



The Chairman
Railway Transport Office

RAILWAY SAFETY RAPORT

2007

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A.1. SCOPE OF THE REPORT

This Annual Safety Report, prepared by the Railway Transport Office (RTO) in its capacity as the national safety authority, contains information on:

- a) Railway structure, including a list of railway infrastructure managers (Annex A.2.1.) and a list of railway carriers (Annex A.2.2.);
- b) Important changes in railway safety legislation and regulations (Annex D);
- c) The status of railway safety, together with Common Safety Indicators (CSI), (Annex C) aggregated at Member State level;
- d) The results and experience of the supervision of infrastructure managers and railway carriers.

In addition, the Report covers RTO's work relating to the performance of its tasks in compliance with the safety policy.

A.2. EXECUTIVE SUMMARY (English version)

The national authority in the matters of safety in Poland is the **CHAIR OF THE NATIONAL RAILWAY TRANSPORT AUTHORITY** (UTK) having its head office located in Warsaw, ul. Chałubińskiego 4.

The National Railway Transport Office was established on 1 June 2003 by way of transformation of the Chief Railway Inspectorate under the Act of 28 March 2003 on railway transport. The National Railway Transport Office carries on work on issues regarding technical supervision and railway traffic safety, as previously implemented by the Chief Railway Inspectorate. The work has been expanded in effect of implementation of the Community legislation regarding railways and, in accordance with the Act on railway transport, the scope of competence of the National Railway Transport Office has also included regulation of the railway transport market.

The requirement to establish an independent authority to supervise technology and railway traffic safety as well as to regulate railway transport market is an effect of implementation of the EU laws into the Polish legislation including, in particular, Article 10(7) of Directive 2001/12/EC and Articles 30 and 31 of Directive 2001/14/EC providing for the duty to establish the authority and scope of primary authority's responsibilities.

According to the Act of 28 March 2003 *on railway transport* and according to provisions of the Regulation of the Minister of Transport of 30 April 2007 *on serious accidents, incidents on railway lines*, an investigating body was appointed reporting to the Minister, i.e. **The National Commission for Railway Accident Investigation** ('the Commission'). The Commission was established in effect of implementation of the European Parliament and Council Directive 2004/49/EC of 29 April 2004 *on safety on the Community's Railways*. The Commission commenced its activities on the date the Regulation of the Minister of Transport entered into force i.e. 5 June 2007. Within its duties, the commission conducts and supervises accident investigations to establish the accident causes, circumstances of an accident as well as develop conclusions of preventive nature. Commission recommendations are submitted directly to the Railway Transport Office (UTK) for the authority to supervise and monitor their implementation by required railway entities.

Organisational schematic – links between domestic safety authorities and other domestic bodies are presented in **Attachment B.1**. The present areas of UTK field branches are described in **Attachment B.2**.

The objective of presentation of the annual safety report is to ensure compliance with requirements provided for in Article 18 of Directive 2004/49/EC of the European Parliament and Council of 29 April 2004 *on safety on the Community's railways* and, thereby, those of Article 17a, section 6 of the Act of 28 March 2003 *on railway transport* (uniform text: Journal of Laws No 16, Item 94 of 2007).

Moreover, the Annual Report published in the Official Journal of the minister responsible for matters transport, constitutes the source of information for, primarily, various entities registered in Poland and in Member States and conducting railway transport operations. The information may be used by business people, politicians and representatives of the media as well as the society at large.

Safety indicators have been broken down, in this Annual Report, into two groups:

- a) Overall railway system in Poland (infrastructure managers and carriers).
- b) Metro networks and functional networks separated from the rest of the railway system and dedicated to carry out passenger railway transport on suburban and municipal networks.

The overall Polish railway system includes the line network of the total length of ca. 19776 km managed by 9 railway infrastructure managers. The total length of tracks within the network amounts to 33877 km, including 66% electrified (3KV, DC). The basic system network – ca. 96% is managed by PKP Polskie Linie Kolejowe S. A. (PKP PLK S. A.)

The network of railway lines separated from the entire system and dedicated to suburban and municipal passenger transport in Poland remains under management of 2 railway infrastructure managers. Tracks, within this network, are electrified (0.65 KV and 0.75 KV, DC).

The schematic of the main railway lines and the most important stations in Poland is presented in **Attachment A.1.a**. while the updated location of main marshalling yards is presented in **Attachment A.1.b**. The list of infrastructure managers is provided in **Attachment A.2.1**.

The list of licensed railway carriers to provide passenger and freight transport services in 2007 can be found in **Attachment A.2.2**.

According to provisions of Article 17a section 4 of the Act on railway transport overall 59 entities were obliged to submit the railway safety reports for the year 2007 to the Chair of the Railway Transport Office (9 railway network infrastructure managers and 46 railway carriers conducting railway transport service in 2007 as well as 2 infrastructure managers of separate networks together with 2 carriers operating on these networks). All above mentioned entities submitted 'Safety Reports for 2007' by due submission date i.e. by the end of the 2nd quarter of 2008.

Organisation of the railway transport safety assurance system in Poland provides for division of duties and responsibilities for the condition of the system among the railway infrastructure managers, railway carriers, and siding users.

According to Article 5 of the Act of 28 March 2003 on railway transport (Journal of Laws No 86, Item 789 as later amended) infrastructure manager has the duty to maintain railway infrastructure condition ensuring safe running of train traffic.

On the other hand, according to Article 17 of the same Act managers, railway carriers and siding users are obliged to meet technical and organisational conditions ensuring, as follows:

- Safe running of railway traffic,
- Safe operation of railway vehicles.

According to the Act of 28 March 2003 *on railway transport* (a change entering into force on 21 August 2006) and the Regulation of the Minister of Transport of 30 April 2007 *on serious accidents, accidents and incidents occurring on railway lines* a division of railway transport events was introduced, broken down into the following categories:

- a) Serious accident – an accident caused by collision, derailment or a similar event with, at least, 1 fatality or at least 5 seriously injured victims (hospitalised for the period longer than 24 hrs.) or resulting in serious damage to railway vehicle, railway infrastructure or environment, which can be estimated immediately by the accident investigation commission at the amount of, at least, EUR 2 million and having obvious impact upon railway safety regulations or safety management;
- b) accident – unintended, sudden incident or a series of events involving railway vehicle and causing negative consequences to human health, assets or environment; accidents include collisions, derailment, events occurring on level crossings, events involving people caused by a railway vehicle in motion or fire in the railway vehicle.

General summary of railway incidents, which occurred in 2007 on the overall railway network (overall railway system) and their outcomes:

- number of occurrences: **982** on the overall railway network in Poland (national and private network opened for the access of different RU's) and **18** on the infrastructure that is functionally separated from the rest of the railway system for the purpose of suburban and municipal railway transport;
- number of fatalities: **366** on the overall network and **1** on the separated infrastructure;
- number of seriously injured persons: **290** on the overall network and **3** on the separated infrastructure;
- number of incidents and preceding accidents: **6571** on the overall network and **0** on the separated infrastructure;
- total cost of the accidents: **EUR 5 370 073.014** on the overall network and **EUR 37 968** on the separated infrastructure
- tracks with Automatic Train Protection (ATP): **0%**;
- total number of level crossings on the overall network: **14 219 (0.72/km)** and **48 (0.86/km)** on separated infrastructure;

- level crossings with automatic or manual gates: **33.7%** on the overall network and **31.6%** on the separated infrastructure.

The summary list of railway accidents, victims and costs incurred is presented in **Attachments 'CSI Diagrams'** for 2 categories of the railway system in Poland including tables and graphs and in **Attachments 'CSI'** for these categories.

Findings from inspection of railway carriers and infrastructure managers, as conducted by UTK employees, are summarised during meetings organised by the UTK Management. Meetings are focused on reviewing outstanding items including, primarily ways to improve railway network safety by, *inter alia*, as follows:

- monitoring implementation of Accident Commissions' recommendations to prevent occurrence of future incidents or limit their outcomes and consequences;
- compliance, by railway carriers and infrastructure managers with criteria specified for safety certificates.

In effect of inspections, in one case, inspectors discovered a direct threat to railway traffic safety; therefore, the Chair of the UTK issued a decision of 15 February 2007 stopping the traffic on the route signalling point Mizerów – signalling point Gierałtowice within track 2, line 149 Zabrze Makoszowy – Leszczyny. The railway traffic was reinstated by decision of 20 April 2007.

No other direct threats to railway traffic safety or safety of passenger/freight transport on the network were discovered, requiring decisions to:

- discontinue railway traffic or impose restrictions thereon on railway lines;
- exclude railway vehicles from operations or restrict operation thereof.

According to provisions of Article 2, Item 1, Article 3 Item 1 of the Act of 22 July 2006 amending the Act on railway transport (Journal of Laws No 144, Item 1046 as later amended) the infrastructure managers and railway carriers having safety certificates are obliged, by 30 June 2010, to apply to the Chair of UTK for safety authorisation or safety certificate.

According to provisions of Article 4 Item 2 of the said Act, the safety certificates granted to the aforementioned managers or carriers prior to entry of the Act into force, remain valid until 31 December 2010. The latter date was provided for under Article 6(8) of Commission Regulation (EC) No 653/2007 of 17 June 2007 on the validity of safety certificates.

In 2007, first application was submitted regarding issuance of the safety certificate, part A in accordance with Directive 2004/49/EC. Due to applicant failure to meet effective requirements, the application was rejected.

However, 17 applications for issuance of safety certificates, in accordance with Directive 2001/14/EC (6 licensed railway carriers and 1 infrastructure manager), to be considered and verified positively and the relevant documents were issued.

All numerical data regarding progress in safety certification and authorisation is presented in tables in **Attachment E**.

UTK – the national safety authority has adopted the following **priority action plan for 2008**:

- 1) Increasing control and monitoring as well as preventive activities to maintain appropriate level of railway traffic safety in view of the worsening condition of railway infrastructure resulting, *inter alia*, from inability to carry out major repairs and overhauls.
- 2) Continuation of safety certification and authorisation activities in order to secure the positive safety improvement tendency specifically regarding rolling stock.
- 3) Intensification of control and preventive activities (including, *inter alia*, in cooperation with the Police and the media) regarding level crossings in order to limit the number of accidents.
- 4) Supporting actions intended to structure supervision of railway infrastructure designing, construction and commissioning including in its part involving: tracks, traffic control and management systems, power feeding etc.

