



Czech Republic



**The Rail Safety Inspection
Office**

Annual Report of National Investigating Body

according to Article 23(3) of Directive 2004/49/EC

The Rail Safety Inspection Office - 2006

Czech Republic

A. Content

This Annual Report is an annual report issued by the national investigating body of the Czech Republic, The Rail Safety Inspection Office, for 2006, pursuant to Art. 23(3) of Directive 2004/49/EC. It comprises information regarding:

- the National Investigating Body
- the system of investigation of railway accidents and incidents
- the investigations of accidents and incidents in 2006
- the safety recommendations issued in 2006
- measures adopted on the basis of previously issued safety recommendations

B. Introduction

B1. Foreword

A national investigating body operates in the Czech Republic - The Rail Safety Inspection Office - conducting independent investigation of the causes and circumstances of railway accidents and incidents according to Directive 2004/49/EC, the principles and requirements of which have been implemented into the national legislation. The objective of the investigation of the causes and circumstances of railway accidents and incidents is to increase the safety of railways.

B2. Characteristics of 2006

The statistic assessment of 2006 from the perspective of the occurrence of railway accidents and incidents is affected by two changes in the national legislation dealing with this matter. The changes in legislation took effect on 1 July 2006 and 1 August 2006 respectively. Both changes influenced the definitions of accidents and incidents, investigation procedures and statistical classification.

The National Investigating Body of the Czech Republic, The Rail Safety Inspection Office, recorded 5274 railway accidents and incidents in 2006. Of this, in 11 cases the National Investigating Body conducted independent investigation.

Type of rail system (guided transport)	Number of accidents and incidents in 2006
Railways: - main lines	2204
- regional lines	244
- sidings	255
- underground	48
Tram lines	2132
Trolleybus lines	386
Cable-ways	5
Total	5274

B3. Principle of Investigation

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

Accidents and incidents are further divided into the following categories, reflecting their nature and consequences:

- serious accidents
- accidents

- incidents

The national legislation of the Czech Republic orders infrastructure managers and transport operators to investigate the causes and circumstances of railway accidents and incidents.

The national legislation of the Czech Republic orders the National Investigating Body, The Rail Safety Inspection Office, - in accordance with European principles - to investigate the causes and circumstances of serious accidents on main and regional lines, border railways and sidings. In addition, The Rail Safety Inspection Office may investigate, in cases defined by the respective law, other occurrences in the following cases:

- serious accidents regarding underground, trams, trolleybuses and cable-ways
- accidents and incidents on all rail systems (guided transport)

B4. Implementation of EC Directive 2004/49/EC

The process of the implementation of Directive 2004/49/EC into the national legislation of the Czech Republic was completed on 1 July 2006 by Act 266/1994 Coll., on Railways, as amended, and the subsequent issue of implementing Decree 376/2006 Coll., on the System of Safe Railway Operation and Railway Transport Operation and Procedures Following Railway Accidents and Incidents.

The National Investigating Body was established in the Czech Republic on 1 January 2003. The mission is to guarantee independent investigation of the causes and circumstances of railway accidents and incidents. The national legislation of the Czech Republic also authorizes the National Investigating Body to investigate accidents and incidents within trams, trolleybuses and cable-ways, because all these kinds of transport are included in the same legislation regime as the railways.

