



**MINISTRY OF TRANSPORTS AND
INFRASTRUCTURE
ROMANIAN RAILWAY AUTHORITY
ROMANIAN RAILWAY SAFETY AUTHORITY**



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The Annual Report of Romanian Railway Safety Authority -2009-

A. Introduction

A 1. The report's object.

Romanian Railway Safety Authority draws up the present Annual Report in order to be sent to European Railway Agency, according to the art. 18 from the Law no. 55/2006 concerning the railway safety, that transposes into the Romanian legislation the provisions of the Directive 2004/49/EC, as well as to be published in AFER Journal and on its site, part of the AFER site.

The objects of this report are:

- to present the regulation framework, basis for the transposing of the Directive 2004/49/EC into the national legislation;
- to present Romanian Railway Network structure, according to the data supplied by Romanian Railway Company "CFR" S.A
- to present the relationships of Romanian Railway Safety Authority with other bodies from Romanian railway field;
- to present the qualitative and quantitative indicators of the railway accidents and incidents;
- to present the licensed railway undertakings according to the provisions of the Directive 2001/14/CE and of the Directive 2004/49/EC and the railway infrastructure administrators/managers;
- to present the important changes of the specific railway regulations and national legislation.

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B. Introduction

1. Generalities

The main object of the transports field is to offer a proper developed infrastructure, modern and sustainable, adequately maintained, that facilitate a safety and efficient transport of the passengers and goods at national and European level and that have a positive and significant contribution to the economic development in Romania.

The main objectives in the railway field, inclusively that above mentioned, for whose achievement was made in 2008, were the following:

- to modernize and to integrate the national transport network into European one;
- to harmonize the railway regulation framework into the railway safety field, inclusively the safety national norms system, with European one;
- to accelerate the infrastructure rehabilitation (with direct impact on the removal of the dangerous points and of the speed limits on the public railway infrastructure, on the increase of the technical and commercial speed and on the bringing of the railway safety at a optimal level operating);
- development of the railway transport by reorganizing the activity of the railway commercial societies.

According to the *Development strategy of the railway transport* , in the same time with the implementing of the politics and the principles for the transport field reorganization and the drawing up of the legislation for the reorganization of the commercial societies from the railway field, according to the European Union directives, one accelerated the rehabilitation and the modernization of the railway infrastructure, on the network TEN-T, especially on pan-European corridors IV and IX that cross Romania.

The principles for the railway field reorganization were defined in the document *Plan concerning the long term strategy of the railway field in order to reestablish the financial stability of the railway administrator and to modernize and renew the infrastructure*. The plan consists of measures for the *financial increase of the railway societies, costs optimization and the economic efficient operation*.

One continued to keep the infrastructure functional (with direct impact on the removal of the dangerous points and of the speed limits from the public railway infrastructure, on the increase of the technical and commercial speed, on the bringing of the traffic safety at an optimal level of operation) and one drew up technical documentations, organized auctions, contracts and modernization works of the infrastructure with ensured finances, respectively one started the procedures in order to identify and to ensure finance for the works non-ensured from the finance point of view.

2. Information concerning the modernization of Romanian railway infrastructure

The public railway infrastructure belongs to Romanian state and it is rent by Romanian Railway Company „CFR” S.A, without pay a due, during 49 years from its setting up (1998), upon contract concluded with the Ministry of Transports.

The parts of the public railway infrastructure are stipulated in the annex 2 of Romanian Government Decision no. 581/1998 concerning the setting up of Romanian Railway Company “CFR”- SA, with the later amendments .

Romanian railway network is presented in the annex A.1.

In 2009 the involved stakeholders have further acted for the implementation of the following priority directions:

- the achievement of the TEN railway in Romania;
- the modernization of the trans-European corridors IV and IX;
- the modernization of the railway stations (Euro stations);
- interlocking system of the railway stations;

- the maintenance of the railway infrastructure elements in order to bring them to safety and operational parameters;
- railway norms

As stated in previous reports, from the interoperability point of view, the infrastructure is divided in interoperable and non-interoperable;

- interoperable railway infrastructure is part of the railway infrastructure, used in national and international traffic, administrated in accordance with the legislation provisions on free access of railway undertakings, which is developed in accordance with the technical norms for interoperability adopted at European level, taken into the Romanian legislation;
- non-interoperable railway infrastructure is part of the public or private railway infrastructure, used in the local traffic, connected or not to the interoperable railway infrastructure and it is managed and developed upon some internal specific regulations; the non-interoperable railway infrastructure consists mainly of tracks with low operation, for connection or dead-end one, of low importance and it can be rent by Romanian Railway Company “CFR” SA to other economic agents, that perform transports, hereinafter as non-interoperable infrastructure;
 - manager of the non-interoperable infrastructure is any legal person or group of legal persons registered in Romania, whose activity object in the railway field is to perform works for maintenance and repair of the railway infrastructure, as well as to perform connected services for the railway transports, each of them authorized by AFER for activities performed on the running sections of the non-interoperable railway infrastructure, witch have their own staff, qualified and authorized by AFER, according to the regulations in force and witch engage to operate them in strictly accordance with the general and specific regulations for Romanian railway transports;

Also during 2009 one continued the renting activity to the non-interoperable infrastructure managers, of the low used tracks, for connection or dead-end one, of small importance. Of the total 10.777 km of existing railway network in Romania, about 3.300 km have been outlined as non-interoperable running sections. Till now one rented running sections with a total length of about 1865 km.

The list of the non-interoperable railway sections and of the economic agents that rent these running sections from Romanian Railway Company “CFR” SA is presented in the annex A.1.1.

In 2009 one continued the rehabilitation and modernization works of the railway sections *București-Constanța (track sections Bucuresti Banasea-Fundulea, Fundulea-Lehliu, Lehliu-Fetesti), Câmpina-Brașov and Curtici-Arad-Simeria, from the Corridor IV.*

In the *Modernization Program of the railway stations* one continued the rehabilitation and modernization works of railway stations, for 18 railway stations one checked and signed (Arad, Alba Iulia, Sibiu, Sighișoara, Brașov, Ploiești Sud, Focșani, Galați, Tulcea, Oradea, Suceava, Bacău, Buzau, Drobeta Turnu Severin with Credit Suisse First Boston funds and Cluj Napoca, Craiova, Constanta and Iași with BERD funds).

At 2 stations are ongoing the works (Timișoara, Craiova with BERD funds andn, Fetești with Credit Suisse First Boston funds).

Also, 21 railway stations are under preparation (Satu Mare, Baia Mare, Zalău, Bistrița, Târgu Mureș, Reșița, Miercurea Ciuc, Sfântu Gheorghe, Râmnicu Vâlcea, Pitești, Slatina, Târgoviște, Alexandria, Giurgiu, Călărași, Slobozia, Brăila, Vaslui, Piatra Neamț, Botoșani, Târgu Jiu).

One ended the interlocking system endowment of the next railway stations: Ploiesti Vest, Ploiesti Est, Ploiesti Triaj, Deva, Simeria, Alba Iulia, Sighisoara, Craiova, Lugoj, Caransebes. There are ongoing the endowment with interlocking system of the next railway stations: Drobeta Turnu Severin, Chitila, Buciumeni, Chiajna, Focsani, Fetesti, Constanta, Palas.

3. Analysis of the safety certification course

3.1. Safety authorization of the railway infrastructure administrators

In 2009 the safety authorization of Romanian railway infrastructure administrator/managers was done according to the next legal papers:

- Government Ordinance no. 12/1998 concerning Romanian railway transport;
- Government Decision no. 581/1998 concerning the setting up CNCF „CFR” SA;
- Government Ordinance no. 89/2003 concerning the assignment of the railway infrastructure capacities, tariffs for the railway infrastructure use and safety certification, approved with the amendments by the Law no. 8 from the 18th of February 2004;
- Government Decision no. 1696/2006 concerning the approval of the Regulations for the assignment of the railway infrastructure capacities;
- Government Decision no. 1409/2007 concerning the approval of the Conditions for the renting by CNCF „CFR” SA of some parts of the non-interoperable railway infrastructure, as well as their management;
- Minister of Transports Order no. 101 from the 29th of January 2008 concerning the granting of the safety authorizations to Romanian railway infrastructure administrator/managers (from the 9th of March 2008).

The list of the railway infrastructure administrator/managers is presented in the annex 2.1.

3.2. Safety certification of the railway factories (railway undertakings)

The access of the railway undertakings on Romanian railway infrastructure, during 2009, was governed by the next legal documents:

- Government Ordinance no. 12/1998 concerning Romanian railway transport;
- Government Decision no. 581/1998 concerning the setting up CNCF „CFR” SA;
- Government Ordinance no. 89/2003 concerning the assignment of the railway infrastructure capacities, tariffs for the railway infrastructure use and safety certification, approved with the amendments by the Law no. 8 from the 18th of February 2004;
- Government Decision no. 1696/2006 concerning the approval of the Regulations for the assignment of the railway infrastructure capacities;
- Minister of Transports Order no. 535 from the 26th of June 2007 concerning the approval of the norms for the granting the railway licence and the safety certificates in order to perform railway transport services on the Romanian railway network (from the 25 th of August 2007).

