





## **NIB ANNUAL REPORT 2023**

Hellenic Air & Rail Safety Investigation Authority  
HELLENIC REPUBLIC

*Hellenic Air & Rail Safety Investigation Authority (HARSIA)*

*Railway Sector*

*ADDRESS: Vitinis 14-18*

*Nea Filadelfeia 14342*

*Call center: 210 9608080*

*Email: [info@harsia.gr](mailto:info@harsia.gr), [gram@harsia.gr](mailto:gram@harsia.gr)*

*Web: [www.harsia.gr](http://www.harsia.gr)*

*Created by: Konstantinos Kapetanidis, Civil Engineer/Railway Investigator*

**PREFACE TO THE REPORT**

A National Investigation Body operates in the Hellenic Republic : The Hellenic Air & Rail Safety Investigation Authority (HARSIA) is conducting independent investigation of the causes and circumstances of railway accidents and incidents, according to Directive (EU) 2016/798, the principles and requirements of which have been implemented into the national legislation by Law 5014/2023. The objective of investigating the causes and circumstances of railway accidents and incidents is to increase the safety of railways.

This Annual Report is issued by the Railway Sector of HARSIA for 2023, pursuant to Art. 24(3) of Directive (EU) 2016/798. It comprises information regarding:

- the National Investigation Body,
- the system of investigation of railway accidents and incidents,
- the investigations of accidents and incidents completed in 2023,
- the safety recommendations issued.



**CONTENTS**

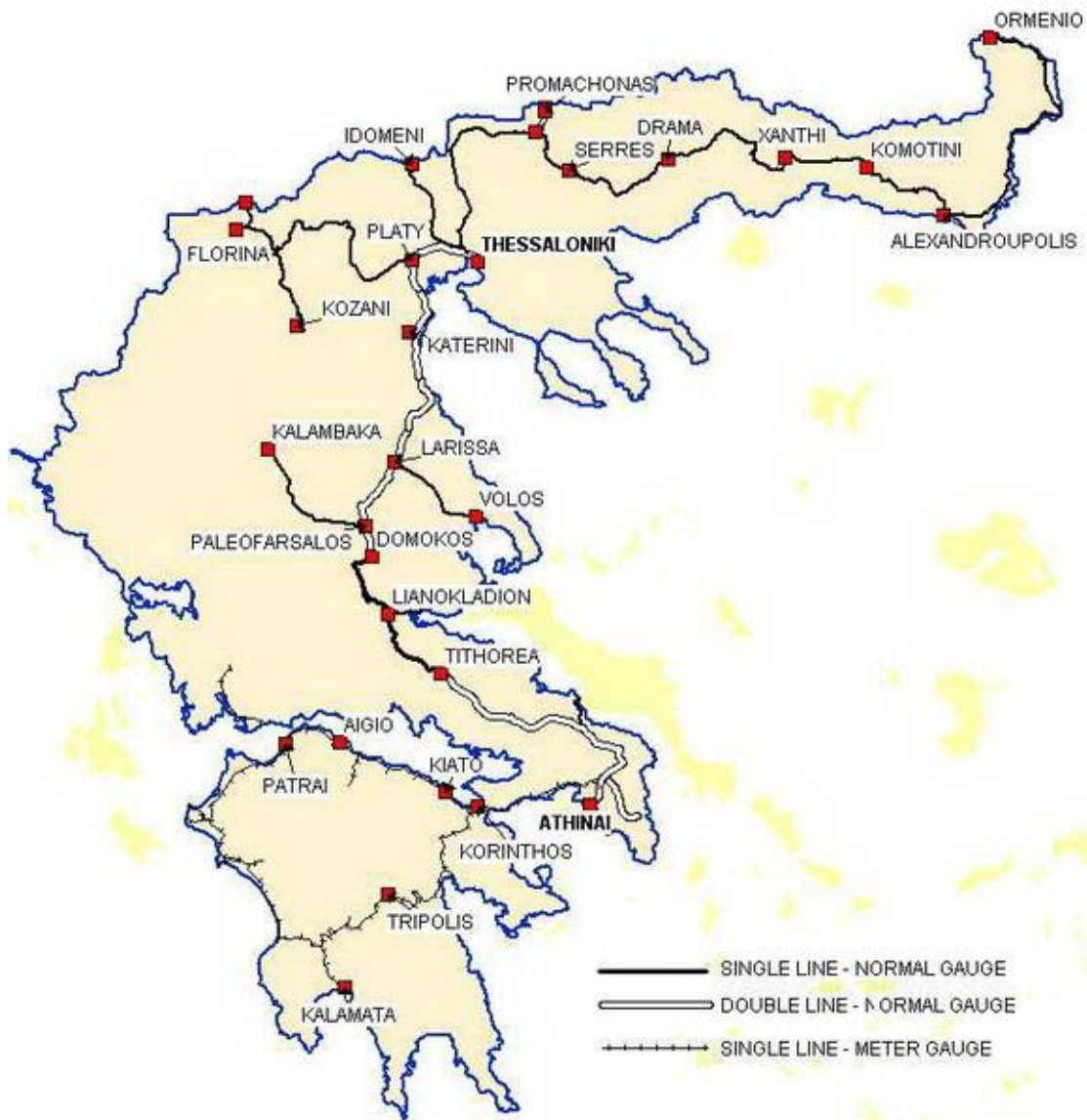
PREFACE TO THE REPORT.....	3
ABBREVIATIONS.....	5
HELLENIC RAILWAY NETWORK.....	6
1 INTRODUCTION TO THE INVESTIGATION BODY.....	7
1.1 Legal Basis (or Legal framework).....	7
1.2 Role and Aim .....	7
1.3 Organisation .....	8
2 INVESTIGATION PROCESSES.....	9
2.1 Cases to be investigated .....	9
2.2 Institutions involved in investigations .....	9
2.3 Investigation process or approach of the NIB.....	9
3 INVESTIGATIONS .....	11
4 RECOMMENDATIONS.....	11



