and competency management system in relation to the

			training of structural inspectors, which includes a mentoring scheme for engineers to gain the appropriate training and experience required to carry out inspections.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should review their network for historic maintenance regimes and record this information in their information asset management system. For any future maintenance regimes introduced on the network, Iarnród Éireann should also record this information in their information asset management system.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should incorporate into their existing standards the requirement for the input of asset information into the technical database system upon completion of structural inspections.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	Iarnród Éireann should carry out an audit of their filed and archived documents, in relation to structural assets, and input this information into their information asset management system.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	The Railway Safety Commission should review their process for the closing of recommendations made to Iarnród Éireann by independent bodies, ensuring that they have the required evidence to close these recommendations. Based on this process the Railway Safety Commission should also confirm that all previously closed recommendations satisfy this new process.
16 August 2010	Malahide (Broadmeadow Viaduct)	Malahide Viaduct Collapse	The Railway Safety Commission, in conjunction with Iarnród Éireann, should develop an action plan in order to close all outstanding recommendations in the AD Little Review (2006) and the IRMS Reviews (1998, 2000, 2001). This action plan should include defined timescales for the implementation and closure of all these recommendations.
26 August 2010	Ferns Lock	Irregular operation of Automatic Half Barriers	Iarnród Éireann should review the competencies of all signalmen to ensure that when signalmen are assigned relief

			duties they have the required training and experience to perform these duties appropriately.
15 November 2010	Wicklow Station	Derailment of empty train due to collision with landslip debris	Iarnród Éireann should review their vegetation management processes to ensure that vegetation covering substantial earthworks structures is adequately maintained to facilitate the monitoring and inspection of earthwork structures by patrol gangers and other inspection staff;
15 November 2010	Wicklow Station	Derailment of empty train due to collision with landslip debris	Iarnród Éireann should review the effectiveness of their standards in relation to conducting earthworks inspections during periods of heavy rainfall, ensuring that earthworks vulnerable to failure are inspected during these periods by appropriately trained patrol gangers or inspectors;
15 November 2010	Wicklow Station	Derailment of empty train due to collision with landslip debris	Iarnród Éireann should review their Standard for Track Patrolling, I-PWY- 1307, for its effectiveness in identifying any third party activities that occur inside and outside the railway boundaries that could affect safety and where any deficiencies are found, Iarnród Éireann should develop an alternative process for the identification of these third party activities.
15 November 2010	Wicklow Station	Derailment of empty train due to collision with landslip debris	Iarnród Éireann should review their structures list and ensure that all earthworks are identified and included on this list. Upon updating this list, a programme for the inspection of earthworks is to be developed and adopted at the frequency requirements set out by the Structural Inspections Standard, I-STR-6510;
15 November 2010	Wicklow Station	Derailment of empty train due to collision with landslip debris	Iarnród Éireann and the Railway Safety Commission should review their process for the issuing of guidance documents, to ensure that the third parties affected by these guidance documents are made aware of their existence.
15 November 2010	Wicklow Station	Derailment of empty train due to collision with landslip debris	Iarnród Éireann should review the effectiveness of their Structural Inspections Standard, I-STR-6510, with consideration for the possibility of more thorough inspections being carried out on cuttings to establish the topography and geotechnical properties of cuttings; and from this information identify any cuttings that are vulnerable to failure.

Description of the area of concern	Description of the trigger	Safety measure decided
none		

D.1.2. Detailed data analysis

D.1.2.1. Trend Analysis

This paragraph contains the analysis of trends related to all categories of CSIs. Moreover, the possible reason for these trends is reported.

The scope of the statistics, the definitions applied and the data on CSIs are reported in Annex C.

There are very few significant accidents on the Irish network, both in terms of the numbers of accidents and the rate of accidents per train-km. Accident rates are generally similar to rates in Great Britain, and significantly lower than prevalent rates on the European network.

With very low levels of data, it is not possible to ascertain meaningful trends over a short time scale of five years.