The list of the railway undertakings is presented in the annex 2.2.

As it was stipulated in the report for 2008, during the granting of the safety certificates, according to the Minister of Transports' Order *no. 535 from the 26th of June 2007 concerning the approval of the norms for granting the railway licence and of the safety certificates in order to perform railway transport services on Romanian railway network* (published in the Official Journal, part I no. 501/26.07.2007), Romanian Railway Safety Authority added to the data basis the parts requested by European Railway Agency – ERA, excepting the number of the coaches/wagons, that is not a request for granting the safety certificate.

4. Implementation of the Directive 2004/49/CE in the national legislation

In order to harmonize Romanian regulation framework with this of EU members one adopted the *Law no. 55 from the 16th of March 2006 concerning the railway safety*, the law object is to ensure the development and the improvement of the safety on Romanian railway network and an improved access to the railway transports.

By the Government Decision no. 1561 from the 1st of November 2006 for the amendment of the *Government Decision no. 626/1998 concerning Romanian Railway Authority - AFER organization and functioning* (legal paper that came into force on the 21st of November 2006) was re-organized the Romanian Railway Authority – AFER.

In order to meet with the obligations resulting from the legal papers in force, in Romanian Railway Authority - AFER there are 4 independent bodies with permanent activity, stipulated in the Law no. 55/2006 concerning the railway safety, *namely*:

- a) Romanian Railway Safety Authority;
- b) Romanian Railway Notified Body;
- c) Romanian Railway Investigating Body;
- d) Romanian Railway Licensing Body.

their tasks are established by organization and functioning regulations, stipulated in the annexes at AFER organization and functioning regulation.

By this law, one amended the railway licences conditions, by the amendment of the Government Ordinance no. 89/2003 concerning the assignment of the railway infrastructure capacities, *tariffs for the use of the railway infrastructure and the safety certification* (published in Official Journal, part I, no. 623 from the 31st of August 2003), approved with amendments by the Law no. 8/2004 (published in Official Journal, part I, no. 178 from the 2nd of March 2004).

One transposed in the national legislation the provisions of the Directive 2004/49/CE, concerning the regulation of the safety certification activity of the railway undertakings and the safety authorization activity of the infrastructure administrators, in 2007 being the Minister of Transports Order no. 535 from the 26th June 2007 concerning the approval of the norms for the granting of the railway transport licences and of the safety certificates in order to perform railway transports on Romanian railway network, (legal paper that came into force on the 25th of August 2007) and respectively in 2008 *Minister of Transports Order no. 101 from the 29th of January 2008 concerning the granting of the safety authorizations to the administrator/manager of the railway infrastructure from Romania*, published in the Official Journal, par I, no. 102/08.02.2008 (legal paper that came into force on the 9th of March 2008).

One also transposed in the national legislation the Directive 2009/149/CE of the Commission, from the 27th of November 2009, for the amendment of the Directive 2004/49/CE of European Parliament and Council concerning the common safety indicators and the common methods for the calculatrion of the accidents costs, by Government Decision no. 644/07.07.2010 (applicable starting with the 9th of August 2010), for the amendment of the annex no. 1 at the Law no. 55 concerning the railway safety, first reporting period being 2010.

As one stipulated in the reports from 2007 and 2008, a Government decision project concerning *the Regulations for the investigation of the railway accidents and incidents, for the development and improvement of the railway safety on Romanian railway network*, approved in 2010 by Government Decision no. 117/17.02.2010 (published in Official Journal, part I, no. 138 from the 2nd of March 2010, applicable starting with the 1st of May 2010).

The drawing up of the *Regulations for the investigation of the railway accidents and incidents, for the development and improvement of the railway safety on Romanian railway network* aimed to transpose in the national legislation the Directive 2004/49/CE, respectively the *Law no. 55/2006 concerning the railway safety*, for the unitary application of their provisions by all undertakings, administrator of public railway infrastructure, managers of non-interoperable railway infrastructure, licensed railway undertakings – national, private, economic agents that own industrial branches or railway vehicles, as well as by the economic agents that carry out connected and adjoining railway activities.

C. Romanian Railway Safety Authority

1. Presentation

Romanian Railway Safety Authority is an independent body from Romanian Railway Authority - AFER, being organized and functioning according to the provisions of the *Law no.55/16.03.2006 concerning the railway safety* and of the *Government Decision no.626/1998 concerning the organization and functioning of Romanian Railway Authority – AFER*, amended by the *Government Decision no.1561/01.11.2006*.

Romanian Railway Safety Authority started its activity on the 1st of March 2007 when one approved its organization chart by Minister of Transports Order no. 373/01.03.2007.

Romanian Railway Safety Authority is independent concerning the organization, legal structure and the decision process as against any railway undertakings, railway infrastructure administrator, applicant and procurement entity.

The executive management of Romanian Railway Safety Authority is ensured by a committee consisting of 5 persons, whose chairman is the director of Romanian Railway Safety Authority, appointed by Minister of Transports' Order.

The members of the director committee are specialists of the Ministry of Transports and Infrastructure, appointed and revoked by Minister of Transports' Order.

Also, the director of Romanian Railway Safety Authority is member of Romanian Railway Authority- AFER board of directors.

The director of Romanian Railway Safety Authority manages, organizes, coordinates and controls the whole activity of Romanian Railway Safety Authority.

Chief inspector is subordinated to Romanian Railway Safety Authority director and he takes the director's place, when he is missing. The chief inspector represents the subordinated departments in the relationships with the other AFER departments. The chief inspector organizes, coordinates and controls the activity of the subordinated departments and of the Railway Safety Inspectorates 1-8.

Concerning the hierarchy of the Romanian Railway Safety Authority departments, one can distinguish two structures in the Romanian Railway Safety Authority:

- the central structure consisting in 7 departments, with heads (1 of them having one office subordinated and another one a compartment):

- **Department for the Regulations of the Traffic Safety**– is subordinated to Romanian Railway Safety Authority director. The department includes the Office for European Regulations Harmonization, subordinated to the head of the Department for Traffic Safety Regulations;
- **Department for the Control of the Structural Subsystems and Railway Suppliers** – subordinated to Romanian Railway Safety Authority director.
- **Department for Safety Certification and Authorization** is subordinated to Romanian Railway Safety Authority director;
- **Department for the Authorization of the Putting into Service of the Structural Subsystems** - is subordinated to Romanian Railway Safety Authority director;
- **Department for the Authorization of the Railway Stations and of Industrial Branches** – is subordinated to Romanian Railway Safety Authority Chief Inspector;
- **Department for Control and Traffic Safety** – is subordinated to Romanian Railway Safety Authority chief inspector;
- **Department for the Staff Authorization, Certification**– is subordinated to Romanian Railway Safety Authority Chief Inspector. The department includes the Compartment for the Certification of the Dangerous Goods Counsellors, compartment subordinated to the head of the Department for the Staff Authorization, Certification .

- **The territorial structure represented by 8 Railway Safety Inspectorates, led by inspectors, all subordinated to the chief inspector of Romanian Railway Safety Authority**

Romanian Railway Authority – AFER, hereinafter as AFER, is organized and function as a legal public institution, subordinated to the Ministry of Transports and Infrastructure and is financed entirely from own revenues.

Romanian Railway Authority – AFER was set up and function on the basis of the *Government Ordinance no. 95 from the 27th of August 1998 concerning the setting up of the public institutions subordinated to the Minister of Transports*, published in the Official Journal, Part I, no. 320 from the 30th October 1998 approved by the law 3/2002 with later amendments, and on the basis of the *Government Decision no. 626 from the 24th of September 1998 on Romanian Railway Authority-AFER organization and functioning*, published in the Official Journal, Part I, no. 373 from the 1st of October 1998, amended by the *Government Decision no. 1561 from the 1st of November ,2006*, published in the Official Journal, Part I, no. 940 from the 21st of November 2006.

AFER is the Ministry of Transport and Infrastructure specialized technical body fromn the railway field, metro and urban rail transport, appointed to ensure mainly the activities stipulated at the Article 1, paragraph (2) of Government Decision 626/1998, amended by the Government Decision no. 1561/2006.

Within AFER, besides Romanian Railway Safety Authority, there are 3 bodies with permanent activity, stipulated by the Law no. 55/2006 concerning the railway safety:

- Romanian Railway Notified Body;
- Romanian Railway Investigating Body;
- Romanian Railway Licensing Body.