The above 'Report' has been prepared on the basis of source data contained in, as follows:

- 1) 'Safety Reports for 2007' submitted to the Chair of UTK by railway carriers and infrastructure managers,
- 2) Own documents: Protocols and Annual Reports from inspections conducted by UTL staff members (including, in particular, from Field Branches); materials held by individual Departments and Offices of UTK,
- 3) National laws and regulations such as Acts of Parliament and Regulations.

B. INTRODUCTION

1. Background

This annual safety report has been prepared to comply with the requirements of Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 *on safety on the Community's railways* and thus with the requirements of Article 17a. 6 of the *Rail Transport Act* of 28 March 2003 (consolidated text Dz. U. 2007 No 16, Item 94).

In addition, the annual report, which is published in the Official Gazette of the Minister of Transport, represents an information source, above all for the various entities involved in railway transport and registered in Poland and in Member States. The information can also be used by representatives of business, politics and media circles and by the general public.

The aim of the annual safety report is to assess the extent to which the Common Safety Indicators have been achieved at Member State and Community level.

Based on information about Common Safety Indicators provided by the responsible entities, the annual report presents the Common Safety Indicators (CSI) forming the basis of analysis and comparison with 2006, which was the first reporting year, both at the level of the national safety authority and at the level of the European Railway Agency.

The Common Safety Indicators presented in this report are subdivided into two groups as follows:

- c) Poland's main railway system (infrastructure managers and railway carriers),
- d) Metro networks and networks functionally separate from the rest of the railway system, providing commuter services.

The responsible entities, i.e. the 9 infrastructure managers managing the main railway network and the 46 railway operators offering rail carriage services in 2007, as well as the 2 infrastructure managers managing the separate network and additionally offering carriage services on their systems, all submitted their reports within the statutory period, i.e. by the end of June of this year.

Problems most frequently encountered in collecting data for the reports included:

- Imprecise definition of incidents, which resulted in differing interpretations and classifications of e.g. 'Transmitted emergency signals',
- Definitions of accidents using the phrase '...by rolling stock in motion', which resulted in the inclusion of accidents occurring during manoeuvring operations to which train-km units do not apply, thus producing distorted common safety indicators, calculated in units of 'accidents per million train-km',
- The lack of detailed statistics of own and subcontractors' costs incurred as a result of accidents complicated the calculation of the relevant indicator.

2. Railway structure information

Poland's main railway system consists of a network with a total length of approximately 19776 km, managed by 9 rail infrastructure managers. The system's total track length is 33877 km, of which 66% is electrified (3KV DC). The bulk of the system, approx. 96%, is managed by PKP Polskie Linie Kolejowe S. A. (PKP PLK S. A.)

The rail network functionally separate from the rest of the system and used only to provide urban and suburban passenger services is managed by 2 rail infrastructure managers. The services run on electrified track (0.65 KV and 0.75 KV DC).

A diagram of Poland's main railway lines and most important stations is shown in **Annex A.1.a.**, and of the available marshalling yards in **Annex A.1.b.** A list of infrastructure managers appears in **Annex A.2.1.**

A list of licensed rail carriers offering passenger and goods services in 2007 appears in **Annex A.2.2.**

3. Summary: a general analysis of safety development trends and certification:

Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways was transposed into the Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended), which entered into force on 11 September 2006.

The following safety regulations implementing the provisions of the Rail Transport Act were published in 2007:

- Minister of Transport Regulation of 12 March 2007 **concerning the terms and procedures of the issue and revocation of safety authorisations, safety certificates and safety attestations,**
- Minister of Transport Regulation of 19 March 2007 **concerning the rail transport safety management system.**

- Minister of Infrastructure Regulation of 19 December 2007 **concerning information on Common Safety Indicators (CSI)**, which will apply as from 13 January 2008.
- Minister of Transport Regulation of 30 April 2007 **concerning serious railway accidents, accidents and incidents.**
- Minister of Infrastructure Regulation of 19 February 2007 **concerning the content of serious railway accident, accident and incident reports.**

Important changes to national legislation relevant to this report are listed in **Annex D.**

Pursuant to the last amendment of the Rail Transport Act, infrastructure managers and railway carriers holding valid safety attestations (issued on the basis of Directive 2001/14/EC) are required to apply to the Chairman of the RTO for a safety authorisation or a safety certificate by 30 June 2010. **The above safety certificates will expire on 31 December 2010.**

As at 31 December 2007, no safety certificates or safety authorisations had been issued.

C. ORGANISATION

1. Introduction

Poland's national safety authority is the **RAILWAY TRANSPORT OFFICE (RTO)**, headquartered in Warsaw at ul. Chałubińskiego 4.

The Railway Transport Office was created on 1 June 2003, following the restructuring of the Central Railway Inspectorate under the terms of the Rail Transport Act of 28 March 2003. The Railway Transport Office continues to deal with the issues of technical supervision and safety of railway traffic which had been the responsibility of the Central Railway Inspectorate, and has added implemented Community railway legislation, and, as required by the Rail Transport Act, railway transport regulatory issues.

The need to establish an independent office supervising railway traffic technology and safety and regulating the railway market arises out of the transposition into Polish law of European Union law, and in particular Article 10(7) of Directive 2001/12/EC as well as Articles 30 and 31 of Directive 2001/14/EC which require a regulatory body to be established and specify its basic terms of reference.

2. The organisational structure of the Railway Transport Office and its links to other agencies

The Chairman of the Railway Transport Office as the central government authority:

- Manages the work of the RTO, assisted by two Deputy Chairmen, a Director General, departmental and agency managers and the managers of regional offices,
- Represents the RTO to the outside world,
- Issues administrative decisions and regulations.

The responsibilities of the Chairman of the RTO specifically include:

- Performing the tasks specified in the Rail Transport Act, the Carriage of Dangerous Goods Act, the Compliance Assessment System Act and other statutory instruments,
- Undertaking activities in the area of international cooperation.

The Deputy Chairman – Railway Technology and Safety supervises the work of the Traffic Operations and Safety Department, the Technical Permitting and Interoperability Department and of the Regional Offices in the areas of railway technology and safety.

The Deputy Chairman – Railway Market Regulation supervises the work of the Railway Transport Regulation Department and the Regional Offices in the area of railway market regulation.

The main tasks associated with railway safety are performed by the RTO departments and regional offices listed below.

The **Organisational and Legal Department** deals with issues relating to the organisation of the Railway Transport Office and with matters involving legal assistance.

The **Railway Transport Regulation Department** deals with:

- Licensing and railway transport market regulation,
- Supervising and regulating access to the railway transport market,
- Analysing and monitoring the railway transport market,
- Promoting railway market development.

The main tasks of the **Operations Control and Traffic Safety Department** include:

- Supervising the rules and regulations of railway line and railway vehicle operation and maintenance; acting to enhance railway transport safety,
- Monitoring compliance with the terms of safety authorisations, certificates and attestations,
- Maintaining the national register of railway vehicles,
- Monitoring the implementation of post-accident recommendations issued by the National Rail Accident Investigation Committee,
- Initiating, organising, coordinating and conducting rail traffic safety audits,
- Managing the process of approval of instructions and internal regulations for carriers, infrastructure managers, siding users etc. by the Chairman of the RTO.

The tasks of the **Technical Permitting and Interoperability Department** include:

- Managing matters relating to the issue of type operating certificates for structures and facilities used in rail traffic and rail vehicle management,
- Participating in RTO's internal and external collaborations on issues relating to the internal market and in particular technical harmonisation, accreditation, standardisation and metrics, both at the national and at Community level,
- Protecting competition as it relates to free flow of goods etc.

The tasks of **RTO Regional Offices** operating in the regions defined in RTO Statutes specifically include:

- Monitoring the operation of railway lines and railway vehicles,
- Verifying possession of the required qualifications and proper performance of their duties by employees managing railway traffic and driving railway vehicles,
- Identifying accident black spots and accident-prone spots as well as mechanisms threatening rail traffic safety and applying to the Chairman of the RTO for traffic suspensions and traffic restrictions when such hazards have been identified,

- Supervising the introduction and implementation of preventive measures arising out of investigations of the circumstances and causes of rail accidents,
- Overseeing safe carriage of dangerous goods by rail etc.

Pursuant to the *Rail Transport Act* of 28 March 2003 and Minister of Transport Regulation of 30 April 2007 *concerning serious railway accidents, accidents and incidents*, a national accident investigation agency was set up under the Ministry, named the **National Railway Accident Investigation Commission** ('the Commission'). The establishment of the Commission resulted from the transposition of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 *on safety on the Community's railways* into Polish law. The Commission started its work on the effective date of the Minister of Transport Regulation, i.e. on 5 June 2007. It conducts or oversees post-accident investigations intended to determine the causes and circumstances of incidents and to propose preventive action. Post-accident recommendations are forwarded to the Railway Transport Office to enable the responsible entities to supervise and monitor their implementation.

An organisational chart showing the relationship between national safety authorities and other national agencies and the number of employees in each organisational subdivision of the RTO appears in **Annex B.1**. The geographical areas of operation of the RTO's Regional Offices are shown in **Annex B.2**.

D. PROGRESS TOWARDS ENHANCED RAIL SAFETY

1. Initiatives to maintain/improve safety performance

The Polish rail safety assurance system envisages dividing the duties and responsibility for the safety status of the system between rail infrastructure managers, carriers and siding users.

Pursuant to Article 5 of the *Rail Transport Act* of 28 March 2003 (Dz. U. No 86, Item 789 as amended) infrastructure managers are required to maintain the rail infrastructure in a condition ensuring safe railway operation.

At the same time, pursuant to Article 17 of the Act, carriers and siding users are required to provide a technical and organisational environment ensuring:

- Safe operation of the railway system,
- Safe operation of railway vehicles.

The key safety measures implemented in Poland in the reporting year, resulting either from accidents or from precursor incidents, are described in Table D.1.1. Measures implemented for other reasons are described in Table D.1.2.