Even so, there was a significant increase in fatal accidents on the railway during the course of 2010. Two farmers died at work in separate accidents at user-worked level crossings after being struck by a train: one while trying to remove a farm animal from the line and the other while in a tractor stopped on a level crossing. A trespasser was struck and killed by a train, apparently while trying to retrieve a dog. Six more fatalities were recorded involving rolling stock in motion where self-harm may have been a factor.

It remains difficult to distinguish between accidents resulting from trespass and incidents of suspected suicide.

Total passenger journeys in 2010 showed a slight drop of 2% on the previous year, which is symptomatic of the economic downturn. Freight traffic indicated a drop of 10% in tonnage carried and a drop of 64% in freight train-km. Passenger-km figures did not change but passenger train-km increased by 2%.

In 2010, 92 bridges under the railway and 14 bridges over the railway were struck, an overall drop of 7% when compared to the previous year.

Iarnród Éireann has sought to contain the number of main running signals passed at danger. The number dropped from 17 in 2009 to 14 in 2010. None of these events was classified as critical. An additional 5 SPADs occurred at non-running signals. Performance is illustrated in the following table D.1.2.1:

Table D.1.2.1: Running and shunt signals passed at danger

	2007	2008	2009	2010
Critical	10	8	0	0
Serious	13	5	4	1
Moderate	4	7	11	16
Minor	5	2	5	5
Uncategorised	0	0	1	0
Total	32	22	21	22

D.1.2.2. Number of accidents;

In 2010, three significant accidents were reported, all of which were fatal and six suspected suicides occurred.

D.1.2.3. Number of fatalities;

Nine fatalities involving rolling stock in motion were reported, of which three occurred in accidental circumstances.

D.1.2.4. Number of injuries;

No significant injuries were reported.

D.1.2.5. Number of precursors to accidents

Precursors for 2010 are reported in Annex C.

D.1.2.6. Cost of all accidents

Data are only available for the cost of significant property damage accidents.

D.1.2.7. Technical safety of infrastructure and its implementation, management of safety

Data for 2010 are reported in Annex C.

D.1.3. Results of safety recommendations

The RSC continues to track duty-holder implementation of recommendations deriving from investigation reports and from the ongoing process of industry safety review that commenced in 1998.

The benefits of implementation of these recommendations are assessed by an industry-owned predictive model. The model was established in the year 2003, and reflects a steady reduction in network safety risk since then.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION

E.1.1. The Safety Directive

In the Safety Directive it is stated that important changes in legislation and regulation concerning railway safety should be reported, e.g.,

- implementation of EU requirements in national legislation;
- important changes of the national railway legislation and regulation.

In Annex D of this report, a list of possible legislation and regulation is described which should be reported if these are changed essentially.

The Railway Safety Directive is implemented through the Railway Safety Act, 2005, as amended by the European Communities (Railway Safety) Regulations, SI No. 61 of 2008.

S.I. No. 55/2010 — European Communities (Railway Infrastructure) Regulations 2010, were signed into law on 17 February 2010. The purpose of these Regulations was to implement Directives 91/440/EEC and 2001/16/EC as amended, designating IÉ as the infrastructure manager. The Minister for Transport retains certain regulatory roles. These Regulations apply to the use of railway infrastructure for rail passenger and freight services.

S.I. No. 399/2010 — European Communities (Train Drivers Certification) Regulations 2010, were signed into law on 11 August 2010. These Regulations apply to train drivers operating locomotives and trains on the Iarnród Éireann-Irish Rail Network. The regulations establish the Railway Safety Commission as the competent authority for implementing these regulations and place obligations on railway undertakings and infrastructure managers.

S.I. No. 651 of 2010 - The European Communities (Transport of Dangerous Goods by Rail) Regulations 2010, signed into law on the 30th December 2010, provide for the appointment and vocational qualifications of safety advisers for the transport of dangerous goods by rail, both in the State and internationally in Europe, in accordance with RID.