The 4 bodies are represented in Court by AFER, and the consequences of the decisions made by the court, permanent, are directly in charge of the concerned body.

The main tasks of the Romanian Railway Safety Authority, that result from the provisions of the Law no.55/16.03.2006 concerning the railway safety and of the Government Decision no.626/1998 concerning the organization and functioning of the Romanian Railway Authority – AFER, amended by the Government Decision no.1561/01.11.2006 were presented in the Annual Report of the Romanian Railway Safety Authority from 2006, and the main tasks of the departments from Romanian Railway Safety Authority, as they result from the Organization and Functioning Regulations of Romanian Railway Authority – AFER were presented in Romanian Railway Safety Authority annual report for 2007.

Compared to 2008, during 2009 there were no changes in organizational or functioning structure of Romanian Railway Safety Authority or its departments.

- **Department for the Authorization of the Putting into Service of the Structural Subsystems** – subordinated to the chief inspector and transferred in the subordination of Romanian Railway Safety Authority director;
- **Department for the Authorization of the Railway Stations and of Industrial Branches**– subordinated to the chief inspector and transferred in the subordination of Romanian Railway Safety Authority director;
- **Department of the Railway Services Quality** changed its name in **Department for the Control of the Structural Subsystems and Railway Suppliers and the its railway suppliers compartment** was dissolved;
- **Compartment for European Legislation Harmonization** from the **Department for the Regulations of the Traffic Safety** changed its name in **Bureau for the Harmonization of European Regulations**

The organization chart of the Romanian Railway Safety Authority is presented in the Annex B.1

2. Organizational flow

Romanian Railway Safety Authority organizational flow is presented in the Annex B.2.

D. Improvement of the railway safety

1. Initiatives for the improvement of the safety performances

During 2009, the acts happened in the railway transport were classified according to the provisions of the *Instructions for the prevention and the investigation of the railway accidents and events – 003*, approved by Minister of Transports' Order no. 210/2000, as railway accidents or railway events, different from the present division and investigation way stipulated in the Directive 2004/49/EC.

Upon the *Instructions for the prevention and investigation of the railway accidents and events – 003*, approved by Minister of Transports' Order no. 210/2000, the investigation of the railway accidents was carried out by Romanian Railway Authority - AFER, and the investigation of the railway events was performed together, by commissions, consisting from representatives of the railway infrastructure administrator/manager and of the railway undertakings

As one stipulated in the 2007 and 2008 reports, there was drawn up a government decision project concerning the *Regulations for the inquiry and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on Romanian railways* that was submitted for notification/approval of the Minister of Transports and Infrastructure and it was approved in 2010 by Government Decision no. 117/17.02.2010.

The drawing up of the *Regulations for the inquiry and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on Romanian railways* aimed to transpose into the national legislation the Directive 2004/49/CE, respectively the *Law no. 55/2006 concerning the railway safety*, for the unitary application of their provisions by all the economic operators that perform railway transport services on the Romanian railways.

In 2009 occurred 12 train derailments, from which one derailment was railway accident, 10 rail events and one in accordance with the art. 16, paragraph 1 (intended acts of thirds in order to interrupt the railwaz transport or to damage the material goods) in accordance with the provisions of the *Instructions for the prevention and inquiry of the railway accidents and events – 003*, approved by Minister of Transports' Order no. 210/2000.

In order to prevent some similar railway accidents, Romanian Railway Authority ordered, by the inspection file, the measures that are presented in the table D 1.1.

Table D.1.1 – Safety measures generated by accidents / precursors to accidents

Final decisions	Accidents / precursors that generated the measures		
	Date	Place	Event presentation
1. Strict monitoring at the taking of the repaired wagons, respectively the reception of the performed works at them, in order to carry out the repairs in accordance with the repair technical documentation, as well as with the constructive technical documentation; 2. Re-training of the railway staff with responsibilities in the traffic safety, who is in charge with the performance and monitoring of the train technical inspections, in accordance with the provisions of the regulations specific for these activities; 3. The inquiry by the railway undertaking SC UNIFERTRAS SA Bucuresti of its that performed the technical inspection at the forming of the train no. 50454, for the non-meeting with the provisions of the	The 21 st of September 2009	Boju railway station – Valea Florilor railway station	In the running of the freight train no. 50454-1 (belonging to the railway undertaking SC UNIFERTRANS SA Bucuresti) consisting in 36 wagons, hauled by the locomotive EA 531, and banking locomotive EA 179 occurred the derailment of 9 wagons of the train (the 17 th , the 18 th , the 19 th , the 20 th , the 21 st , the 22 nd , the 23 rd , the 24 th and the buffer wagon 25) loaded with diesel, as follows: - The wagon no. 88537980168-5 derailed and overturned from the embankment on the left side of the traffic direction; - The both bogies of the wagon no. 33517859039-4 derbetween

<p>Instructions for the technical inspection and maintenance of the operated wagons, no. 250 approved by Order of Ministry of Transports, Constructions and Tourism no. 1817 from the 26th of October 2005 staff draw up of regulations concerning on how the provisions are released in relation with running train staff, the forming of trains and how to arrange the train vehicles in the train;</p> <p>4. Control organization so that:</p> <ul style="list-style-type: none"> - the leaders of specific activities to supervise the subordinated staff activity and take timely measures to eliminate deviations and indiscipline acts; - control actions take place constantly and demanding, without formality, against wrong systems detection and elimination, generating accidents and/or railway events; - deviation treatment will be done with sense of responsibility, depending on the seriousness of the actions and monthly check of how the established measures have been applied; <p>the railway personnel that in performing its control attributions is tolerating indiscipline, is showing formalism, superficiality and that does not take or propose prevention measures and by case to be treated as non-corresponding concerning the position.</p> <p>6. Issuing instructive materials that shall contain:</p> <ul style="list-style-type: none"> - the circumstances and the causes that led to the of this railway event; - their own measures disposed following the occurrence of the railway event. 			<p>the line I and II, stopping in the structure clearance ;</p> <ul style="list-style-type: none"> - The wagons no. 33517858642-6, no. 33537963616-0, no. 33537963614-5, no. 33537960159-4, no. 33537963656-6 and no. 33517860578-8 derailed and overturned from the embankment on the right side in the traffic direction; - One bogie of the wagon no. 33537963668-1 derailed; <p>The cause of the accident was the derailment of the wagon 88537980168-5, the 17th from the train no. 50454-1, determined by:</p> <ul style="list-style-type: none"> - Breakage of the coupling hook between the 16th and 17th wagons of the train, because of an existing failures at it; - Interruption of the main brake pipe, followed by the train emergency braking; - Loss of the guidance capacity of the first wheel from the first axle in the traffic direction, because of the sudden loading of the right wheels (in the traffic direction), in the same time with the sudden discharge of the left wheels (in the traffic direction) under the banking force , lack of the hauling force between the wagons 16 and 17 (broken coupling hook) and of the non-ordered emergency braking appeared following the interruption of the main brake pipe; - And the run of the lip of tyre of the first wheel on the head of the rail, followed by the derailment of the wagon no. 88537980168-5, the 17th in the train.
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Further, one presents a synthetic situation concerning those 10 train derailments, occurred on Romanian railway infrastructure in 2009, acts that were defined as railway events in accordance with the provisions of the Instructions for the prevention and inquiry of the the railway accidents and events, no. 003/2000, and their investigation was performed together, by commissions consisting in representatives of railway infrastructure administrator/manager and railway undertakings, that established measures for the prevention of some similar cases, as follows:

Current no.	Date of occurrence	Place of occurrence	Brief presentation	Cause
1.	The 27 th of January 2009	Praid railway station – Sovata railway station	In the running of the passenger train no. 14833 happened the derailment of a bogie of the motorised train no. 4508.	Over-widening of the track because of the release of the fastening under the action of the dynamic loads and the further forces resulted from the taking of the curve.
2.	The 14 th of March 2009	Comarnic railway station	In the running of the passenger train no. 3028, hauled by the locomotive EA 906, passing the switch at the entry of the line no. 1 of the railway station, happened the derailment of the first axle, in the running direction of the locomotive EA 906.	Non-meeting of the geometrical conditions for the structure and making of the buffer panel used at the connection of the switch no. 10 with the line no. 1 (non/welded track) of the railway station.
3.	The 7 th of March 2009	Saratel railway station	During the stabling of the passenger train no. 14511 (consisting in the electric multiple unit no. 4503 and the trailer), on the line no. 3, in the area of the switch no. 11 happened the derailment of one bogie of the trailer.	Fall of the support of the sander equipment from the first right wheel in the traffic direction of the trailer of the electric multiple unit AM 4503 and its jam between the rail and the check rail.
4.	The 12 th of March 2009	Isalnita railway station	During the re-stabling by banking of the train 93881 (whose locomotive stayed with problems on the running line, after dispatching) on the line 2 of the	Passing of the signal YII on free position and of the shunting limit signal.