Table D.1.1 – Examples of safety measures implemented following accidents/precursor incidents

Triggering accident/precursor incident			Description of implemented safety measures
Date	Place	Description	
15.03.2007	Line 274 Wrocław Central – Zgorzelec, Świebodzice Station, Points 1	As train 233 entered Track 2 at Points 1, locomotive ET 22 was derailed due to new switch blade damage.	The accident was discussed at the regular post-accident review. The track was improved by inserting a track section between adjoining points.
14.03.2007	Line 286 Kłodzko Central – Wałbrzych Central, Głuszyca Station, Points 6	Derailed of the first axle of locomotive ST 43 as train 7794 entered Points 6, due to lateral wear on left switch blade of the points.	Additional inspections at Głuszyca Station, in-depth analysis of entries in the operation and maintenance manual and additional training of all employees authorised to make the entries. The geometry of Głuszyca Station track has been altered.
16.03.2007	Line 286 Kłodzko Central – Wałbrzych Central, Głuszyca Station, Points 6	Train directed to a set of points closed in its direction of travel	
27.04.2007	Line 286 Kłodzko Central – Wałbrzych Central, Głuszyca Station, Points 2a	As train 7795 was leaving Points 2a, locomotive ST43 derailed due to lateral wear of the inside switch blade of the points.	The accident was discussed at the regular post-accident review.
01.06.2007	Line 1 Wyczerpy – Częstochowa branch line, Cat. A level-crossing, 226,962 km	Train 131081 hit a car on a Cat. A barrier crossing, due to the crossing attendant failing to close the barrier	Attendant notification requirement introduced, as in the case of the single track Wyczerpy – Częstochowa line.
01.12.2007	Line 208 Działdowo – Chojnice, Silno Station, Points 7	Locomotive SU42 derailed (two axles of the first bogie) while the set was being shunted from Train No 90220 along a badly designed ladder	Additional monitoring of the work of train dispatchers and signalmen, paying special attention to proper forming and design of ladders and recording the results in the operating and maintenance manual
08.12.2007	Line 151 Kędzierzyn – Koźle – Chałupki, Route Kędzierzyn Koźle – Stare Koźle Skp Branch., Track 2K.	Goods train 730291 serving the Guben [DB] – Dwory line, waiting at the Stare Koźle entry signal collided with goods train 840197 serving the Świnoujście – Chałupki line. The derailed and damaged tank car leaked ethyl benzene, causing local contamination of the area.	Archiving and random analysis of computer records from Stare Koźle branch station. Printer has been connected to an UPS, so it cannot be switched off.
15.11.2007	Line No 131 Chorzów Batory – Tczew, Terespol Pomorski – Parlin route, Cat. C level crossing, 405,859 km	A tractor with a SCANIA trailer entered the Cat. C level crossing ahead of passenger train 57102 serving the Gdynia – Zielona Góra line, in spite of properly operating signals	Continued action on upgrading the level crossing from Cat. C to Cat. B. Driver training centres approached with a request to emphasise railway crossing procedures during driving practice.
10.07.2007	Line 75 Rytwiany – Połaniec, Połaniec – Rytwiany route, Cat. D level crossing, 15,253 km	Passing train collided with a road vehicle.	Action taken to reclassify the Cat. D level crossing to Cat. A with remote operation and CCTV.
April 2007	Jastrząb, Katowice Muchowiec,	Series ET22 locomotives derailed due to poor technical condition	Review of locomotive maintenance, inclusion of

	Częstochowa Gnaszyn, Rybnik		inspection of suspension and adjustment of running system while train is on the TENSAN diagnostic system. Improvements to locomotive wheel set flange lubrication system
19.11.2007	Train No 15439 derailed in Warsaw Praga station	Train No 15439 failed to stop before a SzA ² signal at the level of an A ² entry signal with the S1 STOP light showing	Driver suspended for 6 months from work affecting rail traffic safety.

Table D.1.2 – Safety measures implemented for other reasons

<i>Description of safety enhancement measure</i>	<i>Reason for action</i>
Marking components of railway infrastructure with DNA and OVDOT particles	Theft prevention
Stepping up media campaigns such as 'Safe crossing – Stop and live' addressed to drivers crossing railway lines, intended to raise awareness of level crossing dangers and their consequences.	Increasing number of accidents caused by road vehicle drivers due to their failure to exercise due care on level crossings.
Monitoring selected electric traction units and stepping up cooperation with law enforcement agencies on policing areas where travellers can potentially feel threatened. Providing the on-board team and drivers with mobile phones to ensure direct contact with dispatchers, the police and the Railway Guards. Installing CCTV in selected rolling stock depots.	Action followed analysis of monitoring results and of hazards adversely affecting travellers' feeling of safety.
Introduction of the requirement to seal the levers of automatic doors and to check whether doors are closed at stopping stations. During major overhauls, installing door interlocks to prevent doors opening at speeds greater than 5 km/h.	Increasing passenger safety and ensuring that passengers don't fall out of trains.
Recategorising four Cat. A level crossings to Cat. B, one Cat. A crossing to Cat. C, one Cat. F crossing to Cat. A, closing two Cat. D crossings, one Cat. A crossing and one Cat. F crossing.	Increasing safety, downsizing, investment opportunity.
Repairing two bridges across the San and the Mierzwa as well as two viaducts on Line 65 and a bridge on the Bug – Sławków LHS Broad Gauge Railway Station	Wear identified during inspection
Building a two-level crossing and closing two Cat. A level crossings in Swarzędz Station and on the Swarzędz – Poznań Antoninek route of the Warsaw – Poznań Line 3.	Upgrading the Poznan railway interchange

2. Accident analysis

Pursuant to the *Railway Transport Act* of 28 March 2003 (as amended on 21.08.2006) and Minister of Transport Regulation of 30 April 2007 *concerning serious railway accidents, accidents and incidents*, railway incidents have been divided into the following categories:

- a) Serious accident – an accident caused by a collision, derailment or another similar event
- With at least one fatality or at least five seriously injured victims (requiring hospitalisation for longer than 24 hrs) or
 - Causing significant damage to a railway vehicle, rail infrastructure or the environment, which the investigating committee can assess on the spot at not less than EUR 2 million,

- Having an obvious impact on rail safety regulations or safety management.
- c) Accident – an unintended sudden event or a chain of such events involving a railway vehicle, resulting in harmful consequences for human health or property or the environment; Accidents specifically include:
- collisions,
 - derailments,
 - level-crossing incidents,
 - accidents to persons caused by rolling stock in motion,
 - railway vehicle fires.

Summary of railway incidents (accidents and serious accidents) occurring in 2007 and their consequences:

- number of railway incidents – 982 on the primary network (main railway system) + 18 on the separate network offering urban and suburban passenger services,
- number of fatalities – 366 on the primary network + 1 on the separate network as above
- number of seriously injured – 290 on the primary network + 3 on the separate network as above
- number of incidents and near misses – 6571 on the primary network + 0 on the separate network as above
- total cost of all accidents – EUR 5 370 073.014 on the primary network + EUR 37 968 on the separate network as above
- Tracks with Automatic Train Protection (ATP) – 0%,
- Total number of level crossings – 14 219; 0.72 crossings/km of line on the primary network + 48; 0.86 crossings /km of line on the separate network as above.
- Manually and automatically controlled barrier/gate crossings – 33.7% on the primary network + 31.6% on the separate network as above.

The total number of railway incidents on the primary network (the main railway system) increased from 904 accidents in 2006 to 982 accidents in 2007, i.e. by approximately 8.6%. The greatest increase occurred on level crossings, where the number of accidents rose from 275 in 2006 to 325 in 2007 (an increase of approximately 18%). The number of victims also increased in 2007, from 256 to 366 (an increase of approximately 42%).

Due to the inclusion of a new entity – Warsaw Metro Ltd., a separate network offering urban passenger services, in the 2007 Report, a direct comparison of safety indicators cannot be made.

A summary of railway incidents, victims and costs appears in the **CSI Diagrams Annexes** for the two groups forming the Polish railway system, consisting of tables and diagrams, and in the **CSI Annexes** for those groups.

3. Implementation of post-accident recommendations

In 2007, Railway Transport Office personnel conducted random checks of the appropriateness of post-accident recommendations and of their implementation. Nine checks were carried out at infrastructure managers and three at carrier companies. The checks confirmed that post-accident recommendations had been implemented.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION

Implementation status of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004. The Directive was transposed into Polish law by the following provisions of the *Rail Transport Act* of 28 March 2003 (consolidated text Dz. U. 2007 No 16, Item 94 as amended) ('the Act'):

Article of Directive and implementation stage	National basis of implementation	National regulations in force
Article 5 (<i>Common Safety Indicators</i>) - Fully implemented	Article 17a.11 of the Act	Minister of Infrastructure Regulation of 19 December 2007 concerning information on Common Safety Indicators (CSI) – Dz. U. No 247, Item 1830
Article 8 (<i>National safety rules</i>) - Partly implemented	Article 17.7 of the Act	Minister of Infrastructure Regulation of 18 July 2005 on the general requirements for the management of railway traffic and signalling (Dz. U. No 172, Item 1444 as amended)
	Article 22. 2 of the Act	Minister of Infrastructure Regulation of 16 August 2004 listing positions directly linked to the management and safety of railway traffic and requirements to be met by persons employed in those positions and by railway vehicle drivers (Dz. U. No 212, Item 2152 as amended)
	Article 20 of the Act	Minister of Infrastructure Regulation of 12 October 2005 on the general technical requirements for the operation of railway vehicles (Dz. U. No 212, Item 1771 as amended)
	Article 24.5 of the Act	Minister of Infrastructure Regulation of 15 February 2005 on railway vehicle operability certificates (Dz. U. No 37, Item 330)
	Article 25.1 of the Act	Minister of Transport Regulation of 2 November 2006 concerning documents to be carried in railway vehicles (Dz. U. 2007 No 9, Item 63)
Article 9 (<i>Safety management systems</i>) - Fully implemented	Article 18 e) of the Act	Minister of Transport Regulation of 19 March 2007 on railway transport safety management systems (Dz. U. No 60, Item 407)
Article 10 (<i>Safety certificates</i>) - Fully implemented	Article 18 f) of the Act	Minister of Transport Regulation of 5 December 2006 on the method of obtaining safety certificates (Dz. U. No 230, Item 1682)
Article 11 (<i>Safety authorisation</i>); Article 12 (<i>Application requirements relating to safety certification and safety authorisation</i>) - Fully implemented	Article 19.4 of the Act	Minister of Transport Regulation of 12 March 2007 on the requirements and procedures for the issue, renewal, amendment and revocation of safety authorisations, safety certificates and safety attestations (Dz. U. No 57, Item 389)

Article 13 (<i>Access to training facilities</i>)	Article 18 d) of the Act	The Act does not require an implementing regulation to be published
Article 14 (<i>Placing in service of in-use rolling stock</i>) - Fully implemented	Article 23.4.3 of the Act	Minister of Infrastructure Regulation of 26 September 2003 specifying the types of railway structures and facilities and railway vehicles requiring placing in service authorisations (Dz. U. No 175, Item 1706)
	Article 23.4.1 of the Act	Minister of Infrastructure Regulation of 30 April 2004 on placing in service authorisations for types of railway structures and facilities and railway vehicles (Dz. U. No 103, Item 1090)
	Article 23.4.2 of the Act	Minister of Infrastructure Regulation of 12 October 2005 on the scope of tests required to obtain placing in service authorisations for types of railway structures and facilities and railway vehicles (Dz. U. No 212, Item 1772 as amended)
Chapter V (<i>Accident and incident investigation</i>) - Fully implemented	Article 28 n) of the Act	Minister of Transport Regulation of 30 April 2007 on serious accidents, accidents and incidents on railway lines (Dz. U. No 89, Item 593 as amended)
	Article 28 l) of the Act	Minister of Transport Regulation of 19 February 2007 on the content of serious rail accident, accident and incident investigation reports (Dz. U. No 41, Item 268)
	Article 28 d.3 of the Act	Minister of Transport Regulation of 21 February 2007 on the form of National Rail Accident Investigation Committee membership cards (Dz. U. No 41, Item 269).