F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

F.1.1. National legislation – starting dates – availability

Starting date for issuing Safety Certificates (Article 10 of Directive 2004/49/EC)

The principal Railway Undertaking (Iarnród Éireann) was awarded a safety acceptance certificate at the end of January 2007. The harmonised criteria were adopted in 2010 to enable a full Safety Certification Parts A and B in line with European requirements, including the CSM for risk evaluation and conformity assessment, by 31st January 2011.

Starting date for issuing Safety Authorisations (Article 11 of Directive 2004/49/EC)

The railway Infrastructure Manager (Iarnród Éireann) also works under the safety acceptance certificate issued at the end of January 2007. The harmonised criteria were adopted in 2010 to enable a full Safety Certification Parts A and B and Safety Authorisation in line with European requirements by 31st January 2011.

Availability of national safety rules and legislation to Railway Undertakings and Infrastructure Managers

National Safety Rules binding on more than one railway undertaking were notified in 2009 and are available on the ERA database. The safety rules are primarily derived from national legislation. The legislation dating from 1922 onwards is published by the Government Publications Office and may be downloaded from the website <u>http://www.irishstatutebook.ie</u>. Older legislation is not currently in publication, but copies of Public Acts may be obtained from the Department of Transport on request.

F.1.2. Numerical data (Annex E)

Progress of the safety certification and safety authorisation process is indicated in Annex E.

F.1.3. Procedural aspects

Safety Certificates Part A

F.1.3.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company)

Under the Railway Safety Act 2005, safety acceptance was issued in early 2007 for the combined Railway Undertaking and Infrastructure Manager.

No Part A certificates were issued in 2010.

F.1.3.2. 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 4 months

No delays were experienced in 2010.

F.1.3.3. Requests for information from other National Safety Authorities for information on a Railway Undertaking certified in your country and applying to them for a Part B certificate

No requests of this nature were received in the year 2010.

F.1.3.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate.

No problems were experienced in 2010. Mutual acceptance for cross border operations is currently covered by a mutual agreement contained in the safety management systems of the two companies, Iarnród Éireann and Translink.

F.1.3.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost).

Charges are indirectly recovered through an industry levy.

F.1.3.6. 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

No Part A certificates were issued in 2010.

F.1.3.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

No problems were experienced in 2010.

F.1.3.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate

No problems were experienced in 2010.

F.1.3.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

Railway Undertakings are facilitated through published guidance, and through direct meetings with the RSC. The practice of the RSC is to facilitate applications as much as possible. A Railway Undertaking may appeal first to the RSC and further to the High Court should it be refused safety certification.

Safety Certificates Part B

F.1.3.10. 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.)

No Part B certificates have been issued as defined by the Directives and Community Decisions. Mutual acceptance for cross border operations is currently covered by an agreement contained in the safety management systems of the two companies, Iarnród Éireann and Translink.

F.1.3.11. 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 4 months

No delays were experienced in 2010.

F.1.3.12. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)

Charges are indirectly recovered through an industry levy.

F.1.3.13. 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

No Part B certificates were issued in 2010.

F.1.3.14. Summary of the common difficulties for the NSA in application procedures for Part B Certificates.

No problems were experienced in 2010.

F.1.3.15. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate

No problems were experienced in 2010.

F.1.3.16. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

Scheduled meetings with Railway Undertakings provide the opportunity to express opinions on issuing practices and procedures. Any complaints are directed to the Commissioner for initial consideration of the adequacy of process and delivery. The Railway Undertaking can then appeal to the Minister.

Safety Authorisations

F.1.3.17. Reasons for updating/amending Safety Authorisations

No Safety Authorisations have been issued in 2010 as defined by the Directives and Community Decisions.

F.1.3.18. 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 4 months

No delays were experienced in 2010.

F.1.3.19. Summary of the regular difficulties in application procedures for Safety Authorisations

No problems were experienced in 2010.

F.1.3.20. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

No problems were experienced in 2010.

F.1.3.21. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints

The Infrastructure Manager is facilitated through published guidance, and through direct meetings with the RSC. The practice of the RSC is to facilitate applications as much as possible. The Infrastructure Manager may appeal first to the RSC and further to the High Court should they be refused safety authorisation.