			railway station, on the switch no. 47, occurred the derailment of the last bogie of the wagon no. 825366530384.	
5.	The 15 th of June 2009	Constanta City railway station	In the running of the freight train no. 70612-1, in the area of the switch no. 8M, the second bogie of the wagon no. 87537960768-7, in the traffic direction, derailed	Fall during the route of the bolt from the upper of thecrowbar, it leading to the fall of the triangular brake beam , that hit and changed the position of the switch 8M under the train.
6.	The 30 th of July 2009	Rupea railway station – Racos railway station	In the running of the freight train no. 83498, the first bogie of the wagon no. 31533555777-7, in the traffic direction, derailed (loaded), the second in the train composition.	Irregular distribution of the total clearances at the friction blocks on each diagonal of the wagon, it leading to the exceeding of the accepted load proportion on the wheels of both axles of the bogie.
7.	The 21 st of August 2009	Rupea railway station – Racos railway station	In the running of the freight train no. 43446-1, the first bogie of the wagon no. 31530670068-5, in the traffic direction, derailed (the 8th from the locomotive).	Lack of about $\frac{3}{4}$ from the surface of the centre casting wear plate.
8.	The 1 st of September 2009	Tarnaveni Vest railway station – Jidvei railway station	In the running of the freight train no. 39219, one bogie (first in the traffic direction) of three wagons (no. 31535494342-7, the 13 th , no. 31535494343-5, the 15 th , respectively no. 3153549338-5, the 20 th of the train), unloaded.	The unsuitable condition of the line from the cross section point of view, consisting in twisting.
9.	The 3 rd of September 2009	Gura Motrului railway station	In the running of the freight train no. 20870, all axles of the locomotive no. EA 791 derailed, in the track bed of the fixed bumper O3.	Passing of the exit signal YRT having the lights closed.
10.	The 27 th of September 2009	Berheci railway station	In the running of the passenger train no. 661, on the direct line 3, occurred the As concerns the circulation of the freight train no.80422 took place the derailment of the hauling locomotive EA1081 of all axles over the points and crossing no.7	Passing of the light exit signal X3 indicating “stop” due to the non-reduction of speed and taking delay braking measures to stop the train

			from the railway station (the derailed locomotive circulated until the area of the points and crossing 3/5).	
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We also present the train derailment case, happened because of some persons intentions to disturb the transports or to damage some material goods belonging to the railway field.

According to the art. 16, paragraph 1 of the *Instructions for the prevention and investigation of the railway accidents and events – 003*, approved by Minister of Transports’ Order no. 210/2000 “the possible intended acts of thirds, in order to disturb the railway activity or to damage the material goods are not defined as railway accidents and events and will not be recorded in the railway accidents and events statistics”. According to the provisions of art. 16, paragraph 2 of the same instruction “after the occurrence of the acts stipulated in the paragraph (1), the head of the subunit where it happened, shall notify at once, by phone and in write the criminal bodies and the prosecutor’s office, as well as the managements of the involved economic agents.

Current no.	Date of occurrence	Place of occurrence	Short presentation	Cause
1.	The 21 st of September 2009	Banu Maracine railway station – Malu Mare railway station	In the running of the passenger train no. 1692, the locomotive EA 754 and the first 7 wagons derailed, as follows> <ul style="list-style-type: none"> - All axles of the locomotive derailed; - The fist, second and third wagons derailed and overturned; - The fourth wagon derailed and overturned perpendicularly on the line I and II; - The fifth and sixth wagons derailed and overturned on the left side in the traffic direction; - The axles of the seventh wagon derailed. 	Complete and voluntary detachment at the derailment place, by unknown persons, of the horizontal fastening from the track joint and of the vertical fastening from both sides of the rail section, from the right side., in the train running direction

In 2009 occurred 83 train collisions, including collisions with obstacles inside the gauge, from which 2 were defined as railway events in accordance with the provisions of the *Instructions for the prevention and investigation of the railway accidents and events – 003*, approved by Minister of Transports’ Order no. 210/2000 and 81 train collisions with obstacles inside the track gauge (un-survived animals, cars stopped in the structure clearance, stones, and so on).

Further, one presents a synthetic situation of the train collisions, including collisions with obstacles inside the gauge.

Curren t no.	Date of occurrence	Place of occurrence	Short presentation	Cause
1.	The 6 th of January 2009	Brasov railway station-Stupini railway station	The passenger train no. 375-2 hit a horse in the structure clearance, it leading to the small damage of the train hauling locomotive	The un-supervised horse in the structure clearance
2.	The 10 th of January 2009	Harman railway station - Budila railway station	The passenger train no. 14758 hit the mile post placed in the structure clearance by un-identified persons..	Placing of a mile post in the structure clearance by un-identified persons.
3.	The 20 th of January 2009	Valea Marului railway station - Caineni railway station	On the locomotive DA 938 and the rake of coaches of the passenger train no. 2072 fell stones (big) from the slopes next to the track.	The unfavourable weather led to the stones fall from the slopes
4.	The 7 th of February 2009	Crusovat railway station - Domasnea Cornea railway station	The locomotive of the passenger train no. 694 hit a tree fallen in the structure clearance.	The violent wind led to the broken of a tree and its entry in the structure clearance.
5.	The 14 th of February 2009	Rosiori Est railway station - Plosca railway station	The passenger train no. 9360 hit in the structure clearance a tractor that crossed the line in an un-authorized place.	Tractor in the structure clearance.
6.	The 20 th of February 2009	Gherla railway station - Dej passenger railway station	The passenger train no. 1746-1 hit in the structure clearance a flock of sheep.	An un-supervised flock of sheep in the structure clearance
7.	The 5 th of March 2009	Ioinesti railway station – Fiscalia railway station	The passenger train no. 2071 hauled by the locomotive DA 1191 hit a horse in the structure clearance, it leading to the breakage of the locomotive front air cock of 10 atm..	Un-supervised horse in the structure clearance.
8.	The 5 th of March 2009	Calimanesti railway station – Cozia railway station	The passenger train no. 1827 (electric multiple unit DESIRO no. 2090) hit easily a car in the structure clearance.	Irregular stop of a car in the structure clearance
9.	The 6 th of March 2009	Poiana Slanic railway station - Plopeni Sat railway station	From a crag, a stone detached and fell in the structure clearance, being hit by the passenger train no. 3427, hauled by the locomotive DHC 148. After the impact, at the	Fall of a stone in the structure clearance because of the abundant rains.

			locomotive DHC 148 distorted the anti-impact device and at the wagon no. 50531617317-6 was damaged the air distributor.	
10.	The 7 th of March 2009	Episcopia Bihor railway station - Biharia railway station	The passenger train no. 1741 hit a flock of sheep in the structure clearance.	An unsupervised flock of sheep in the structure clearance.
11.	The 10 th of March 2009	Lugoj railway station - Sinia railway station	The passenger train no. 813, consisting in the multiple unit type Desiro no. 2077 hit a branch between the stretches of rails, it leading to the breakage of a cable from the electro-magnetic brake of the multiple unit.	Fall of the branch in the structure clearance..
12.	The 11 th of March 2009	Falfani railway station - Stolnici railway station	The passenger train no. 1893 hit a flock of sheep in the structure clearance.	An unsupervised flock of sheep in the structure clearance.
13.	The 13 th of March 2009	Campina railway station - Breaza Nord railway station	The passenger train no.1622 hauled by the locomotive EA 345 hit in the structure clearance a railway vehicle type WOLLA, that performed works on the line 2. Following the impact, the locomotive and the first wagon of the train were slightly damaged.	Entry of a railway vehicle belonging to a company that performed some works in the structure clearance.
14.	The 18 th of March 2009	Pitesti railway station - Golesti railway station	The passenger train no.1799, consisting in the multiple unit DESIRO AM 2056, hit a horse in the structure clearance, it leading to the breaking of the multiple unit front window.	An un-supervised in the structure clearance
15.	The 6 th of April 2009	Miercurea Ciuc railway station - Sanraieni railway station	The passenger train no.4506 (consisting in the multiple unit Z 6100 no. 005) hit in the structure clearance a metallic hand truck, hauled by an un-identified person. Following the impact at the multiple were damaged the front air cock and the air pipe of 5 atm.	Metallic truck left in the structure clearance.
16.	The 6 th of April 2009	Salva railway station - Nimigea railway station	The passenger train no. 4486 hit a car in the structure clearance	Stop of a car in the structure clearance
17.	The 30 th of April 2009	Targu Frumos railway station	The passenger train no. 6453 hit a horse in the structure clearance.	Horse un-survived in the