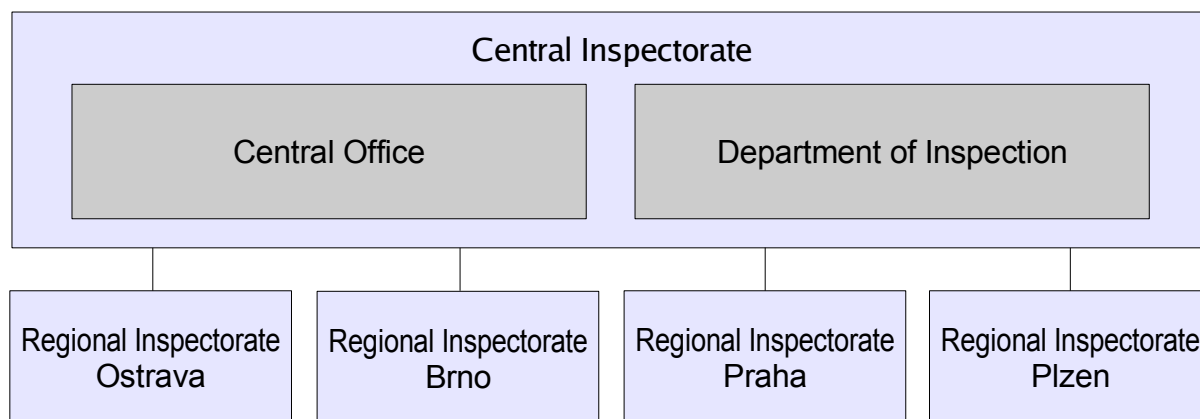
C. National Investigating Body

C1. The Rail Safety Inspection Office

On 1 January 2003, the National Investigating Body - The Rail Safety Inspection Office - was established in the Czech Republic pursuant to the provisions of Act 77/2002 Coll. The Rail Safety Inspection Office is a national body investigating the causes of railway accidents and incidents independently of any other party and conducting state supervision of railways. As an investigating body it is independent of any infrastructure manager, transport operator and regulatory body. The competences of The Rail Safety Inspection Office include:

- railways (main lines, regional lines, sidings, underground)
- tram lines
- trolleybus lines
- cable-ways

The Rail Safety Inspection Office has a total of 55 employees in five cities of the Czech Republic (Ostrava, Brno, Praha, Plzen, Ceske Budejovice). It comprises of the Central Inspectorate and four regional inspectorates covering the area of the entire country. The Central Inspectorate consists of The Central Office and The Department of Inspection.



The Central Office plays supportive role for the Inspector General and the whole structure of The Rail Safety Inspection Office. It provides human-resource management, economic, IT, and legal services and public relations.

The Department of Inspection maintains accident investigation and the state supervision systems, including the co-ordination of the regional inspectorates' activities. The department also manages staff training and mediates communication with EU bodies.

Regional Inspectorates investigate the causes of rail accidents and incidents with the aim of enabling lessons to be learned for improving the safety of railways. They also perform preventative state supervision focusing on accident and incident prevention.

C2. Railway sector in the Czech Republic

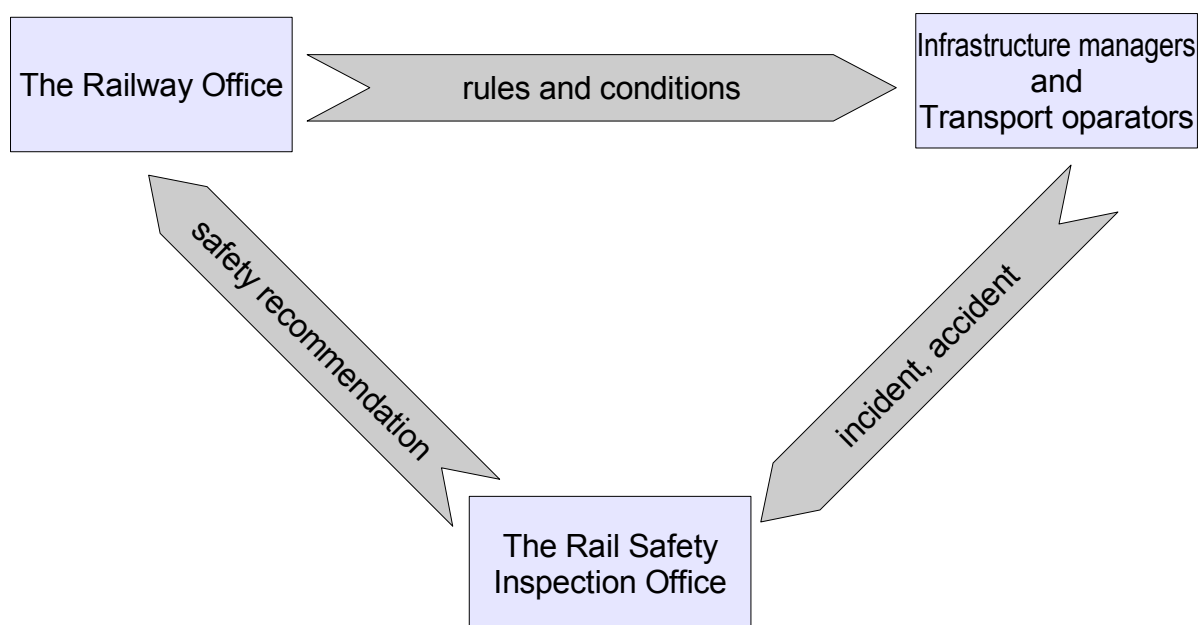
The arrangement of railway sector in the Czech Republic and relationships among the parties involved are defined in Act 266/1994 Coll., on Railways, as amended, and the implementing regulations thereto. The legislation applies to the following transport systems:

- railways (main lines, regional lines, sidings, underground)
- tram lines
- trolleybus lines
- cable-ways

The most important bodies in the railway sector include the Czech Ministry of Transportation, The Railway Office and The Rail Safety Inspection Office. The Czech Ministry of Transportation is in charge of the national railway legislation and takes care of the implementation of the EU railway legislation. The Railway Office is the National Safety Authority carrying out certification and regulation of railway and railway transport operation, according to the national legislation. The Rail Safety Inspection Office is the National Investigating Body independent of any party in the railway sector.

All these authorities are involved in the system of maintaining and improving safety of railways and railway transport:

- **The Czech Ministry of Transportation** sets basic rules via the railway legislation.
- **The Rail Safety Inspection Office** investigates railway accidents and incident and issues safety recommendations to The Railway Office.
- **The Railway Office** sets and adjusts safety rules for infrastructure managers and transport operators, on the basis of the safety recommendations.



D. Organization of Investigation

D1. Independence of Investigation

The accident and incident investigation performed by The Rail Safety Inspection Office is independent of any other party and independent of the investigation conducted by other bodies, especially police investigation and the investigation of the causes and circumstances of accidents and incidents conducted by infrastructure managers or transport operators.

D2. Bodies involved in Investigation

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

- **Infrastructure manager or transport operator** identifies the causes and circumstances of accident or incident, focusing on the adoption of preventative measures and the proposal of responsibility for the occurrence.
- **The Rail Safety Inspection Office** investigates the causes and circumstances of accident or incident with a focus on the determination of the causes and the issue of preventative safety recommendation.
- **Czech Police** investigate accident or incident with the aim of defining responsibility for the committing of offences or criminal acts.

D3. Investigation performed by the National Investigating Body

Investigation performed by the National Investigating Body of the Czech Republic, The Rail Safety Inspection Office, focuses on the following areas of each occurrence:

- meeting of the legal requirements for procedures following occurrence of railway accident or incident by infrastructure manager and transport operator
- independent investigation of the causes and circumstances of accident or incident (serious accidents and selected accidents and incidents only)
- supervision of the correctness and completeness of the procedures followed by infrastructure manager or transport operator when identifying the causes and circumstances of an accident or incident, in accordance with the national legislation.

When notified about the occurrence of accident or incident by an infrastructure manager or transport operator, The Rail Safety Inspection Office will decide whether it will immediately go to the accident-site or not. At the accident-site The Rail Safety Inspection Office will launch an independent investigation or just supervises the procedures performed by infrastructure managers and transport operators involved.

If The Rail Safety Inspection Office launches an investigation, it will notify The European Railway Agency within seven days. The investigation of accident or incident may be launched immediately after the occurrence and/or later, in reaction to specific circumstances.