- 2. Implementation status of Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007** on the certification of train drivers operating locomotives and trains on the railway system in the Community (OJ L315 of 3.12.2007). This Directive has not yet been transposed into Polish law.

Implementation stage	National basis of implementation	National regulations in force
Implementation procedure has started	Legislation in process	None

- 3. Implementation status of Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 and Directive 96/48/EC of the Council of 23 July 1996.** These Directives were partly transposed into Polish law by the *Rail Transport Act* of 28 March 2003 (consolidated text Dz. U. 2007, No 16, Item 94 as amended) ('the Act'):

Implementation stage	National basis of implementation	National regulations in force
Partly implemented	Article 25.2 of the Act	Minister of Infrastructure Regulation of 31 May 2006 on a register and marking of railway vehicles (Dz. U. No 105, Item 713).
	Article 25 t) of the Act	Minister of Infrastructure Regulation of 29 June 2004 on principal requirements for interoperability and compatibility assessment of the trans-European high-speed rail network (Dz. U. No 162, Item 1697 as amended).
	Article 25 p) of the Act	Minister of Infrastructure Regulation of 5 July 2004 on the determination of charges for Office of Railway Transport interoperability services (Dz. U. No 169, Item 1772).

Important changes in national legislation introduced in 2007 and relevant to this Report are listed in **Annex D**.

F. DEVELOPMENTS IN SAFETY CERTIFICATION AND AUTHORISATION

Article 2.1 and Article 3.1 of the Act of 22 July 2006 amending the Rail Transport Act (Dz. U. No 144, Item 1046 as amended) require infrastructure managers and railway carriers holding safety attestations to apply to the Railway Transport Office for safety authorisations or safety certificates by 30 June 2010.

Under the terms of Article 4.2 of the above Act, the safety attestations issued to infrastructure managers and carriers before the entry into force of the Act will remain in force until 31 December 2010. This date accords with the provisions of Article 6.8 of Commission Regulation (EC) No 653/2007 of 17 June 2007 on the term of validity of safety certificates.

1. National regulations – commencement dates – accessibility

Issuing safety certificates pursuant to Article 10 of Directive 2004/49/EC:

The relevant national regulation is the Minister of Transport Regulation of 5 December 2006 on the method of obtaining safety certificates. The Regulation was published in the Journal of Laws 2006 No 230, Item 1682.

No safety certificates were issued in 2007.

Issuing safety authorisations pursuant to Article 11 of Directive 2004/49/EC:

The relevant national regulation is the Minister of Transport Regulation of 12 March 2007 on the requirements and procedures for the issue, renewal, amendment and revocation of safety authorisations, safety certificates and safety attestations. The Regulation was published in the Journal of Laws 2007, No 57, Item 389.

No safety authorisations were issued in 2007.

The accessibility of national safety regulations:

National safety regulations are accessible on the Internet pages of the Sejm of the Republic of Poland and of the Railway Transport Office.

2. Statistics

One application for a Safety Certificate Part A under Directive 2004/49/EC was received in 2007. The application was rejected due to its failure to meet the relevant requirements.

At the same time, seven applications were received for safety certificates under Directive 2001/14/EC (six from licensed railway carriers and one from an infrastructure manager). All applications were accepted and the relevant documents were issued.

All safety certification and authorisation statistics appear in tables in **Annex E**.

3. Procedural aspects

The procedural aspects are covered in the tables contained in **Annex E**.

G. MONITORING OF RAILWAY CARRIERS AND INFRASTRUCTURE MANAGERS

1. The monitoring process

The Railway Transport Office in its capacity as the national safety authority monitors railway carriers and infrastructure managers. As part of the monitoring process, the Office carries out checks (inspections).

The inspection procedure is specified in Minister of Transport Regulation of 12 March 2007 on the conduct of inspections by the Railway Transport Office (Dz. U. No 57, Item 388). The inspections are carried out by Railway Transport Office personnel on the basis of written authorisations issued by the Chairman of the RTO.

After presentation of an official identity card and the authorisation, the inspection is carried out in the presence of employees of the inspected entity, appointed by the entity's manager or the manager's authorised representative.

The inspector establishes the existing state of affairs on the basis of the collected evidence and presents the results of the inspection in an inspection certificate.

The resultant assessment of the performance of the inspected entity, based on the inspection certificate, is presented in a post-inspection presentation. If any irregularities have been identified, the presentation includes comments and recommendations together with the time limit for the implementation of remedial measures.

1.1. Audits / Inspections / Check lists

Railway Transport Office personnel conducting scheduled inspections of railway carriers or infrastructure managers do so on the basis of check lists consisting of a total of 132 items.

The number of issues covered by particular checklists is determined by the type of the inspected entity's operation: whether infrastructure manager or railway carrier, and also by the subject matter of the inspection.

In 2007, Railway Transport Office personnel conducted a total of 246 safety inspections, including:

- ❖ 115 inspections of infrastructure managers,
- ❖ 131 inspections of railway carriers.

The inspected entities were those which had obtained the safety certificates referred to in Article 32 of Directive 2001/14/EC of the European Parliament and the Commission of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification. In 2006-2007, the Railway Transport Office issued no safety certificates to railway carriers or safety authorisations to infrastructure managers.

The subject matter of the inspections covered the requirements specified for the safety certificates referred to above.

The following aspects were checked:

- The availability of a full set of placing in service authorisations for the relevant types of railway or railway structures and facilities and railway vehicles, as well as railway vehicle placing in service authorisations;
- The availability of operability certificates for railway vehicles in use;
- Compliance with operating and maintenance requirements for railway vehicles and components of railway infrastructure;
- The availability of internal regulations on safe railway traffic operation and infrastructure maintenance;
- Compliance with regulations by workers whose jobs are directly related to the management and safety of rail traffic;
- Safe carriage of dangerous goods by rail.

Inspections carried out in 2007 involved 85 Railway Transport Office employees, i.e. 53.79% of the total number of employees. Inspection costs were PLN 241077 (EUR 67 300.67).

1.2. Important issues

As part of the safety monitoring process, one of the railway carriers started work on the implementation of an electronic monitoring system allowing on-line monitoring of a large number of locomotive operating parameters as well as the tasks performed by traction unit crews and their working time which, together with a detailed electronic map of the rail network, including the carrier's siding track layouts, will contribute to raising safety levels.

2. The submission of annual safety reports by all infrastructure managers and railway undertakings pursuant to Article 9(4) of Directive 2004/49/EC on safety on the Community's railways.

Pursuant to Article 17a.4 of the Rail Transport Act, a total of 59 entities were required to submit safety reports for 2007 to the Railway Transport Office (nine infrastructure managers operating the main rail network and 46 railway carriers offering carriage services in 2007, as well as two infrastructure managers operating the separate network and two carriers offering services on that network). All entities submitted Safety Reports for 2007 within the required time, i.e. by the end of the second quarter of 2008.

3. No. of inspections of railway undertakings / infrastructure managers conducted in 2007		Holding safety certificates Part A	Holding safety certificates Part B	Holding safety authorisations	Other actions
	Scheduled	0	0	0	0
	Conducted	0	0	0	0
		Rail carriers with safety certificates (Directive 2001/14/EC)		Infrastructure managers with safety certificates (Directive 2001/14/EC)	Other actions
	Scheduled	131		113	0
	Conducted	131		115	0

Scheduled inspections were based on the Annual Inspection Plan for 2007 prepared by the Operations Control and Traffic Safety Department, which included areas requested by the various RTO Departments, Agencies and Regional Offices.

Unscheduled inspections were conducted by authorised Railway Transport Office employees based on information about risks to rail traffic safety received by the Office.

4. No. of audits of railway undertakings / infrastructure managers conducted in 2007		Holding safety certificates Part A	Holding safety certificates Part B	Holding safety authorisations	Other actions
	Scheduled	0	0	0	0
	Conducted	0	0	0	0
		Rail carriers with Safety Certificates (Directive 2001/14/EC)		Infrastructure managers with safety certificates (Directive 2001/14/EC)	Other actions
	Scheduled	0	0	0	0
	Conducted	0	0	0	0

5. Review of inspection results and the resultant safety measures

The results of inspections carried out by RTO personnel at rail carriers and infrastructure managers are reviewed at meetings organised by RTO management. The meetings discuss current traffic safety issues, dealing first and foremost with methods of implementation of decisions concerning further improvements to rail safety, including:

- Monitoring the implementation of recommendations and proposals made by accident investigation committees, intended to prevent future events or to mitigate their consequences;
- Monitoring rail carriers' and infrastructure managers' compliance with Safety Certificate requirements.

During inspection, a direct risk to rail traffic safety was identified in one case, and this resulted in the Railway Transport Office issuing decision of 15 February 2007 suspending operations on the Mizerów – Gierałtowice branch line, which stopped traffic on Track 2 of the Zabrze Makoszowy – Leszczyny 149 line. Operations resumed on 20 April 2007.

In other cases, no direct risk to rail traffic safety or passenger safety was identified, and thus no need arose to issue decisions:

- Suspending rail traffic or introducing restrictions on the relevant lines;
- Taking railway vehicles out of operation or restricting their use.

6. Complaints made by infrastructure managers against railway undertakings, relating to Part A/Part B safety certificate requirements

In 2007, the Railway Transport Office received no complaints relating to the above matters.

7. Complaints made by railway undertakings against infrastructure managers relating to their authorisation requirements

In 2007, the Railway Transport Office received no complaints relating to the above matters.