F.1.3.22. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

Charges are indirectly recovered through an industry levy.

G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

G.1.1. Description of the Supervision of Infrastructure Managers and Railway Undertakings

G.1.2. Audits/Inspections/Checklists

G.1.2.1. Use

G.1.2.2. Audits/inspections carried out by the NSA staff/third parties/both

The RSC auditing and monitoring activities derive from four principal areas:

- Complaints and representations by, or on behalf of, passengers;
- Industry safety concerns, typically arising from accidents and incidents;
- The need to ensure compliance of railway undertakings and infrastructure managers with the approved safety management systems;
- The need for ongoing assessment of the performance of all industry safety duty holders.

The RSC generally conducts inspections in response to representations or reports of incidents. Unannounced sample asset inspections are also performed.

The RSC also endeavours to perform planned coordinated audits of features of the railway system giving rise to concern or that are perceived to be areas of potential risk.

During the year a number of inspections of Iarnród Éireann were carried out focussing on:

- Signal cabins
- Stations and station conditions;
- Level crossings;
- Other railway structures

Where the occasion permitted, inspectors took the opportunity to travel in locomotive cabs to assess operations and the condition of the permanent way. In 2010, a substantial proportion of the network was seen in this way.

The scenes of a number of railway incidents were inspected, including;

- a train derailment (in a siding),
- sites of fatal collisions with members of the public,
- a collision with level crossing gates involving a track geometry recording train
- the site of a fatal collision with a farm vehicle
- the site of a landslide

G.1.2.3. NSA manpower available (Number, % of NSA staff involved)

Two inspectors left the RSC in 2010, but they could not be replaced due to a Government embargo on recruitment. This loss has impacted on the ability of the RSC to address its supervision workload. With just 4 inspection staff, excluding the Railway Safety Commissioner, and continued involvement in regulatory development and the approvals of new infrastructure, rolling stock and safety management systems, the equivalent of only 1.5 members of staff was dedicated to supervision activity in 2010.

In 2010 our supervision activity of the principal RU and IM in the state included audits, inspections and formalised supervision meetings. Four process audits were completed and these focused on;

• Competence Management of Level crossing attendants

- Point-care maintenance
 - The management of Mechanical Signals and maintenance staff competence
- DMU Rolling Stock Maintenance at two Depots

G.1.2.4. Economical aspects (Costs, ...)

The cost of audit and supervision is recovered indirectly through the industry levy..

G.1.2.5. Vigilance aspects/Sensitive points to follow-up by the NSA

No problems were experienced in 2010.

G.1.3. Legal aspects within annual reports of Infrastructure Managers and Railway Undertakings

The European Communities (Railway Safety) Regulations 2008 transposed the requirements of Article 9 of the Safety Directive (EC) 2004/49/EC. This places a legal obligation on Infrastructure Managers and Railway Undertakings to submit their annual safety reports concerning the previous calendar year by 30th June.

G.1.3.1. Availability of Reports:

The Iarnród Éireann report was due in June 2011 but finalised in September 2011.

G.1.3.2. Safety Targets and Safety Plans – Iarnród Éireann

Iarnród Éireann is working to Key Performance Indicators (KPIs) set down under the railway safety investment programme 2009-2013.

G.1.3.3. Organisation's Corporate Safety Targets 2010

The organisation's corporate safety targets are met through a number of programmes, particularly phase three of the Railway Safety Investment Programme (2009 - 2013); the implementation of recommendations arising from the "Review of Railway Safety"; the Network Wide Risk Model and the Enterprise Wide Risk Management register.

In summary, there are over 200 safety initiatives in play leading to more than of 500 actions. These are focussed on improving the implementation of the Safety Management System, i.e., improving structures, standards, systems, training, equipment and special initiatives for improving competency and, in particular, reduction of Signals Passed at Danger (SPADs), incidents involving possession management, level crossings and other areas of operational risk.