## NIB ANNUAL REPORT 2023

Hellenic Air & Rail Safety Investigation Authority  
HELLENIC REPUBLIC

HARSIA	Hellenic Air & Rail Safety Investigation Authority
NIB	National Investigation Body
EU	European Union
IM	Infrastructure Manager (for Greece : OSE)
RU	Railway Undertaking
NSA	National Safety Authority (for Greece : RAS)
ERA	European Union Agency for Railways
LC	Level Crossing
RS	Rolling Stock
SA	Serious Accident
A	Accident
I	Incident
SR	Safety Recommendation
KM	Kilometer position for the railway
SPAD	Signal passed at danger



**Hellenic Railway Network**



## **1. INTRODUCTION TO THE INVESTIGATION BODY**

### **1.1 Legal Framework**

Until 2023 in Greece there were two separate Agencies for Air and Rail accidents:

- A) the Air Accidents & Flight Safety Investigation Committee (EDAAP), which was established by Greek Law 2912/01 (adaption to Directive 1994/56/EC) and which operated normally until 2023.
- B) Railway Accident and Incident Investigation Committee, which was established by Greek Law 3710/08 (adaption to Directive 2004/49/EC), which was not operational (as it had no investigators).

In January 2023 Greek Law 5014/2023 established the new national framework for the investigation of air and rail accidents and transportation safety. The new Law merged the two existing committees into one, the Hellenic Air & Rail Safety Investigation Authority (HARSIA). Part D of Law 5014/2023 was the exact implementation of CHAPTER V “ACCIDENT AND INCIDENT INVESTIGATION” of the Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast).

The Railway Sector of HARSIA investigates accidents and incidents which according to nature and consequences, are divided into the following categories:

- Serious accidents
- Accidents
- Incidents

The accidents and incidents investigations performed by HARSIA are independent of any other party and independent of the investigation conducted by other bodies, especially judiciary investigation and the investigation of the causes and circumstances of accidents and incidents conducted by Infrastructure manager (IM) or Railway Undertaking (RU).

### **1.2 Role and Aim**

HARSIA was established on 21 January 2023 by the Law 5014/2023 (Official Gazette FEK A 14/21.01.2023) as an independent Authority supervised by the Minister of Infrastructure and Transport. The Authority is functionally and organizationally independent of all authorities responsible for railway traffic and of all legal and natural persons. The mission is to guarantee independent investigation of the causes and circumstances of railway accidents and incidents. The national legislation of Hellenic Republic does authorize HARSIA/Railway Sector to investigate accidents and incidents within national



railway network but does not authorize investigation into metro, trams, trolleybuses and cable-car incidents.

The main goal of the Railway Sector of HARSIA is to prevent future accidents and incidents. Therefore, HARSIA/Railway Sector:

- Investigates the causal and other factors that preceded the occurrence of railway accidents and incidents.
- Issues final reports and safety recommendations to the National Safety Authority (NSA), to RUs, to IM or other authorities or parties.

### **1.3 Organisation**

HARSIA is a dual mode Authority, consisting of two independent sectors, the Aviation accident investigation sector and the Railway accident investigation sector. The Management Board (MB) of HARSIA was appointed on 19/9/2023. The MB is composed of five members, including the President and the Deputy President. The President and two other members have scientific knowledge and experience in the aviation sector and the Deputy Chairman and one other member have scientific knowledge and experience in the railway sector.