H. SUMMARY – PRIORITIES – OUTCOMES OF SAFETY RECOMMENDATIONS

The Railway Transport Office in its capacity as the national safety authority set itself the following priority tasks for 2008:

- 1) Stepping up inspection and prevention, in order to maintain an appropriate level of rail traffic safety, in view of the deteriorating condition of the rail infrastructure, partly due to the lack of resources for the necessary repairs.
- 2) Continuing the safety certification and authorisation process, in order to maintain the improving safety trend, especially for the rolling stock.
- 3) Stepping up control and prevention activities on level crossings (involving the police and the media in the process) in order to reduce the number of accidents.
- 4) Supporting action aimed at systematising supervision of the design, construction and delivery of rail infrastructure, in particular tracks, traffic management systems, power supply etc.

I. INFORMATION SOURCES

This Report has been prepared using the source data contained in the following documents:

- 5) Safety Reports for 2007 submitted to the Chairman of the Railway Transport Office by rail carriers and infrastructure managers,
- 6) Own sources: Certificates and annual reports of inspections conducted by Railway Transport Office personnel and in particular by its Regional Offices; materials held by the various Railway Transport Office Departments and Agencies,
- 7) National regulations and legal instruments: the Act and its Implementing Regulations.

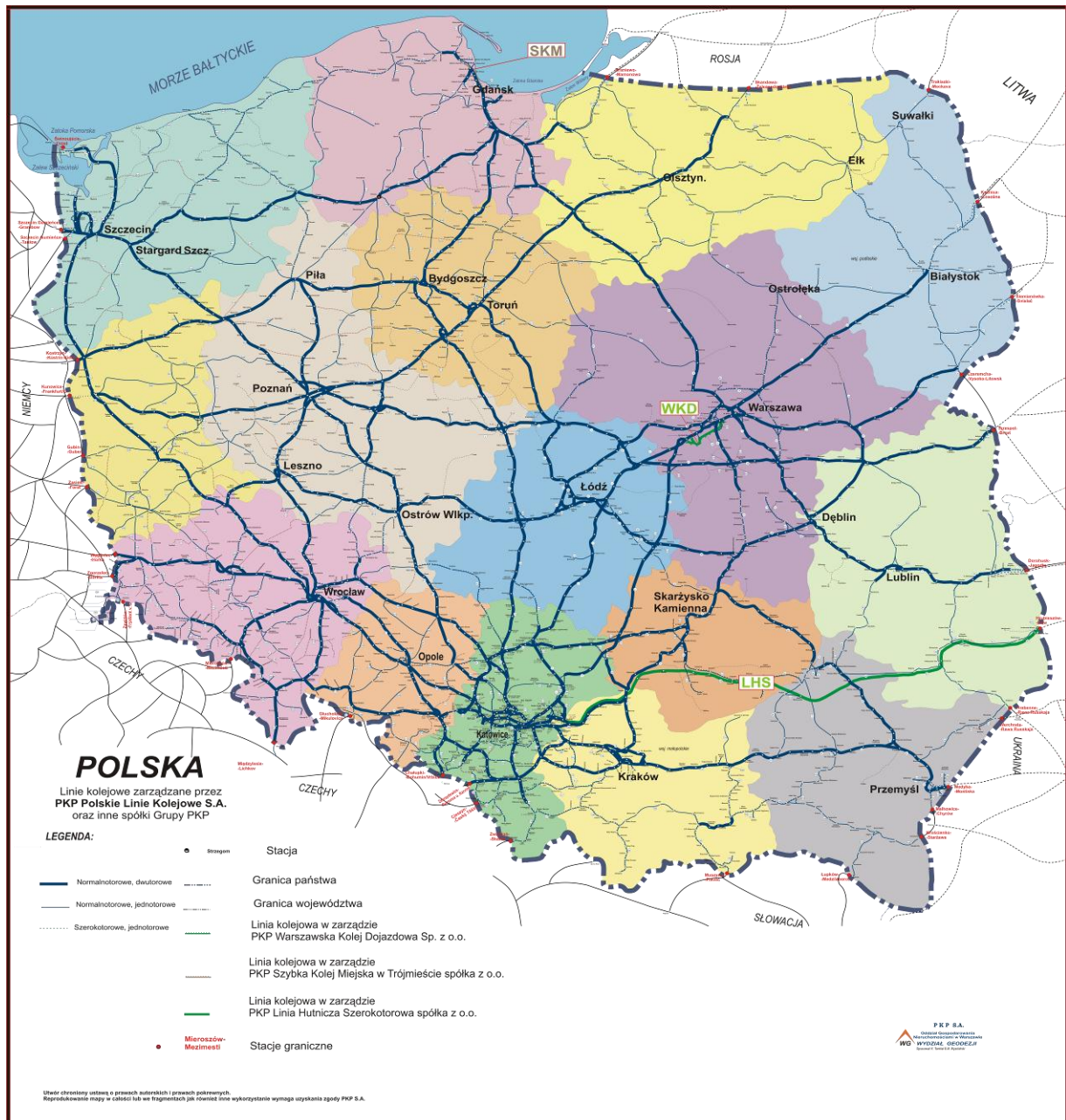


The Chairman
Railway Transport Office

ANNEXES

ANNEX A.1.a.

The Polish railway network



Railway lines managed by PPKP Polskie Linie Kolejowe S.A. and other PKP companies.

1. Station
2. Marshalling yard
3. National border
4. Railway line managed by PKP Warszawska Kolej Dojazdowa (Warsaw Commuter Rail Service)
5. Railway line managed by PKP Szybka Kolej Miejska (Rapid Transit Service)
6. Railway line managed by PKP Linia Hutnicza Szerokotorowa (Steelworks Broad Gauge Service)
7. Border station

ANNEX A.1.b.

The Polish railway network's marshalling yards



Railway lines managed by PPKP Polskie Linie Kolejowe S.A. and other PKP companies.

8. Station
9. Marshalling yard
10. National border
11. Railway line managed by PKP Warszawska Kolej Dojazdowa (Warsaw Commuter Rail Service)
12. Railway line managed by PKP Szybka Kolej Miejska (Rapid Transit Service)
13. Railway line managed by PKP Linia Hutnicza Szerokotorowa (Steelworks Broad Gauge Service)
14. Border station

ANNEX A.2.1.a – Railway infrastructure managers

Item No.	Company name	Address	Website/Network report address	Safety Certificate (Directive 2001/14EC)		Business start-up date	Rail tracks (main tracks)		Total line length			Electric traction		Number of level crossings (LC)	Number of signals	ATP equipment in use
				Number	Date		Total length	Gauge	Double track	Single track	High speed (HSL)	Length	Voltage (DC)			
							km	mm	km	km	km	tkm	kV	Units	Units	
1.	PKP Polskie Linie Kolejowe S.A.	03-734 Warsaw, ul. Targowa 74	www.plk-sa.pl	003/ZI/04 104/ZI/06	10.02.2004 22.12.2006	01.10. 2001	36672.00	1435	8587.00	10259.00	0.00	25134.31	3	13713	56257	
							262.00	1520	0.00	147.00	0.00	24.37	3			
2.	PKP Linia Hutnicza Szerokotorowa Sp. z o.o.	22-400 Zamość, ul. Szczepkowska 11	www.lhs.com.pl	064/ZI/05 101/ZI/06	29.08.2005 22.12.2006	20.11. 2001	23.23	1435	0.00	0.00	0.00	0.00		244	199	
							502.60	1520	0.00	394.65	0.00	0.00				
3.	PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o.	81-002 Gdynia, ul. Morska 350A	www.skm.pkp.pl	017/ZI/04 108/ZI/06	16.03.2004 22.12.2006	01.07. 2001	83.88	1435	31.08	0.00	0.00	99.85	3	7	186	
4.	'Kopalnia Piasku Kottarnia – Linie Kolejowe' Sp. z o.o.	47-246 Kottarnia, ul. Dębowa 3	www.kottarnia.com.pl	032/ZI/04 121/ZI/06	16.06.2004 22.12.2006	01.01. 2004	190.43	1435	50.36	67.48	0.00	0.00		100	186	
5.	Jastrzębska Spółka Kolejowa Sp. z o.o.	44-310 Jastrzębie Zdrój, ul. Leśna 4	www.jsk.pl	019/ZI/04 098/ZI/06	01.04.2004 22.12.2006	01.04. 1998	143.69	1435	11.60	20.15	0.00	1.95	3	20	350	
6.	Jastrzębska Spółka Węglowa S.A. Kopalnia Węgla Kamiennego 'BUDRYK'	43-178 Ormontowice, ul. Zamkowa 10	www.jsw.pl	044/ZI/07	10.08.2007	09.12. 2007	21.65	1435	0.00	14.60	0.00	8.50	3	12	41	
7.	PCC Śląskie Linie Kolejowe Sp. z o.o.	43-602 Jaworzno, ul. Bukowska 12	www.pccrail.pl	012/ZI/06	20.02.2006	01.10. 2003	130.00	1435	18.50	61.50	0.00	53.72	3	40	230	
8.	CTL Maczki – Boor Sp. z o.o.	41-208 Sosnowiec, ul. Długa 90	www.ctlmaczki.pl	064/ZI/06	30.05.2006	05.05. 1990	95.70	1435	20.38	37.12	0.00	0.00		21	152	
							5.36	1520	0.00	0.00	0.00	0.00				
9.	Przedsiębiorstwo Transportu Kolejowego INFRASTRUKTURA S.A.	44-251 Rybnik 9, ul. Kłokocińska 51	www.ptkigk.com.pl/infrastruktura	024/ZI/05 117/ZI/06	04.04.2005 22.12.2006	01.01. 2005	246.77	1435	4.42	51.04	0.00	22.46	3	62	351	
Total							37607.35	1435	8723.34	10510.89	0.00	25320.79				
							769.96	1520	0.00	541.65	0.00	24.37				
Grand total							38377,31		8723.34	11052.54	0.00	25345.16		14219	58318	

ANNEX A.2.1.b. – Railway infrastructure managers:

Metro networks and networks functionally separated from the rest of the system, offering local, urban and suburban services