G.1.3.4. Railway Safety Programme 2009 – 2013

Principal aspects of the programme focus on improvements of the company's Safety Management System and Human Performance Development over a range of 28 projects. Special attention and detailed updating on key or slow moving projects and reporting to the DoT has led to continued progress being made on these programmes, a continuation of the work developed in the second phase of the railway Safety programme.

G.1.4. Safety Indicators – Iarnród Éireann

G.1.4.1. Network Wide Risk Model

The Network Wide Risk Model (NWRM) was used to assist the Department of Transport's evaluation of the third Railway Safety programme by estimating the safety benefits expected to accrue from the implementation of that project.

The new Level Crossing Risk Model (LCRM) was fully implemented during the year.

G.1.4.2. Enterprise Wide Risk Management Register

The Enterprise Wide Risk Management register (EWRM) continued to be reviewed, updated and monitored.

G.1.4.3. Safety Case progress report end of 2008

Iarnród Éireann submitted their first safety case to the Railway Safety Commission in October 2006, as required by the 2005 Railway Safety Act, and an acceptance certificate was issued on 30 January, 2007. An application was made in December 2010 by Iarnrod Eireann for Safety Certificates Part A and B for its railway undertaking activities and Safety Authorisation for its infrastructure manager responsibilities in conformity with Directive 2004/49/EC and Commission Regulations 1158/2010 and 1169/2010.

G.1.5. Safety Audits – Iarnród Éireann

G.1.5.1. Safety Audit

In 2010 the audit unit had a target to conduct 20 audits. The unit achieved 100% of its target, carrying out a total of 20 audits. These covered the following areas:

- Stations & premises (4)
- Lineside and Platform Safety (2)
- Competency Assessment (4)
- Contractor management (2)
- RU (Operations) Safety Statement
- Pilotman competency
- Persons in charge of Possession -competence and on-site
- Change Management process
- CME OHSAS
- Possession Management
- Safety critical Communications
- Management processes in New Works

The audits resulted in some some 119 recommendations and 106 Opportunities for Improvement. and the RU/IMs central Audit Unit is monitoring their implementation.

G.1.6. Particular Risks – Iarnród Éireann

No report was received on observations on deficiencies and malfunctions of railway operations and infrastructure management that might be relevant for the safety authority.

G.1.7. Number of inspections of RUs/IMs for 2010

A number of inspections were carried out in 2010 that included planned cab-rides (10) and assets or processes (20). As the Railway Undertaking and Infrastructure Manager are both integrated within the Iarnród Éireann organisation, monitoring has not been split between the RU and IM. The following is the number of inspections carried out in 2010:

INSPECTIONS	Safety Certificate Part A	Safety Certificate Part B	Safety Certificate 2001/14	Safety Authorisations	Other Activities (To specify)
planned	0	0	30	0	0
unplanned	0	0	15	0	6
carried out	0	0	35	0	6 Incident follow-up site Inspections

G.1.8. Number of audits of RUs/IMs for 2010

Four planned process audits were carried out in 2010, see G.1.2.3 for further detail.

AUDITS		Safety Certificate Part A	Safety Certificate Part B	Safety Certificate 2001/14	Safety Authorisations	Other Activities (To specify)
Number of audits of	planned	0	0	4	0	0
RUs/IMs for 20xx	carried out	0	0	4	0	0

G.1.9. Summary of the corrective safety measures/actions following these audits/inspections

During 2010, the RSC formally requested 3 'Improvement Plans' in accordance with section 76 of the Railway Safety Act 2005 for non-compliances that were identified during audits. The Railway Undertaking and Infrastructure Manager submitted plans which were accepted by the RSC. The implementation of these plans is monitored as part of the RSC's ongoing supervision activity.

The RSC also wrote to a RU notifying it of its intention to serve an improvement notice under section 77 of the Railway Safety Act 2005 for failing in its duties to undertake safety critical checks of rolling stock. However, the RU made a submission that demonstrated to the satisfaction of the RSC that action had already been taken to address the issues raised.