		– Sarca railway station		structure clearance.
18.	The 10 th of May 2009	Isalnita railway station – Cotofeni railway station	The passenger train no.1823 hit a horse in the structure clearance, it leading to the breakage of the air pipes of 5 and 10 atm from the locomotive.	Horse un-survived in the structure clearance
19.	The 17 th of May 2009	Lechinta railway station – Sarmasel railway station	The passenger train no. 14514, consisting in the motorised train AM 1450, hit in the structure clearance a whistle board. Following the impact the sand distributor of the motorised train was damaged.	Whistle Board placed by unidentified persons in the structure clearance.
20.	The 20 th of May 2009	Feldru railway station – Rebrisoara railway station	The locomotive DHC 526, running alone, hit a tractor trailer that was crossing the line on the board crossing, in the structure clearance. Following the impact the buffers of the locomotive were damaged, breakage of a lamp and the appearance of a crack in a pipe of the cooling device of the engine	Entrance of a tractor in the structure clearance.
21	The 21 st of May 2009	Baile Hercule railway station – Toplet railway station	The passenger train no. 591, hauled by the locomotive EA 548 hit a stone fallen from a slope, in the structure clearance, it leading to the damage of the sand distributor box of the axle no. 6 from the locomotive	Fall of a stone from the slope in the structure clearance
22.	The 22 th of May 2009	Bacau railway station – Valea Seaca railway station	The passenger train no. 383-2, hauled by the locomotive EA 546, hit in the structure clearance a cart crossing the line by un-authorized place, it leading to the breakage of the air main brake pipe and of the locomotive electric coupler	Car in the structure clearance
23.	The 124 th of May 2009	Nicolina railway station – Ciurea railway station	The passenger train no. 6412, hauled by the locomotive no. DA 1250 hit a horse in the structure clearance, it leading to the distortion of the corner stairs of the locomotive	Un-survived horse in the structure clearance
24.	The 5 th of June 2009	Gilort railway station – Turburea railway station	The passenger train no. 1695 consistinf in a motorised train DESIRO, hit in the structure clearance 2 bovines.	Un-survived bovines in the structure clearance.....
25.	The 10 th of June 2000	Micula railway station – Ram Botiz railway station	The passenger train no. 4409, consisting in the electric multiple units LVT 116-122, hit in the structure clearance an horse, it	Un-survived horse in the structure clearance.

			leading to the damaging of the motorized train	
26.	The 11th of June 2009	Podul Iloaiei railway station – Letcani railway station	The passenger train no. 5602, hauled by the locomotive EA 156 hit in the structure clearance 3 bovines	Un-survived bovines in the structure clearance.....
27	The 19th of June 2009	Dornesti railway station – Radauti railway station	The passenger train no. 5626 hit in the structure clearance a tractor working next to the track	Entrance of a tractor in the structure clearance
28.	The 20th of June 2009	Barnova railway station – Ciurea railway station	The passenger train no. 1661 hit 3 horses in the structure clearance.	Un-survived horses in the structure clearance
29.	The 28th of June 2009	Razboieni railway station – Calarasi Turda railway station	The passenger train no. 3085 (consisting in the motorised train Z 1014) hit a bovine in the structure clearance, it leading to the damage of the right buffer in the running direction of the motorised train.	Un-survived bovine in the structure clearance
30.	The 8th of July 2009	Valea Seaca railway station – Faraoani railway station	The passenger train no. 553 hit a horse in the structure clearance.	Un-survived horse in the structure clearance
31	The 9th of July 2009	Bod railway station – Stupini railway station	The passenger train no. 3509 hit 2 horses in the structure clearance. Following the impact the air front cocks of 5 and 10 atm of the locomotive damaged	Un-survived horses in the structure clearance.
32	The 11th of July 2009	Focsani railway station – Putna Seaca railway station	The passenger train no. 1004-1 hit an un-survived bovine in the structure clearance	Un-survived bovine in the structure clearance
33	The 16th of July 2009	Monor Gledin railway station – Sieu railway station	Two trees fell on the contact line and on the locomotive EA 790, that hauled the passenger train no. 4144, leading to the breakage of both pantographs of the locomotive	Fall of 2 trees in the structure clearance
34	The 19th of July 2009	Caracal railway station – Romul railway station	The passenger train no. 1827 (consisting in the motorised train DESIRO no. 2103) hit a horse in the structure clearance	Un-survived horse in the structure clearance
35.	The 21st of July 2009	Dudesti railway station – Ciresu railway station	The passenger train no. 942-1, hauled by the locomotive EA 054 hit a bovine in the structure clearance. Following the impact the locomotive was slightly damaged,	Un-survived bovine in the structure clearance
36	The 22nd of July 2009	Galbeni railway station	The passenger train no. 5422 hauled by the locomotive EA 520 hit a bovine in the structure	Un-survived bovine in the structure

			clearance	clearance
37	The 27th of July 2009	Recas railway station – Remetea Mare railway station	The passenger train no. 593 hit a flock of sheep in the structure clearance	Un-survived flock of sheep in the structure clearance
38	The 6th of August 2009	Nicolina railway station	The passenger train no. 561 hit a horse in the structure clearance. Following the impact the air pipe of 5 and 10 atm. of the locomotive broke	Un-survived horse in the structure clearance
39	The 8th of August 2009	Razboieni railway station- Calarasi Turda railway station	The passenger train no. 3082 hit a flock of sheep in the structure clearance	Un-survived flock of sheep in the structure clearance
40	The 14th of August 2009	Valea lui Mihai railway station- Sanislau railway station	The freight train no. 34854 hit a bovine in the structure clearance	Un-survived bovine in the structure clearance
41	The 14th of August 2009	Barzava railway station-Conop railway station	The passenger train no. 2047 hit a car in the structure clearance	Car entrance in the structure clearance
42	The 14th of August 2009	Vama railway station	The passenger train no. 5723, consisting in the electric multiple unit 013 hit a horse in the structure clearance, it leading to the breakage of the cock from the main air reservoir	Un-survived horse in the structure clearance
43	The 15th of August 2009	Berheci railway station- Frunzeasca railway station	The passenger train no. 662, hauled by the locomotive GM 1000 hit a bovine in the structure clearance. Following the impact, the air main brake pipe of 5 atm. from the locomotive was damaged	Un-survived bovine in the structure clearance
44	The 17th of August 2009	Apata railway station- Augustin railway station	The passenger train no. 3511, consisting in the electric multiple units no. 10 and 14 hit a bear in the structure clearance	Bear in the structure clearance
45	The 20th of August 2009	Crasna railway station-Cretești railway station	The passenger train no. 6432, consisting in the motorised train Desiro no. 2081, hit a horse in the structure clearance	Un-survived horse in the structure clearance
46	The 20th of August 2009	Dofteana Bacau railway station- Targu Ocna railway station	The passenger train no. 1752-1 hit 2 horses in the structure clearance	Un-survived horses in the structure clearance
47	The 8th of September 2009	Episcopia Bihor railway station- Oradea Vest railway station	The freight train no. 50402 hit a metallic lever in the structure clearance	Metallic lever in the structure clearance
48	The 15th	Iasi-Letcani	The passenger train no. 5401-1 hit	Un-survived

	of September 2009	railway stations	3 bovines in the structure clearance . Following the impact happened the damaging of the track magnets 1000/2000 Hz from the	bovines in the structure clearance
49	The 17th of September 2009	Ghimes railway station-Palanca railway station	The passenger train no. 5214 hit a horse in the structure clearance	Un-survived horse in the structure clearance
50	The 18th of September 2009	Traian Sat railway station-Urleasca railway station	The passenger train no. 1732 hit a cart in the structure clearance, it leading to the breakage of the the cover of the locomotive electric coupler	Cart in the structure clearance
51	The 3rd of October 2009	Botiz railway station-Mediesu Aurit railway station	The freight train no. 43403 hit a herd of cattle in the structure clearance	Un-survived herd of cattle in the structure clearance
52	The 4th of December 2009	Mogoseni railway station-Nimigea railway station	The passenger train no. 1766 hit 2 horses in the structure clearance, it leading to the breakage of the air pipes of 5 and 10 atm. From the locomotive	Un-survived horses in the structure clearance
53	The 5th of October 2009	Focsani railway station-Putna Seaca railway station	The passenger train no. 663 hit a concrete piece (detached from the hand rail of the level crossing from the km 200+235) in the structure clearance	Placing of a concrete piece in the structure clearance by un-identified persons.
54	The 5th of October 2009	Mizil railway station-Inotesti railway station	The passenger train no. 5009 hit a flock of sheep in the structure clearance	Un-survived flock of sheep in the strucure clearance
55	The 6th of October 2009	Targu Jiu railway station-Ecaterina Teodoriu railway station	The passenger train no. 839 hit a horse in the structure clearance	Un-survived horse in the structure clearance
56	The 10th of October 2009	Silhoasa railway station	The locomotive EA 671 that hauled the passenger train no. 1931 hit a stone plate on the line at the point switch tongue o. 1	Stone plate placed in the structure clearance by un-identified persons.
57	The 11th of October 2009	Sudrigiu railway station-Stei railway station	The passenger train no. 15102 consisting in the motorised train AM series X 502, hit 2 horses in the structure clearance. Following the impact resulted the derailment of the axle no. 3 of the motorised train AM series X502	Un-survived horses in the structure clearance
58	The 14th	Domasnea	Following the intensive wind,	fallen branches