Item No.	Company name	Address	Website/Report address	Safety Certificate (Directive 2001/14EC)		Business start-up date	Rail tracks (Main tracks)		Total line length			Electric traction		Number of level crossings (LC)	Number of signals	ATP equipment in use
				Number	Date		Total length	Gauge			High speed lines (HSL)	Length	Voltage (DC)			
							km	mm	Units	Units	km	tkm	kV	Units	Units	
1.	PKP Warszawska Kolej Dojazdowa Sp. z o.o.	05-825 Grodzisk Mazowiecki, ul. Batorego 23	www.wkd.com.pl	029/ZI/04 110/ZI/06	02.06.2004 22.12.2006	01.07.2001	63.98	1435	25.10	13.78	0.00	69,70	0,65	38	94	0
2.	Metro Warszawskie Sp. z o.o.	02-798 Warsaw, ul. Wilczy Dół 5	www.metro.waw.pl	132/ZI/06	22.12.2006	07.01.2003	67.83	1435	17.20	0.00	0.00	42,90	0,75	10	191	0
Total							131.81		42.30	13.78	0.00	112.60		48	285	0

ANNEX A.2.2.a – Rail carriers

*) As recommended by the Guidelines for the presentation of annual rail safety reports, columns 11 – 21 on this Annex have been left blank, and cumulative information has been provided on the last page of the Annex

Item No.	Company name	Company address	Website	Safety Certificate (Directive 2001/14EC)		Safety Certificate (Directive 2001/14EC)		Business start-up date	Service type	No. of locomotives	No. of motor coaches/traction units	No of cars		No. of drivers	No. Of on-board personnel responsible for safety	Passenger traffic performance			Goods traffic performance	
				Number	Date	No.	Date					Passenger	Goods			Thousand passengers Billion	passenger-km	Million train-km	Thousand tonnes	Million train-km
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	PKP CARGO S.A.	02-021 Warsaw, ul. Grójecka 17	www.pkp-cargo.pl	015/PK/04 105/PK/06	16.03.2004 22.12.2006			01.10.2001	gds											
2	PKP Linia Hutnicza Szerokotorowa Sp. z o.o.	22-400 Zamość, ul. Szczepkowska 11	www.lhs.com.pl	063/PK/05 100/PK/06	29.08.2005 22.12.2006			01.07.2001	gds											
3	CTL Express Sp. z o.o.	00-609 Warsaw, Al. Armii Ludowej 26	-	115/PK/06	22.12.2006			24.06.2006	gds											
4	CTL Logistics S.A.	00-609 Warsaw, Al. Armii Ludowej 26	www.ctl.pl	021/PK/05	16.03.2005			07.05.2001	gds											
5	CTL Rail Sp. z o.o.	40-952 Katowice, ul. Przemysłowa 10	www.ctl.pl	019/PK/05	16.03.2005			02.03.2004	gds											
6	CTL Reggio Sp. z o.o.	00-609 Warsaw, Al. Armii Ludowej 26		021/PK/06 116/PK/06	27.02.2006 22.12.2006			10.03.2005	gds											
7	CTL Train Sp. z o.o.	41-208 Sosnowiec, ul. Długa 90	www.ctl.pl	020/PK/05	16.03.2005			01.06.2005	gds											
8	CTL Train International Sp. z o.o.	00-609 Warsaw, Al. Armii Ludowej 26	www.ctl.pl	018/PK/05	16.03.2005			23.08.2005	gds											
9	X Train Sp. z o.o.	00-609 Warsaw, Al. Armii Ludowej 26	www.ctl.pl	048/PK/05 113/PK/06	07.07.2005 22.12.2006			15.09.2004	gds											
10	PCC KOLCHEM Sp. z o.o.	56-120 Brzeg Dolny, ul. Sienkiewicza 4	www.kolchem.pl	092/PK/06	31.08.2006			19.10.2004	gds											
11	PCC Rail COALTRAN Sp. z o.o.	03-216 Warsaw, ul. Modlińska 15	www.coaltran.pl	007/PK/05	10.02.2005			01.10.2002	gds											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21

12	PCC RAIL S.A.	43-602 Jaworzno, ul. Bukowska 12	www.pccrail.pl	044/PK/06	08.05.2006			19.06.1998	gds											
									pas.											
13	PCC SPEDKOL Sp. z o.o.	47-225 Kędzierzyn – Koźle, ul. Szkolna 15	www.spedkol.pl	022/PK/04 003/PK/07	16.04.2004 19.03.2007			15.06.2002	gds											
14	CEMET S.A.	01-756 Warsaw, ul. Przasnyska 6A	www.cemet.pl	001/PK/07	19.03.2007			22.06.2007	gds											
15	Dolnośląskie Przedsiębiorstwo Napraw Infrastruktury Komunikacyjnej DOLKOM Sp. z o.o.	50-502 Wrocław ul. Hubska 6	www.dolkom.pkp.wroc.pl	005/PK/07	19.03.2007			20.07.2007	gds											
16	Euronaft Trzebinia Sp. z o.o.	32-540 Trzebinia, ul. Fabryczna 22	www.euronaft-trzebinia.pl	030/PK/04 120/PK/06	15.06.2004 22.12.2006			09.07.2004	gds											
17	Freightliner PL Sp. z o.o.	02-797 Warsaw Al. Komisji Edukacji Narodowej 36 lok. 120	www.freightliner.pl	071/PK/06	30.06.2006			08.10.2005	gds											
									pas.											
18	GATX Rail Poland Sp. z o.o.	01-831 Warsaw, ul. Twarda 30	www.gatx.eu	005/PK/04 002/PK/05	25.02.2004 01.02.2005			01.03.2002	gds											
19	Kolej Bałtycka S.A.	70-676 Szczecin, ul. Merkatora 11	www.kolejbalticka.pl	013/PK/05	01.03.2005			05.05.2004	gds											
20	Kopalnia Piasku 'Kotłarnia' S.A.	47-246 Kotłarnia a, ul. Dębowa 3	www.kotlarnia.com.pl	036/PK/04 077/PK/06	28.06.2004 17.08.2006			01.06.1995	gds											
21	Lotos Kolej Sp. z o.o.	80-718 Gdańsk, ul. Elbląska 135	www.lotuskolej.pl	045/PK/04	02.12.2004			01.01.2003	gds											
22	Lubelski Węgiel Bogdanka S.A.	21-013 Puchaczów	www.bogdanka.lublin.pl	008/PK/05	10.02.2005			22.03.2005	gds											
23	Maczki Bór S.A.	41-208 Sosnowiec, ul. Długa 90	maczkiborsa@ctlmaczki.pl	028/PK/05 114/PK/06	27.04.2005 22.12.2006			09.09.1998	gds											
24	Nadwiślański Zakład Transportu Kolej. Sp. z o.o.	43-225 Wola, ul. Przemysłowa 6	www.nztk.pl	010/PK/05	10.02.2005			01.07.1995	gds											
25	Polski Koncern Naftowy ORLEN S.A.	09-411 Płock, ul. Chemików 7	www.orklen.pl	033/PK/04 122/PK/06	16.06.2004 22.12.2006			05.08.2002	gds											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21

26	ORLEN KolTrans Sp. z o.o.	09-411 Płock, ul.Chemików 7	www.orkoltrans.pl	017/PK/05	01.03.2005			13.12.2000	gds											
27	Pol – Miedź – Trans Sp. z o.o.	59-301 Lubin	www.tmtrans.pl	011/PK/05	01.03.2005			01.04.2002	gds											
28	Południowy Koncern Węglowy S.A. w Jaworznie Zakład Górniczy Sobieski	43-600 Jaworzno, ul. Grunwaldzka 37	www.pkwsa.pl	043/PK/04	18.10.2004			01.07.2005	gds											
29	Pomorskie Przedsiębiorstwo Mechaniczno- Torowe Sp. z o.o.	80-051 Gdańsk, ul. Sandomierska 17	www.ppmtr.com.pl	40/PK/05 125/PK/06	14.06.2005 22.12.2006			01.09.2001	gds											
30	Przedsiębiorstw o Napraw Infrastruktury Sp. z o.o. <i>Merger of Stargard Szczeciński Infrastructure Repair Co. With Radon Infrastructure Repair Co.</i>	03-816 Warsaw ul. Chodakowska 100	www.pni.net.pl	127/PK/06; 126/PK/06	22.12.2006 22.12.2006			01.02.2007	gds											
31	Przedsiębiorstwo Robót Kolejowych i Inżynierskich S.A.	50-950 Wrocław, ul. Książkiewicz 19	www.prkii.com.pl	038/PK/04 111/PK/06	28.06.2004 22.12.2006			01.12.2001	gds											
32	Przedsiębiorstwo Robót Komunikacyjnych w Krakowie S.A.	30-048 Kraków, ul. Czapińskiego 3	www.prk.krakow.pl	042/PK/04 112/PK/06	23.08.2004 22.12.2006			01.10.2004	gds											
33	Przedsiębiorstw o Transportu Kolejowego Holding S.A. <i>Formerly Przedsiębiorstwo Transportu Kolejowego i Gospodarki Kamieniem Sp. z o.o.</i>	41-800 Zabrze, ul. Wolności 337	www.ptkholding.pl	009/PK/05	10.02.2005			02.01.2007	gds											
34	Przedsiębiorstwo Transportu Kolejowego i Gospodarki Kamieniem S.A.	44-251 Rybnik, ul. Kłokocińska 51	www.ptkigk.com.pl	015/PK/05	01.03.2005			01.01.1994	gds											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21