G.1.10. Complaints from IM('s) about RU('s) related to their Safety Certificate conditions

No complaints were received by the RSC.

G.1.11. Complaints from RU('s) about IM('s) related to their Safety Authorisation conditions

No complaints were received by the RSC.

H. REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT

A safety standard to implement the requirements of Commission Regulation No 352/2009 was submitted by Iarnrod Eireann to the RSC as part of their application for Safety Certificates Part A and B and Safety Authorisation in December 2010.

H.1.1. NSA experiences

A workshop was held between Iarnrod Eireann and the RSC in May 2010 to explain the requirements of Commission Regulation No 352/2009.

H.1.2. Experience on the decisions taken by the proposers on the level of significance of a change (e.g., too lax)

None.

H.1.3. Experience on the applications of the risk management process by the proposers

None.

H.1.4. Experience on the involvement of assessment bodies

None.

H.1.5. Experience on the interface management

None.

H.1.6. Is there a procedure to allow RUs and IMs to express their experiences on the EC regulation on CSM on risk assessment

No.

H.1.7. Revision of NSRs to take account of the EC regulation on CSM on risk assessment

The pre-existing National Rule requires a risk assessment but does not prescribe the method. The Common Safety Method on risk evaluation and assessment became binding on the national network from 19th July 2010, but it will be a voluntary code of practice for light railways, metros and heritage railways.

I. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

I.1.1. Conclusion

This is the fifth year of operation for the Railway Safety Commission as an independent agency within the European railway safety regulatory framework and further progress has been made towards conformance with the requirements of the Railway Safety Directive 2004/49/EC. In terms of European safety indicators, the Irish railway sector continues to perform well.

I.1.2. Priorities

To build further on its good industry safety record, the RSC's organisational priorities remain as follows:

- Increase the monitoring and supervision regime;
- Work with industry stakeholders to ensure the most effective implementation of the railway safety regulatory framework;
- Ensure full implementation of EU railway safety legislation.

J. SOURCES OF INFORMATION

Annual Report of the Railway Safety Commission - RSC - February 2011

Statistical Report to the Central Statistics Office (Annex H statistics) – Iarnród Éireann – May 2011

Annual report to the Railway Safety Commission - Iarnród Éireann - September 2011

Structure for the Content of the NSA Annual Report (NSA AR Template EN 2009 v14_9) – ERA – August 2009

Guideline for the Use of the Template (NSA AR Guideline EN 2009) – ERA – August 2009

Railway Safety Programme (Final Report) - Iarnród Éireann - June 2009

K. ANNEXES

ANNEX A: Railway Structure Information

- ANNEX B: Organisation chart(s) of the National Safety Authority
- ANNEX C: Common Safety Indicator (CSI) data; Definitions used; Abbreviations
- 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	Iarnród Éireann
Address	Connolly Station, Amiens St., Dublin 1
Website	www.irishrail.ie
Safety Auth No./ date	31/01/2007
Start Date Commercial Activity	
Total Track Length / Gauge	2165 km (lines in traffic) gauge 1600mm
Electrified Track length / Voltage	99 km 1500v DC
Total Double/Single Track Length	461 km / 1222 km lines in traffic
Total Track Length HSL	None
ATP Equipment Used	CAWS & ATP
Number of LC	1053
Number of Signals	2343

A.2.2. Railway Undertaking(s)

Name	Iarnród Éireann
Address	Connolly Station, Amiens St., Dublin 1
Website	www.irishrail.ie
Safety Certificate 2001/14/EC	31/01/2007
Safety Certificate	
Start Date Commercial Activity	
Traffic Type	Passenger & Freight
Number of Locomotives	52 (excluding OTMs)
Number of Railcars / Multiple Unit Vehicle	357 DMU Vehicles 154 EMU Vehicles
Number of Coaches / Wagons	81 coaches 254 wagons (including maintenance wagons)
Number of Train Drivers / Safety Crew	518 drivers
Volume of Passenger Transport	38.2 million passenger journeys
Tonnes of Freight Transport	0.568 million tonnes

B.1. Chart: Internal organisation

RAILWAY SAFETY COMMISSION ORGANISATIONAL STRUCTURE



* The RSC is depleted in staff, currently lacking the two Senior Inspectors and three of the Inspectors.