The Rail Safety Inspection Office will publish the conclusions of its investigation in Investigation Report, the structure of which is based on the requirements of Directive 2004/49/EC. If the accident or incident occurred without any violation of legislation or internal

regulations of infrastructure manager and/or transport operator, The Rail Safety Inspection Office issues safety recommendation with the aim of preventing re-occurrence of the accident or incident.

E. Annual Investigation Report

E1. Summary of Investigations performed in 2006

In 2006, The Rail Safety Inspection Office in most cases investigated accidents and incidents that, under slightly different conditions might have led to serious accidents. Such investigations were initiated according to the national legislation corresponding to Art. 19(2) of Directive 2004/49/EC. The investigated occurrences include several level crossing accidents and accidents and incidents which might have fatal consequences.

Due to the relatively low number of investigated occurrences, it is not possible to make any conclusions regarding the trends in the development of railway safety.

E2. Accidents and incidents investigated in 2006

According to Directive 2004/49/EC, The Rail Safety Inspection Office initiated investigations of the following accidents and incidents which occurred in 2006:

Date	Category	Location	Description
3/1/2006	serious accident	station: Brodek u Prerova	derailment of 6 cars of a freight train
20/2/2006	serious accident	station: Kropacova Vrutice	collision of a fast train and a freight train
18/6/2006	incident	station: Nymburk	collision of a freight train and an engine
28/7/2006	incident	line: Prerov – Vezky	derailment of 3 cars of a passenger train
11/8/2006	accident	line: Blazovice – Slapanice	collision of a passenger train and a bus on a railway crossing
3/10/2006	accident	line: Krnov – Skrochovice	collision of a fast train and a passenger car on a railway crossing
9/10/2006	accident	line: Sumperk – Petrov n. D.	collision of a passenger train and a motorcycle on a railway crossing
17/10/2006	serious accident	station: Decin-vychod	derailment of 6 cars of a freight train
10/12/2006	incident	line: Harrachov – Korenov	fire of a single unit railcar (passenger train)
26/12/2006	accident	station: Brandys nad O.	collision of a EuroCity train with a person

According to Czech national legislation, The Rail Safety Inspection Office initiated investigation of the following incident which occurred in 2006:

Date	Category	Location	Description
2/12/2006	incident	Ostrava, Horni street	derailment of a tram

F. Additional Details of Investigation

F1. Important Accidents and Incidents

In 2006, no accident nor incident occurred, the background of which may provide knowledge relevant for railway safety of other EU countries.

F2. Details of Important Accidents and Incidents

No details available (see chapter F1).

F3. Research and Studies

In 2006, The Rail Safety Inspection Office did not carry out any research or studies.

G. Safety Recommendations

G1. Safety Recommendations – Summary

As of 1st July 2006, the amended Act 266/1994 Coll., on Railways, as amended, implemented safety recommendation into the national legislation of the Czech Republic. Until then, the national legislation did not allow issue of safety recommendation.

Before 1st July 2006, The Rail Safety Inspection Office was authorized to order infrastructure managers and transport operators to take immediate measures to prevent accidents and incidents. However, the law specified above cancelled this effective instrument.

G2. Safety Recommendations prior to Implementation of Directive 2004/49/EC

Prior to the implementation of Directive 2004/49/EC into the Czech national legislation, The Rail Safety Inspection Office had not issued any safety recommendation.

G3. Safety Recommendations after Implementation of Directive 2004/49/EC

In 2006, The Rail Safety Inspection Office issued two safety recommendations:

- Based on investigation of accident from 12th June 2006, when a five-year old boy fell out of travelling passenger train near Stren station, The Rail Safety Inspection Office recommended to equip passenger cars of Bdt279 and Bp series by automatic door blocking system.
- Based on investigation of incident from 10th December 2006, when a fire occurred in a single unit railcar of passenger train between Harrachov and Korenov stations, The Rail Safety Inspection Office recommended to develop brief and effective emergency procedure to be followed by train crew in the event of railway vehicle fires.