In cases of investigation of railway accidents and incidents, the powers of the President are exercised by the Deputy President (Dr. Christos Papadimitriou), who has been named President of the Railway sector.

On 28 February 2023 the deadliest railway accident in Greece took place. Passenger train IC 62 (Athens - Thessaloniki) with 344 passengers, was put by mistake on the same line -opposite direction- to Freight train 63503 (Thessaloniki - Athens), resulting in the two trains colliding head-on in Tempí area, at kilometer 371+600 (from Athens), a few meters outside the Tempí railway tunnel.

At the time of the accident HARSIA had no Management Board (pending from 1/2023, when Law 5014 was enforced) and no railway investigators.

The MB of HARSIA was appointed on 19/9/2023. Their first action was to ask ERA for assistance, in order to carry out the task of the Tempí accident investigation. The MB of ERA responded immediately and on December 2023 a "Support to Greece Task Force" was formed which is staffed by Mr. Bart Accou and Mr. Fabrizio Carpinelli.

The first railway investigator was transferred to HARSIA on 15/3/2024 and on the same date HARSIA MB appointed the accident investigation committee (comprising of K. Kapetanidis, B. Accou, F. Carpinelli).

At the time this report is written, the committee's work has not yet been completed and the corresponding report has not been issued.





## **2. INVESTIGATION PROCESSES**

### **2.1 Cases to be investigated**

HARSIA/Railway Sector, in accordance with European principles, has the authority to investigate the causes and circumstances of serious accidents on main and regional railway lines, border railways and sidings. The national legislation of Hellenic Republic does not authorize HARSIA/Railway Sector to investigate metro, tram, trolleybuses and cable-ways accidents and incidents.

When making decision whether to investigate or not, the HARSIA/Railway Sector takes into account the set legal requirements (seriousness, repetitiveness, impact on railway safety, requests from infrastructure managers, railway undertakings, the national safety authority or the Member States) as well as the possibility to learn safety relevant lessons from the accident or incident.

### **2.2 Institutions involved in investigations**

Following the occurrence of a railway accident or incident, various parties may launch several independent investigations, depending on the occurrence's nature and consequences:

- Infrastructure manager or railway undertaking identifies the causes and circumstances of an accident or incident, focusing on the drafting of preventative measures and the proposal of responsibility for the occurrence.
- The HARSIA/Railway Sector investigates the causes and circumstances of an accident or incident with a focus on the determination of the causes and contribution factors and issue of preventative safety recommendation. The sole purpose of HARSIA/Railway Sector investigations is to prevent future accidents and incidents and improve railway safety. HARSIA/Railway Sector does not establish blame, liability or carry out prosecutions.
- Hellenic Police and/or Fire Service and/or other relevant parties investigate an accident or incident with the aim of defining responsibility for the committing of offenses or criminal acts.

### **2.3 Investigation process or approach of the NIB**

The objective of the investigation of the causes of railway accidents and incidents is to gain knowledge for the prevention of accidents and incidents, minimize the consequences and increase the safety of railways.

Investigations performed by the HARSIA/Railway Sector, focus on the following aspects of each occurrence:



- independent investigation of the causes and circumstances of accident or incident (serious accidents and selected accidents and incidents only)
- ensuring that infrastructure manager and railway undertaking meet the legal requirements for procedures following railway accident or incident (for example notification without any delay, securing of accident site, etc.)

When notified about the occurrence of an accident or incident by an infrastructure manager or railway undertaking, the HARSIA/Railway Sector will decide whether it will immediately go to the accident site or not. The investigation of accident or incident may be launched immediately after the occurrence or later, in reaction to specific circumstances. If HARSIA/Railway Sector launches an investigation, it will notify the European Union Agency for Railways within seven days. The HARSIA/Railway Sector will publish the conclusions of its investigation in an Investigation Report, the structure of which is based on the requirements of Regulation (EU) 2020/572. If the accident or incident occurred without any violation of legislation or internal regulations of infrastructure manager and/or railway undertaking, HARSIA/Railway Sector issues a safety recommendation with the aim of preventing the reoccurrence of the accident or incident. A safety recommendation is also issued in the case of other findings relevant to safety.



### **3. INVESTIGATIONS**

No data available for this chapter, due to the fact that HARSIA/Railway Sector became operational on 15/3/2024, when the first Railway Investigator was transferred to the Authority.

### **4. RECOMENDATIONS**

No data available for this chapter, due to the fact that HARSIA/Railway Sector became operational on 15/3/2024, when the first Railway Investigator was transferred to the Authority.