B.2. Chart: Relationship with other National Bodies



C.1. CSIs data

Performances at a glance













Fatalities divided by category of people involved



6.0E-01

5.0E-01

4.0E-01

3 0E-01

2.0E-01

1.0E-01

0.0E+00

2006

0.00E+00

2007

0.00E+00

2008

0.00E+00

2009

0.00E+00

2010

0.00E+00

2010

0.00E+00

2009

0.00E+00

2010 report: values related to the average among 2006, 2007, 2008, 2009 and 2010.

2008

0.00E+00

6.0E-01

5.0E-01

4.0E-01

3.0E-01

2.0E-01

1.0E-01

0.0E+00

2006

0.00E+00

2007

0.00E+00



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

Costs of replacement or repair of damaged rolling stock and railway installations in €/(MLN Train*Km) last 5 years average					
2.5E+05 -					
2.0E+05 -					
1.5E+05 -				_	
1.0E+05 -					
5.0E+04 -				_	
0.0E+00 -	2006	2007	2008	2009	2010
	4.11E+04	2.45E+04	3.02E+04	1.96E+05	1.58E+05

2010 report: values related to the average among 2006, 2007, 2008, 2009 and 2010.

N°of internal audits accomplished out of N° of audits required (and/or planned) 106.00% last 5 years average 105.00% 104.00% 103.00% 102.00% 101.00% 100.00% 99.00% 98.00% 97.00% 2006 2007 2008 2009 2010 105.00% 102.50% 103.33% 100.00% 100.00%

C.2. Definitions used in the annual report

C.2.1. Definitions to be applied:

The definitions used in this report correspond with the definitions outlined in Annex I to the Directive 2004/49/EC as revised by Directive 2009/149/EC.

C.2.2. National definitions

The original Directive 2004/49/EC lays down in Annex I, 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."

Broken Rails:

For statistical clarity, broken rails on 'freight only' railway lines are not counted. 'Freight only' lines make up a very small proportion of the national network and are operated at low speeds of the order of 40 km/h.

Suicides:

The CSI statistical report to ERA asks for data on suicides and accidental deaths. In regard to 'cause of death', the competent national authority is the Coroner. However, deaths resulting from "accidents to persons caused by rolling stock in motion" do not always result in a Coroner's Verdict of accidental death or suicide.

To avoid 'second-guessing' the Coroner, while maintaining a reasonable level of statistical integrity, the RSC currently reports to ERA as follows:

- deaths with a verdict of 'suicide' are reported as 'suicide', and
- deaths with a verdict of 'death by misadventure' or 'accidental death' are collectively reported as 'accidental death';
- deaths with a verdict of 'open verdict' or where verdict is unclear are reported as either 'accidental' or 'suicide', after taking into account the initial report and consulting the Coroner where necessary.

Signals Passed at Danger:

In accordance with the definition of a 'train', the term 'Signals passed at danger' is taken to apply to running signals and not to shunt signals passed at danger.