	of October 2009	Cornea railway station-Poarta railway station	branches of a trees next to the track broke and fell on the roof of the locomotive of the passenger train no. 595, it leading to the	in the structure clearance due to wind intensification
59	The 16th of October 2009	Albesti Tarnava railway station	The passenger train no. 1637 hit in the structure clearance a cart that crossed the line by an un-authorised place, the cart driver being slightly injured. Following the impact the air pipes of the locomotives broke	Cart in the structure clearance
60	The 17th of October 2009	Lehliu railway station-Sarulesti railway station	The freight train no. 93400 reached the freight train no. 93402 and hit the last wagon of the train. Following the impact the last wagon (no. 315346730346) of the freight train no. 93402 overturned on the right side in the running direction, and all axles of the locomotive of the freight train no. 93400 (EA871) derailed	Non-compliance with the position of the signal BL 212 that had all the light positions closed
61	The 17th of October 2010	Faurei railway station-Ciresu railway station	The passenger train no. 13994 hit a flock of sheep in the structure clearance, it leading to the breakage of the drain pipe of the locomotive	Un-survived flock of sheep in the structure clearance
62	The 17th of October 2009	Monor Gledin railway station-Sieu railway station	The passenger train no. 406-1 hit a horse in the structure clearance	Un-survived horse in the structure clearance
63	The 21st of October 2009	Ciprian Porumbescu railway station-Berchisesti railway station	The passenger train no. 41837 hit a horse in the structure clearance	Un-survived horse in the structure clearance
64	The 22nd of October 2009	Barbosi railway station-Sendreni railway station	The passenger train no. 406-1 hit 2 horses in the structure clearance	Un-survived horses in the structure clearance
65	The 27th of October 2009	Podari railway station-Jiu railway station	The passenger train no. 9137, hauled by the locomotive DHC 401 hit 2 bovines in the structure clearance, it leading the breakage	Un-survived bovines in the structure clearance
66	The 2nd of November 2009	Dealu Stefanitei railway station-Fiad railway station	The locomotive DA 720 running....., hit seriously the passenger train 192 (hauled by the locomotive DA 1165) that stopped on the running line because of the locomotive failure. Following the impact 3 passengers of the train no.	The driver did not meet with the conditions stipulated in the running order

			1923 were injured, the axles 5 and 6 of the first bogie of the locomotive DA 720 derailed and the locomotive damaged (the anti-impact device was broken, the right buffer broken and the left buffer distorted)	
67	The 3rd of November 2009	Titu railway station-Ghergani railway station	The motorised train AM 2120, running as passenger train no. 1791, hit a tree fallen in the structure clearance	Fall of a tree in the structure clearance
68	The 5th of November 2009	Floreni railway station-Rosu railway station	The passenger train no. 1766, hauled by the locomotive EA 758 hit a deer in the structure clearance. Following the impact the front cock of 10 atm of the locomotive brake.	Deer in the structure clearance
69	The 7th of November 2009	Remetea Mica railway station-Giarmata railway station	A telegraph pole broke, entered in the structure clearance and hit the locomotive DHC 237 that hauled the passenger train no. 2231. Following the impact the lateral headlight of the locomotive was broken	Telegraph pole fallen in the structure clearance
70	The 9th of November 2009	Berchisesti railway station – Ciprian Porumbescu railway station	The passenger train no. 5724 consisting in the electric multiple unit 1001 hit a flock of sheep in the structure clearance	Un-survived flock of sheep in the structure clearance
71	The 18th of November 2009	Podu Olt railway station-Talmaciu railway station	The passenger train no. 19107, consisting in the motorised train Desiro no. 11090, hit a horse in the structure clearance	Un-survived horse in the structure clearance
72	The 19th of November 2009	Gherla railway station-Iclod railway station	The passenger train no. 1942-1 hauled by the locomotive EA 194 hit 2 horses in the structure clearance	Un-survived horses in the structure clearance
73	The 21st of November 2009	Valea lui Mihai railway station-Silindru railway station	The passenger train no. 367-2 hauled by the locomotive DA 741 hit a flock of sheep in the structure clearance	Un-survived flock of sheep in the structure clearance
74	The 3rd of December 2009	Ciurea railway station	The passenger train no. 1965-2, consisting in the motorised trains Desiro no. 2081 and 2040, hit many stones in the structure clearance. Following the impact the inductor box and the pipe from the locomotive sand distributor box were damaged	Stones placed in the structure clearance by un-identified persons.
75	The 4th of December 2009	Corbu railway station-Sinesti railway station	The passenger train no. 1895, consisting in the motorised train AM 216 hit a herd of wild boars in	Herd of wild boars in the structure

			the structure clearance	clearance
76	The 5th of December 2009	Bucuresti Obor railway station-Pantelimon railway station	The passenger train no. 18206, consisting in the electric multiple unit 1013, hit in the structure clearance a car	Car stop in the structure clearance
77	The 5th of December 2009	Cernavoda Pod railway station-Saligny Gr. Est railway station	The freight train no. 83495 hit a bovine in the structure clearance. Following the impact the front cock of 10 atm. from the train hauling locomotive broke.	Un-survived bovine in the structure clearance
78	The 6th of December 2009	Cavaran railway station-Zagujeni railway station	The passenger train no. 693 hauled by the locomotive EA 732 hit a horse in the structure clearance. Following the impact the locomotive front cocks of 5 and 10 atm. broke.	Un-survived horse in the structure clearance
79	The 7th of December 2009	Satu Mare Sud railway station-General Gheorghe Avramescu railway station	The passenger train hit a horse in the structure clearance.	Un-survived horse in the structure clearance
80	The 8th of December 2009	Focsani railway station-Cotesti railway station	The passenger train no. 652, hauled by the locomotive EA 784 hit a horse in the structure clearance	Un-survived horse in the structure clearance
81	The 9th of December 2009	Bacau railway station-Valea Seaca railway station	The passenger train no. 551 hauled by the locomotive EA 431, hit a cart in the structure clearance	Cart in the structure clearance
82	The 9th of December 2009	Babuteni railway station-Cuciulat railway station	The passenger train no. 4095-2 (consisting in the motorised trains DESIRO no. 2064 and 2109) hit a bovine in the structure clearance, it leading to the damage of the coupling of the motorised train no. 2064	Un-survived bovine in the structure clearance
83	The 26th of December 2009	Valea Seaca railway station-Faraoani railway station	The passenger train hauled by the locomotive EA 024 hit a bovine in the structure clearance. Following the impact the locomotive front cocks of 5 and 10 atm were broken.	Un-survived bovine in the structure clearance

The big number of the train collisions (83 situations) results from the introduction in the report also of the train collisions with obstacles in the structure clearance (branches and trees fallen in the structure clearance, un-survived animals that entered in the structure clearance, vehicles entered in the structure clearance, etc.)

From the total of 83 train collisions, including collisions with obstacles in the structure clearance, 3 situations had as result train derailments, non-taking into account in the situation of the train derailments from the safety indicators for 2009, these being the result of the collision between trains or with obstacles in the structure clearance.

Following the train collisions with the obstacles in the structure clearance (un-survived animals and vehicles, intended acts of individuals in order to disturb the railway transport or to damage the material goods), the railway staff notifies the Railway Police about these events, and the railway police, together with other public entitled institutions proceeded to the identification of the guilty persons in order to cover the damages generated at the railway vehicles or at the railway infrastructure.

2. Analysis of the data on the railway accidents and incidents

Following the coming into force of the legal framework for transposing into the national legislation the Directive 2004/49/EC, respectively the Law no. 55/2006 *concerning the railway safety*, one set out the safety indicators according to the provisions of the annex no. 1 of the Law no. 55/2006 *concerning the railway safety*.

For 2009, the safety indicators were drawn up on the basis of the records of the railway infrastructure administrator/manager and of the railway undertaking.

The numeric data as well as the used definitions are presented in the annex C.