35	Przedsiębiorstwo Transportu Kolejowego KOLTAR Sp. z o.o.	33-101 Tarnów, ul. Kwiatkowskiego 8	www.koltar.pl	027/PK/05	19.04.2005			22.09.2005	gds											
36	Przedsiębiorstwo Usług Kolejowych KOLPREM Sp z o.o.	41-308 Dąbrowa Górnicza, Al. J. Piłsudskiego 92	www.kolprem.pl	069/PK/05	01.09.2005			25.06.2004	gds											
37	Rail Polska Sp. z o.o.	00-790 Warsaw, ul. Willowa 8/10 lok.11	www.railpolska.pl	022/PK/05 118/PK/06	04.04.2005 22.12.2006			26.10.2004	gds											
38	RCO S.A	70-533 Szczecin, ul. Nowy Rynek 2	www.rco.com.pl	99/PK/06	22.12.2006			01.08.2007	gds											
39	STK Sp. z o.o.	53-326 Wrocław, ul. Buska 5a	www.stk.wroc.pl	054/PK/05 029/PK/07	12.08.2005 20.06.2007			14.04.2005	gds											
40	Transoda Sp. z o.o.	88-100 Inowrocław, ul. Fabryczna 4		012/PK/04 119/PK/06	04.03.2004 22.12.2006			01.07.2002	gds											
41	Zakłady Inżynierii Kolejowej Leśkiewicz, Kosmała Sp.J.	27-600 Sandomierz, ul. Retmańska 11 A	www.ziksandomierz.pl	014/PK/05	01.03.2005			01.07.1986	gds											
42	PKP Przewozy Regionalne Sp. z o.o.	02-021 Warsaw, ul. Grójecka 17	www.pr.pkp.pl	006/PK/04 102/PK/06	25.02.2004 22.12.2006			01.10.2001	pas.											
43	PKP INTERCITY Sp. z o.o.	02-021 Warsaw, ul. Grójecka 17	www.intercity.pl	014/PK/04 106/PK/06	16.03.2004 22.12.2006			01.09.2001	pas.											
44	PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o.	81-002 Gdynia, ul. Morska 350A	www.skm.pkp.pl	016/PK/04 107/PK/06	16.03.2004 22.12.2006			01.07.2001	pas.											
45	'Koleje Mazowieckie – KM' Sp. z o.o.	03-802 Warsaw, ul. Lubelska 1	www.mazowieckie.com.pl	016/PK/05	01.03.2005			01.01.2005	pas.											
46	Szybka Kolej Miejska Sp. z o.o.	03-808 Warsaw, ul. Mińska 25	www.skm.Warsaw.pl	062/PK/05 123/PK/06	29.08.2005 22.12.2006			03.10.2005	pas.											
								Total		4481	1338	4603	116232	15981	5800	271529,11	19,374	139,108	293944,31	83,923

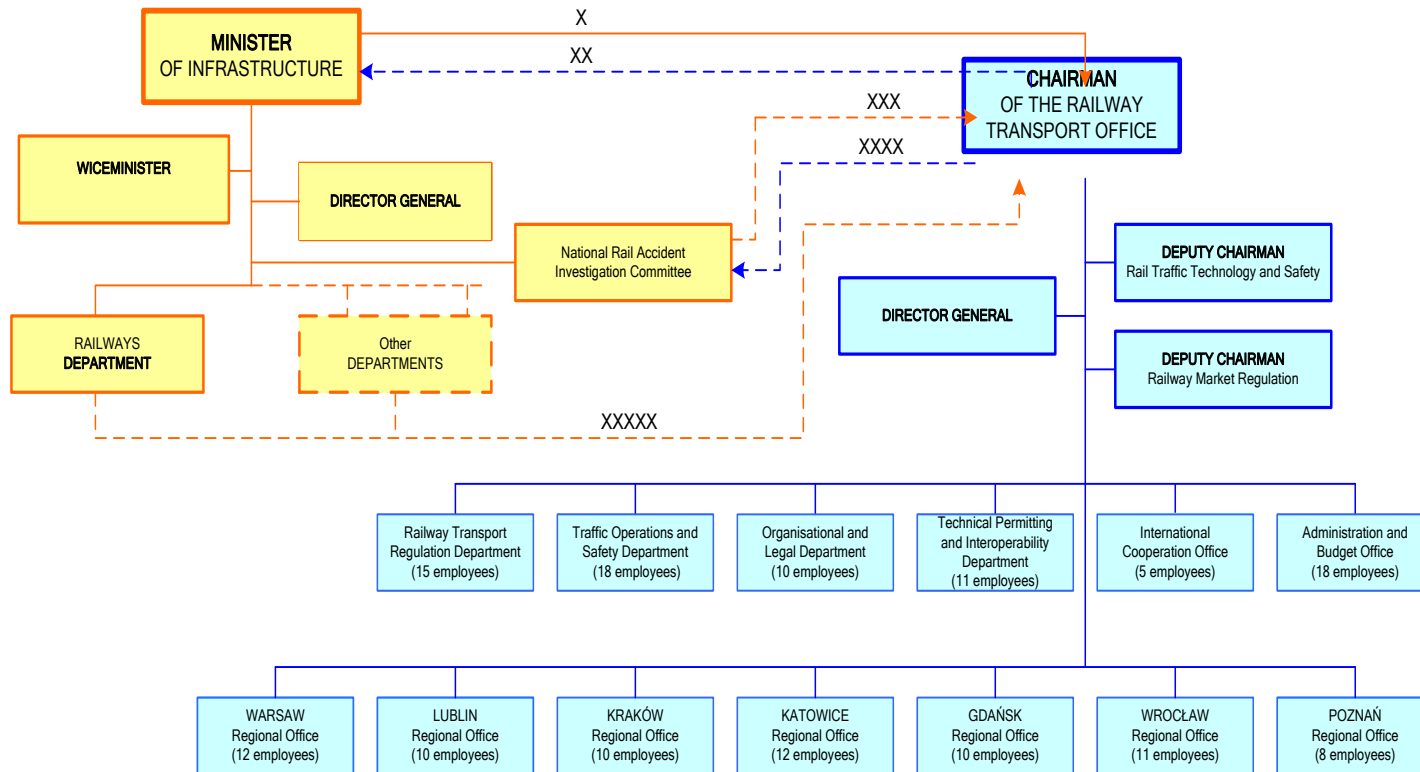
ANNEX A.2.2.b – Rail carriers

Operators offering urban and suburban passenger services on the metro network and on the separate network

*) As recommended by the Guidelines for the presentation of annual rail safety reports, columns 11 ÷ 21 on this Annex have been left blank, and cumulative information has been provided on the last page of the Annex

Item No.	Company name	Company address	Website	Safety Certificate (Directive 2001/14EC)		Safety Certificate (Directive 2001/14EC)		Business start-up date	Service type	No. of locomotives	No. of motor coaches/traction units	No. of cars		No. Of drivers	No. Of on-board personnel responsible for safety	Passenger traffic performance			Goods traffic performanc e	
				Number	Date	No.	Date					Passenger	Goods			Thousand passengers Billion	passenger- km	Million train- km	Thousand tonnes	Million train- km
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1.	PKP Warszawska Kolej Dojazdowa Sp. z o.o.	05-825 Grodzisk Mazowiecki, ul. Batorego 23	www.wkd.com.pl	028/PK/04 109/PK/06	02.06.2004 22.12.2006			01.07. 2001	Passenger – suburban											
2.	Metro Warszawskie Sp. z o.o.	02-798 Warsaw, ul. Wilczy Dół 5	www.metro.waw.pl	131/PK/06	22.12.2006			07.01. 2003	Passenger – urban											
								Total		2	32	198	0	148	1	120165.34	1.24	4.418		

ANNEX B.1 Organisational chart of the Railway Transport Office and its relationship with other national bodies



- x - Supervisory role
- xx - Submits safety status assessments
- xxx- Informs of post-accident procedures and submits post-accident recommendations
- xxxx - Submits annual reports on the implementation of post-accident recommendations
- xxxxx - Submits statutory instruments for comment to the Infrastructure Minister

Situation as at 31.12.2007 r.

ANNEX B.2. Areas covered by Regional Offices of the Railway Transport Office



Gdansk Regional Office
ul. Dyrekcyjna 2/4, 80-958 Gdańsk



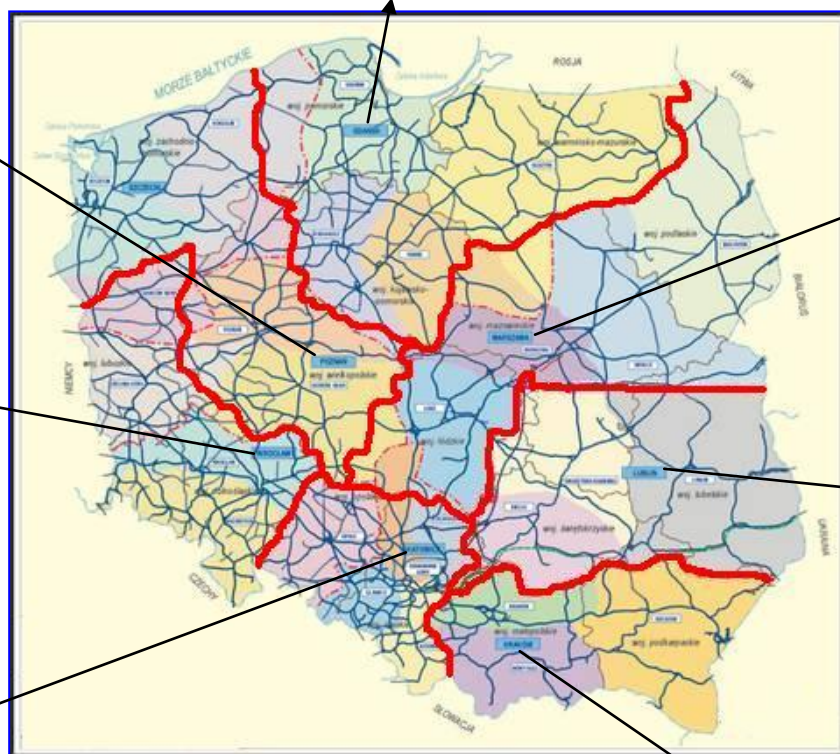
Poznań Regional Office
Al. Niepodległości 8, 61-875 Poznań



Wrocław Regional Office
ul. Joannitów 13, 50-950 Wrocław



Katowice Regional Office
ul. Przemysłowa 10, 40-202 Katowice



Warsaw Regional Office
ul. Hoża 86, 00-682 Warsaw



Lublin Regional Office
ul. Okopowa 5, 20-022 Lublin



Krakow Regional Office
ul. Mogińska 1, 31-516 Kraków

ANNEX D – IMPORTANT CHANGES IN LEGISLATION AND REGULATION

GENERAL RAIL SAFETY REGULATIONS				
Name	Reference regulation (Source of changes)	Effective date	Reasons for introduction (whether new or amended regulation)	Description
Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended)	Article 30 and 31 of Directive 2001/14/EC of the European Parliament and the Commission of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification Article 10(7) of Directive 2001/12/EC of the European Parliament and the Commission of 26 February 2001 amending Council Directive 91/440/EEC on the development of the Community's railways	1 June 2003	A new regulation implementing European Union Directive, including: 1) Directive 2004/49/EC of 29 April 2004 on safety on the Community's railways 2) Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system 3) Directive 2001/16/EC of 19 March 2001 on the interoperability of the trans-European conventional rail system 4) Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings 5) Directives amending the above directives	The Act specifies: 1) The conditions of use of rail infrastructure, and of rail infrastructure management and maintenance, 2) Technical requirements for rail traffic management and rail carriage operation 3) The requirements for ensuring interoperability of the trans-European high speed rail system and the trans-European conventional rail system in Poland 4) The principles and instruments of rail transport regulation The Act creates a central government authority to be responsible for: – Rail transport regulation – Rail transport licensing – Technical supervision of the operation and maintenance of railway lines and vehicles – Rail traffic safety, i.e. The Chairman of the Railway Transport Office
Act of 24 August 2007 amending some Acts in connection with Poland's membership of the European Union (Dz. U. No 176, Item 1238)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended) – Amendments to the following Articles: Article 4.9, Article 43 1,2,4, Article 45, Article 48.5, Article 50.1, Article 51, Article 51a, Art.52.1a,2,3,5,6.	10 October 2007	Amendment of an existing provision of the Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended)	The changes are as follows: 1) Specifying which operations require licensing. 2) Specifying the conditions of requirements and procedures for the issue, renewal, amendment and revocation of licences.