C.3. Abbreviations

BLN 10^9 CSICommon Safety IndicatorERAEuropean Railway AgencyIÉIarnród Éireann – Irish RailIMInfrastructure ManagerHSLHigh Speed Line (Definition acc. Directive 96/48/EC);LCLevel CrossingMLN 10^6 NIBNational Investigating Body for railway accidentsNSARolling StockRSRolling StockRURailway Undertaking	ATP	Automatic Train Protection;
CSICommon Safety IndicatorERAEuropean Railway AgencyIÉIarnród Éireann – Irish RailIMInfrastructure ManagerHSLHigh Speed Line (Definition acc. Directive 96/48/EC);LCLevel CrossingMLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	BLN	10 ⁹
ERAEuropean Railway AgencyIÉIarnród Éireann – Irish RailIMInfrastructure ManagerHSLHigh Speed Line (Definition acc. Directive 96/48/EC);LCLevel CrossingMLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	CSI	Common Safety Indicator
IÉIarnród Éireann – Irish RailIMInfrastructure ManagerHSLHigh Speed Line (Definition acc. Directive 96/48/EC);LCLevel CrossingMLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	ERA	European Railway Agency
IMInfrastructure ManagerHSLHigh Speed Line (Definition acc. Directive 96/48/EC);LCLevel CrossingMLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	IÉ	Iarnród Éireann – Irish Rail
HSLHigh Speed Line (Definition acc. Directive 96/48/EC);LCLevel CrossingMLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	IM	Infrastructure Manager
LCLevel CrossingMLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	HSL	High Speed Line (Definition acc. Directive 96/48/EC);
MLN106NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	LC	Level Crossing
NIBNational Investigating Body for railway accidentsNSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	MLN	10^{6}
NSANational Safety AuthoritiesRSRolling StockRSCRailway Safety CommissionRURailway Undertaking	NIB	National Investigating Body for railway accidents
RSRolling StockRSCRailway Safety CommissionRURailway Undertaking	NSA	National Safety Authorities
RSCRailway Safety CommissionRURailway Undertaking	RS	Rolling Stock
RU Railway Undertaking	RSC	Railway Safety Commission
	RU	Railway Undertaking

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	NONE			
Legislation concerning the national safety authority	NONE			
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
National rules concerning railway safety				
Rules concerning national safety targets and methods	NONE			
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE			
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE			
Rules concerning requirements for wagon keepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	NONE			

Common operating rules of the railway network, including rules relating to the signalling and traffic procedures Rules laying down requirements on additional	NONE			
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	S.I. No. 651 of 2010 The European Communities (Transport of Dangerous Goods by Rail) Regulations 2010,	signed into law on the 30 th December 2010,	amend	Regulations provide for the appointment and vocational qualifications of safety advisers for the transport of dangerous goods by rail, both in the State and internationally in Europe, in accordance with RID.
	S.I. No. 399/2010 — European Communities (Train Drivers Certification) Regulations 2010,	signed into law on 11 August 2010.	new	Regulations apply to train drivers operating locomotives and trains on the Iarnród Éireann-Irish Rail Network. The regulations establish the Railway Safety Commission as the competent authority for implementing these regulations and place obligations on railway undertakings and infrastructure managers.
Rules concerning the investigation of the accident and incidents including recommendation	NONE			
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	NONE			
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE			

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

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by	being licensed in Member State	1
Railway Undertakings in year 20010	being licensed in another Member State	0

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

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates Part A held by Railway	being registered in Member State	0	0	0
Undertakings in the year 2010	being registered in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway	being registered in Member State	0	0	0
Undertakings in the year 2010	being registered in another Member State	0	0	0

			A	R	Р
	being registered	new certificates	0	0	1
E.2.3. Number of applications	in Member State for	updated / amended certificates	0	0	0
Certificates Part		renewed certificates	0	0	0
Railway	baing registered	new certificates	0	0	0
year 2010	in another Member State for	updated / amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	Р
	haing registered	new certificates	0	0	1
E.2.4. Number of applications	in Member State for	updated / amended certificates	0	0	0
Certificates Part		renewed certificates	0	0	0
Railway	baing registered	new certificates	0	0	0
year 2010	in another Member State for	updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A:

No application received in 2010.

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	0	0	0

		A	R	Р
E.3.2. Number of applications for Safety Authorisations submitted by	new authorisations	0	0	1
Infrastructure Managers in year 2010 being registered in your Member State	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the	being registered in your Member State	0	0	0
receipt of an application and the final delivery of a Safety Certificate Part A in year 2010 for Railway Undertakings	being registered in another Member State	0	0	0

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2010 for Railway Undertakings	being registered in your Member State	0	0	0
	being registered in another Member State	0	0	0

E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2010 for Infrastructure Managers	being registered in your Member State	0	0	0
	being registered in another Member State	0	0	0