E. Important changes in the regulations and legislation

In order to harmonize the national legislation with the community one, as well as in order to ensure the development of the railway traffic safety, transports security and public services quality in the railway and subway field, in 2009 the regulation activity was a priority activity for Romanian railway transport, a series of orders beeing approved, as follows:

- Government Decision 1326/11.11.2009 – decision on the transport of the dangerous goods in Romania;
- Minister of Transports and Infrastructure Order no. 748/23.06.2006 for the implementation of the provisions of the Regulations for the international railway transport of the dangerous goods (RID), version 2009 (order with amendments of Minister of Transports Order 590/2007);
- Regulations for the establishment of the conditions for the tests of locomotive one-man driving (without driver's assistant) for the direct freight train;
- Minister of Transports and Infrastructure Order no. 331/25.03.09 – for the approval of the railway technical norm „Railway infrastructure-fixed equipments-electric traction. Provisions for the protection against the electric shocks by direct touch, for the electrified lines 1x25kV, 50Hz and 2x25 kV, 50 Hz”;
- Minister of Transports and Infrastructure Order no. 721/15.06.2009 for the approval of the Regulations for the operation of the track section Padureni-Arad-Graniceri;
- Minister of Transports and Infrastructure Order no. 723/15.06.2009 for the approval of the Regulations for the operation of the track section Timisoara Vest-Cruceni;
- Minister of Transports and Infrastructure Order no. 649/24.05.2009 for the approval of the derogation from the art. 62 of RETF no. 002, approved by Order of Minister of Public works, Transports and Lodging no. 1186 from the 29th of August 2001 (track section Timisoara Nord-Sacalaz);
- Minister of Transports and Infrastructure Order no. 332/25.03.2009 for the approval of the Railway Technical Norms „Railway vehicles. Technical regulations for the inspection and repair of the shock absorber”.

In the annex D will be presented the reason of the introduction, presentation of the orders and the date of the coming into force.

F. Development of the certification and safety authorization activities

1. National legislation – starting date - availability

1.1 The starting date for the safety certification according to the art. 10 of the Directive 2004/49/EC (if necessary, difference between the part A and the part B):

- the 25th of August 2007

1.2 The starting date for the safety authorizations according to the art 11 of the Directive 2004/49/EC

- the 9th of March 2008

1.3 The availability of the national safety regulations or of other national relevant legislations concerning the railway enterprises and the infrastructure managers (web site, written documentation on request, etc.)

- there are sites WEB of Romanian Railway Authority (www.afer.ro) and of Romanian Railway Safety Authority (www.afer.ro/rom/ASFR/Romana/) where are presented the relevant documents, guides and the legislation for the carried out activities.

2. Numeric data

The elements concerning the safety certification and authorization are presented in the annex E.

3. Procedural issues

3.1 Safety certification, part A

3.1.1 Reasons to update/change the part A Certification (ex. change of the services type, traffic increase, company size)

- Variation of the services type (passengers, freight, railway shunting);
- Change of the legal conditions, change of the railway undertaking names, etc.

3.1.2 The main reasons if the main problem for the part A Certification (limited to those mentioned in the annex E and after all the necessary information was get) kept more than the 4 months stipulated at the art 12(1) of the safety Directive.

- None

3.1.3 Revision of the applications of other National Safety Authorities for checking/access to the information concerning the part A Certification of the railway enterprise that was certified in your country, but is applied to the part B Certification in other member states.

- None

3.1.4 The contents of the problems with the mutual acceptance of the Community of the part A Certification

- None

3.1.5 NSA fee for the part A Certification (Yes/No – Cost)

- In accordance with the Minister of Transports, Constructions and Tourism's Order no. 137/2003 concerning the approval of the tariffs for the specific services performed by Romanian Railway Authority-AFER, with the subsequent amendments, respectively the Minister of Transports Order no. 791/2007 (the tariffs are established in accordance with the number of the hours necessary for the assessment of the documents and the checking of the safety management system implementation, with reference to the railway service type).

3.1.6 The content of the problems generated by the harmonized forms using for the part A Certification, especially with reference to the sorts for the service type and its increase.

- None

3.1.7 The content of the common problems/difficulties for the NSA procedure in application for the part A Certification

- None

3.1.8 The content of the problems mentioned by the railway enterprises when one applies for the part A Certification

- No case

3.2 Safety certification part B

3.2.1 Reasons to update/change the part B Certification:

- variation of the services type (passengers, freight, railway shunting);
- increase/decrease of the traffic – operated lines (increase/decrease of the operated running track sections);
- change of traction rolling stock fleet;
- change of the type of the hauling rolling stock;
- change of the legal conditions, change of the railway undertakings names, etc.

3.2.2 The main reasons if the main problems for the part B Certification (limited to those mentioned at the annex E and after all the necessary information was get) kept more than those 4 months stipulated at the art. 12(1) of the safety Directive.

- None

3.2.3 NSA fee for the part B Certification (Yes/No / Cost)

○ according to the Minister of Transports, Constructions and Tourism' Order no. 137/2003 concerning the approval of the tariffs for the specific services performed by AFER, with the further amendments, respectively the Minister of Transports' Order no. 791/2007:

- for the railway services type A and B the tariffs are established in accordance with the number of the necessary hours for the assessment of the documents in order to grant the safety certificate, according to the length of the requested routes, as well as according to the necessary hours for the assessment of the documents in order to introduce the motorised rolling stock in the annex II of the safety certificate part B);
- for the railway transport services type C the tariffs are established in accordance with the number of the necessary hours for the assessment of the documents in order to grant the annex I of the safety certificate (amendment with new shunting areas) or according to the number of the locomotives that are to be introduced in the annex II of the safety certificate).

3.2.4 The contents of the problems generated by the use of the harmonized forms for the part B Certification, especially in connection with the categories for the type and service increase.

- There were no problems in the use of the harmonized forms for the part B Certification.

3.2.5 The contents of the common problems/difficulties for the NSA applied procedures for the part B Certification.

- There were no problems/difficulties concerning the applied procedures for the part B Certification

3.2.6 The contents of the problems mentioned by the railway enterprises when one applies for the part B Certification

- There were no problems mentioned by the railway enterprises.

3.2.7 The feed/back procedure (ex. questionnaires) that allow the railway enterprises to express their opinion on the procedures/practices or on the complaint sheet.

- They were not stipulated in the national legislation.

3.3 Safety authorizations

3.3.1 Reasons to update/amend the safety authorizations.

- change of the number/length of the non-interoperable track sections that were hired by the non-interoperable railway infrastructure managers from Romanian Railway Company „CFR” S.A;
- change of the legal conditions, change of the railway undertakings names, etc.

3.3.2 The main reasons if the main problem for the safety authorizations (limited to those mentioned in the annex E and after getting the necessary information) kept more than 4 months stipulated in the art. 12(1) of the safety Directive.

- None

3.3.3 The contents of the common problems/difficulties for the applied procedures for the safety authorizations.

- There were no problems/difficulties concerning the applied procedures for „Safety Authorization”

3.3.4 The contents of the problems mentioned by the railway enterprises when one applies for the safety authorization

- there were no problems mentioned by the railway enterprises when one applies for the „Safety Authorization”

3.3.5 The feed/back procedure (ex. questionnaires) that allows the railway enterprises to express their opinion on the procedures/practices or on the complaint sheets.

- They were not stipulated in the national legislation.

3.3.6 NSA fee for the safety authorizations (Yes/No / Cost)

- according to the Minister of Transports, Constructions and Tourism Order no. 137/2003 concerning the approval of the tariffs for the specific services performed by AFER, with the further amendments, respectively the Minister of Transports Order no. 791/2007:

- in order to grant the safety authorization part A the tariffs are established in accordance with the necessary number of hours for the assessment of the documents and for the checking of the safety management system implementation.
- in order to grant the safety authorization part B, the tariffs are established in accordance with the necessary number of the hours for the documents assessment and respectively in accordance with the length (in km) of the non-interoperable running track sections.

G Surveillance of the „Railway undertakings” and of the „Infrastructure Managers”

1. Presentation of the surveillance of the railway undertakings and railway infrastructure administrator/non-interoperable railway infrastructure managers

Romanian Railway Authority, according to the provisions of Romanian Government Decision no. 626/1998 concerning the organization and the functioning of Romanian Railway Authority – AFER, amended by the Government Decision no. 1561/01.11.2006, as well as the Minister of Transports Order no. 650/28.10.1998 for the organization and the control and state inspections in the railway and subway field and for some specific measures concerning the railway events investigation, performed inspections and state controls for monitoring the meeting with the railway and subway internal and international regulations, monitoring of the meeting of the regulations on the traffic safety, transports security and public services quality, in the railway and subway field.

Through the state controls and inspections, performed at the economic agents, involved in the railway and subway field, is checked the meeting with the regulations specific to the transports safety and security, public services quality, finding out of the failures and of the wrong working systems, as well as the establishment of the specific measures for their preventing, analyzing and removing.

The state control consists in the analysis of the whole activity of an economic agent from the railway field, for some period of time, concerning the traffic safety, transports security and railway and subway public services quality.

The state control is performed according to a quarterly programme consisting in: the name of the controlled economic agent, thematic, period of time and the control time. The programme is drawn up by the manager of Romanian Railway Safety Authority and is approved by the Minister of Transports and Infrastructure.