Act of 19 September 2007 amending the Rail Transport Act and certain other Acts (Dz. U. No 191 Item 1374)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended). Amendments to the following Articles: Article 4.1a,2,2a,8,9, 9a,10, 10a, Art.14.2.1, Article 18.1.3, Article 19.1.1.2, Subparagraphs 1,3 1-3, Art.66.1.3b Act of 22 July 2006 (Dz. U. No 144, Item 1046) – amendments to Articles 2-4	2 November 2007	Amendment s to existing provisions: 1. Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended), 2. Act of 22 July 2006 amending the Rail Transport Act.	The Act amends the conditions of the issue of safety certificates to infrastructure managers, rail carriers and siding users. It also specifies the time limits for applications for safety authorisations by infrastructure managers and safety certificates by rail carriers and the term of validity of those certificates.
Carriage of Dangerous Goods by Rail Act of 31 March 2004 (Dz. U. No 97, Item 962 as amended)		16 May 2004	A new regulation transposing: 1) European Community directives, including: a) Directive 96/49/EC of 23 July 1996 on the approximation of the laws of the Member States with regard to the transport of dangerous goods by rail, as amended b) Directive 96/35/EC of 3 June 1996 on the appointment and vocational qualifications of safety advisers on transport of dangerous goods by rail 2) Regulations concerning the international carriage of dangerous goods by rail (RID)	The Act specifies: 1) The conditions of the transport of dangerous goods by rail 2) The obligations of its participants 3) The principles of assessment of compliance of transport pressure vessels 4) The qualifications of transport safety advisers 5) Supervision and inspection authorities and bodies
Act of 19 September 2007 amending the Rail Transport Act (Dz. U. No 191 Item 1374)	Amendment of the existing Carriage of Dangerous Goods by Rail Act of 31 March 2004 (Dz. U. No 97, Item 962 as amended). Amendments to the following Articles: Art. 34.8, Art. 39, Art. 41, Art. 42.2.(b), 5, Arts. 44-45.	2 November 2007	Amendment of an existing regulation	The Act introduces the following changes: 1) Requirements for companies offering beginners' and advanced training courses. 2) The contents of the statement and applications to be submitted by applicants for inclusion in the register of companies offering training courses. 3) Specification of the information to be included in the register.

RAIL SAFETY REGULATIONS IN FORCE IN POLAND				
Name	Reference regulation (Source of changes)	Effective date	Reasons for introduction (whether new or amended regulation)	Description/Comments
Minister of Transport Regulation of 2 November 2006 concerning documents to be carried in railway vehicles (Dz. U. 2007 No 9, Item 63)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789 as amended) Article 25.1	3 February 2007	New regulation	The Regulation specifies: 1) the documents to be carried in a railway vehicle in motion; 2) the formats of the above documents. <i>This Regulation superseded Minister of Transport and Economy Regulation of 2 November 2006 concerning documents to be carried in railway vehicles (Dz. U. 2007 No 9, Item 63) as from 3 February 2007.</i>
Minister of Transport Regulation of 19 February 2007 concerning the content of serious rail accident, accident and incident reports (Dz. U. No 41 Item 268)	Rail Transport Act of 28 March 2003 (Dz. U. 2007 No 16, Item 94) Article 28n	22 March 2007	New regulation	The Regulation specifies the content of reports on serious rail accidents, accidents and incidents, prepared by the National Rail Accident Investigation Committee <i>This Regulation implements Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings and Directive 2001/14/EC and Directive 2001/14/EC of the European Parliament and the Commission of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (the Rail Safety Directive) (OJ L 164 of 30.04.2004, p. 44; OJ Special Polish edition, Chapter 7, vol. 8, p. 227).</i>
Minister of Transport Regulation 12 March 2007 on the requirements and procedures for the issue, renewal, amendment and revocation of safety authorisations, safety certificates and safety attestations (Dz. U. No 57 Item 389)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789, as amended) Article 19.4	17 April 2007	New regulation	The Regulation specifies the requirements and procedure for the issue, renewal, amendment and revocation of safety authorisations, safety certificates and safety attestations to rail infrastructure managers, rail carriers and siding users. <i>This Regulation implements Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings and Directive 2001/14/EC and Directive 2001/14/EC of the European Parliament and the Commission of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ L 164 of 30.04.2004,</i>

				<i>p. 44; OJ Special Polish edition, Chapter 7, vol. 8, p. 227)</i>
Minister of Transport Regulation of 12 March 2007 on the conduct of inspections by the Railway Transport Office (Dz. U. No 57 Item 388)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789, as amended) Article 13. 8	17 April 2007	New regulation	The Regulation specifies the inspection procedure which forms part of safety monitoring by the Railway Transport office <i>This Regulation superseded Minister of Infrastructure Regulation of 21 November 2003 on the conduct of inspections by the Railway Transport Office (Dz. U. 2007 No 210, Item 2046) as from 17 April 2007.</i>
Minister of Transport Regulation of 19 March 2007 on the rail safety management system (Dz. U. No 60 Item 407)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789, as amended) Article 18e	21 April 2007	New regulation	The Regulation specifies: 1) the basic requirements and components of a safety management system; 2) the documents required to obtain the network part of the safety certification <i>This Regulation implements Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings and Directive 2001/14/EC and Directive 2001/14/EC of the European Parliament and the Commission of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ L 164 of 30.04.2004, p. 44; OJ Special Polish edition, Chapter 7, vol. 8, p. 227)</i>
Minister of Transport Regulation of 30 April 2007 on serious rail accidents, accidents and incidents (Dz. U. No 89; Item 593)	Rail Transport Act of 28 March 2003 (Dz. U. No 86, Item 789, as amended) Article 28n	5 June 2007	New regulation	The Regulation specifies the procedures for: 1) Notifying of serious rail accidents, accidents and incidents; 2) Appointing the Chairman of the accident committee; 3) The conduct of proceedings and the operation of accident committees. <i>This Regulation implements Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings and Directive 2001/14/EC and Directive 2001/14/EC of the European Parliament and the Commission of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (OJ L 164 of 30.04.2004, p. 44; OJ Special Polish edition, Chapter 7, vol. 8, p. 227)</i>

ANNEX E: SAFETY CERTIFICATION AND AUTHORISATION

STATUS – Statistics

E.1. Safety certificates issued pursuant to Directive 2001/14/EC

The number of safety certificates issued pursuant to Directive 2001/14/EC to licensed railway undertakings registered in:	Poland	4 new + 2 updated *)
	Another Member State	0

*) Updated – after expiry of the previous certificate.

E.2. Safety certificates issued pursuant to Directive 2004/49/EC

		New	Updated/Modified	Renewed
E.2.1. The number of valid safety certificates, Part A , issued in 2007 to railway undertakings registered in:	Poland	0	0	0
	Another Member State	0	0	0

		New	Updated/Modified	Renewed
E.2.2. The number of valid safety certificates, Part B , issued in 2007 to railway undertakings registered in:	Poland	0	0	0
	Another Member State	0	0	0

			A	R	P
E.2.3. The number of applications for safety certificates, Part A , submitted in 2007 by railway undertakings registered in:	Poland	New certificates	0	1	0
		Updated/Modified certificates	0	0	0
		Renewed certificates	0	0	0
	Another Member State	New certificates	0	0	0
		Updated/Modified certificates	0	0	0
		Renewed certificates	0	0	0

			A	R	P
E.2.4. The number of applications for safety certificates, Part B , submitted in 2007 by railway undertakings registered in:	Poland	New certificates	0	0	0
		Updated/Modified certificates	0	0	0
		Renewed certificates	0	0	0
	Another Member State	New certificates	0	0	0
		Updated/Modified certificates	0	0	0
		Renewed certificates	0	0	0

A – Application accepted, certificate issued

R – Application rejected, certificate not issued

P – Application in process, certificate as yet not issued

E.2.5. Countries where railway undertakings applying for Part B of the safety certificate in that country already hold part A of the certificate.

In 2007, no foreign railway undertaking applied for this certificate.

E.3.1. Safety authorisations pursuant to **Directive 2001/14/EC**

	Valid certificates issued before 2007	New certificates (from 2007)
The number of valid safety certificates held in 2007 by infrastructure managers registered in Poland	10	1

E.3.2. Safety authorisations pursuant to **Directive 2004/49/EC**

	New	Updated/Modified	Renewed
E.3.2.a. The number of valid safety authorisations held in 2007 by infrastructure managers registered in Poland	0	0	0

		A	R	P
E.3.2.b. The number of applications for safety authorisations submitted in 2007 by infrastructure managers registered in Poland	New authorisations	0	0	0
	Updated/Modified authorisations	0	0	0
	Renewed authorisations	0	0	0

A – Application accepted, certificate issued

R – Application rejected, certificate not issued

P – Application in process, certificate as yet not issued

E.4. Procedural aspects – Safety certificates, Part A

		New	Updated/ Modified	Renewed
Average time from receipt of all required information between submission of application and final issue of safety certificate, Part A , in 2007 to railway enterprises holding:	Licences issued in Poland	0	0	0
	Licences issued by another Member State	0	0	0

E.5. Procedural aspects – Safety certificates, Part B

		New	Updated/ Modified	Renewed
Average time from receipt of all required information between submission of application and final issue of safety certificate, Part B , in 2007 to railway enterprises holding:	Licences issued in Poland	0	0	0
	Licences issued by another Member State	0	0	0

E.6. Procedural aspects – Safety authorisations

		New	Updated/ Modified	Renewed
Average time from receipt of all required information between submission of application and final issue of safety authorisations in 2007 to infrastructure managers	Registered in Poland	0	0	0
	Registered in another Member State	0	0	0