In 2009, Romanian Railway Safety Authority performed 108 state controls at the railway infrastructure administrator, non-interoperable railway infrastructure manager and railway undertakings, as follows:

- head structure of National Railway Company „CFR” SA (public railway infrastructure administrator)
- head structure of the National Railway Passenger Company „CFR Calatori” SA;
- head structure of the National Railway Freight Company „CFR Marfa” SA ;
- territorial structures of National Railway Company „CFR” SA (railway counties from 1 to 8)
- Territorial structures of National Railway Passenger Company „CFR Calatori” SA (railway passenger counties from 1 to 8);
- territorial structures of the National Railway Freight Company „CFR Marfa” SA (railway counties from 1 to 8);
- the private railway undertakings and non-interoperable track sections managers SC Rail Internațional SRL București, SC Logistic Services Danubius SRL Timișoara, SC Regiotrans SRL Brașov, SC RC-CF Trans SRL Brașov, SC Classfer SRL Râmnicu Vâlcea, SC Softrans SRL Craiova, SC Transferoviar Grup SA Cluj Napoca, SC Kairos SRL București, SC Crimbo Gas SRL Giurgiu, SC Constantin Grup SRL București, SC Transcombi SA Galați, SC Unifertrans SA București, SC Cargo Trans Vagon SA București, SC România Euroest SA Constanța, SC Euro Construct SA Constanța, SC Construcții Căii Ferate SA Sibiu, SC CF 33 ICIM SA Arad, SC Rompetrol Logistics SA București, SC Servtrans Invest SA București, SC Grup Feroviar Român SA București, SC RG Holz Company SRL Vișeu de Sus, SC Trans Expedition Feroviar SRL București, Compania de Transport Feroviar București, SC Via Terra Spedition SRL Cluj Napoca, SC Regional SRL Cluj Napoca, SC Transblue SRL București, Societatea Feroviară de Turism „SFT-CFR” SA București, SC CN Service CF Rec SA București, SC VFLI România SRL București, SC Electrocentrale SA Deva, SC Comat Bihor SA Oradea, SC Electro Comp SRL Iași, SC Socep SA Constanța, SC Unicom Tranzit SA București, SC ALRO SA Slatina, RG Holz Company SRL, SC Amurco SRL Bacău, Producere a Energiei Electrice și Termice "Termoelectrica" S.A. București - Filiala S.C. Reparații și Servicii "Termoserv Doicești", Mechel Târgoviște SA, Societatea Națională a Sării S.A. București - Sucursala Exploatarea Minieră Râmnicu Vâlcea, Uzinele Sodice Govora - Ciech Chemical Group S.A. Râmnicu Vâlcea, Astra Vagoane Călători SA Arad, Gosslin S.R.L. Timișoara, Redivivus Prodcom S.R.L. Bistrița, Rematinvest S.R.L. București, TEK S.R.L. Bacău, Oil Terminal S.A. Constanța, Conpet S.A. Ploiești, Reparații și Servicii Termoserv Craiova S.A., Compania Locală de Termoficare Colterm SA Timișoara, SC Sanex S.A. București Napoca, Comcereal S.A. Sibiu, SC Petrocart S.A. Piatra Neamț, Termoserv Brăila SA, SC Remat S.A. Călărași, SC Olchim S.A. Râmnicu Vâlcea, Compania Locală de Termoficare Colterm S.A. Timișoara, SC Amonil SA Slobozia, SC Unicom Cargo Services SA

București, SC Remat București Sud SA, SC Complexul Energetic Turceni SA, SC TMK Reșița SA, SC Mondial SA Lugoj, SC Via Terra Trans S.R.L. Cluj Napoca, SC Cefmur SA Târgu Mureș, SC Romanel Internațional Group SA Vatra Dornei, SC Port Bazinul Nou SA Galați, SC Termoserv SA București, SC Carmensimi Grup SRL Ploiești, SC UCM. Reșița SA, SC Mecano Serv S.R.L. Deva, SC Abed Nego Com S.R.L. Oradea, SC Sarmis S.R.L. Bacău, SC Rail Operations S.R.L. București, SC ISAF SA București, SC Bega Reparații Vagoane SA Timișoara, Societatea Comercială de Reparații și Servicii "Termoserv Paroșeni" SA, SC Asicar SRL Zalău, SC FSR Railservice SRL Sebeș, SC Letea SA Bacău, SC Petrom SA București, Grim Impex SRL Ploiești.

Following the state controls one found out a series of non-conformities that were recorded in the finding minutes and the controlled economic agents were informed in order to remove them, as follows;

a) concerning the meeting with the mandatory specific regulations in the construction, modernization, operation, maintenance, repairing and technical inspection of the public railway infrastructure:

- in 2009, comparing with 2008, there was found out a decrease of the trains running regularity both in routing and in running, the largest proportion having the delays in running following the speed restrictions;
- there are railway undertakings that carry out shunting and have access on the lines from the railway stations without having a contract for access on the public railway infrastructure concluded with CNCF „CFR”SA, without meeting with the provisions of the Minister of Transports Order no. 535/2007
- there are arrears concerned
 - o performance of maintenance, inspections and repairs at the lines and art works;
 - o periodical repair with track weight vehicles with the complete cleaning of the track bed (RPc);
 - o checking of the interlocking systems equipments.
- in 2009 one did not schedule any full repair at all equipments with falling due at this type of repairs;
- most part of the interlocking system equipments, that were not submitted to full repairs, have the normal operation time exceeded;
- in the repair and maintenance of the public railway infrastructure, from the checking performed by survey in order to comply with the Minister of Transports Order no. 290/2000 concerning the technical acceptance of the critical railway services, there were found out cases of non-compliance with the order provisions, that is both these economic agents do not have cumulatively valid railway supplier authorizations and railway technical agreements/technical homologation certificates or there were found out works for which the supplier did not have technical agreement/technical homologation certificate;
- concerning the sanitation, disinfection, pest and pest control of the railway station one found out that the provisions of the Minister of Transports Order no. 290/2000 were not met, that is in some cases, during the contracts concluded with the economic agents that performed these services, the validity of the agreements expired or they did not have either authorization of railway supplier or technical agreement for the performed railway critical service;
- there are some cases where concerning the managers of the non-interoperable public railway infrastructure there was no approved program for the removal and decrease of the speed restrictions, according to the line instructions in force and to other provisions established at the taking over in management of the non-interoperable track section;
- there are some cases when the deadline for the complete removal of the rails with failures existing in the non-interoperable public infrastructure was exceeded, as against the provisions of the Instruction no. 302/1972.

b) concerning the meeting with the mandatory specific regulations in the railway activities:

- there are some cases of non-compliance with the deadlines of the planned repairs at the locomotives and wagons;
- not all the employees involved in the safety of the dangerous goods transports graduated courses of safety counsellors, organized by Romanian Railway Authority – AFER and do not have „Certificate concerning the training of the safety counsellor for the dangerous goods transport”, as against the provisions of the Minister of Transports, Constructions and Tourism no. 1044/2003 on the approval of the Regulations for the appointment, training and examination of the safety counsellors for the road, railway and waterway dangerous goods transport;
- all the companies did not draw up and approve in all cases either „Emergency plan for the occurrence of an accident in which were involved dangerous goods” or procedures concerning „procedures whose aim is the compliance with the rules for the identification of the transported dangerous goods”, „emergency procedures suitable for the possible accidents and incidents that can affect the security of the dangerous goods transport, loading and un-loading;
- not all the rolling stock is matriculated according to the provisions of the Minister of Transports, Constructions and Tourism’s Order no. 1193/30.06.2004 for the approval of the Norms concerning the matriculation and granting of the unified mark for the identification of the railway and subway vehicles;
 - the railway undertakings purchased a series of critical railway products/services from suppliers authorized by AFER, without meeting with the provisions of the Minister of Transports Order no. 290/2000 concerning the validity of the railway supplier authorizations or of the agreements/certifications for the railway technical homologation;
 - there were found out some case of non-compliance with the provisions of the Minister of Transports no. 290/ 2000 concerning the technical acceptance of the critical railway products, that is the sub-units of the railway undertakings do not have cumulatively valid railway supplier authorizations and railway technical agreements;
 - there were found out some cases of non-compliance with the provisions of the Minister of Transports Order no. 290/2000 in the purchase/supply of critical railway products/services, that is the railway supplier authorizations, respectively the railway technical certificates/agreements will exceed their deadlines during the contracts validity;
 - in some cases the reading and the interpretation of the speed recorder registrations are not properly performed;
 - the provisions of the Government Ordinance no. 60/2004, concerning the regulations on the construction, maintenance and operation of the railways, other than those administrated by CNCF „CFR” SA, that is they did not get operation authorizations for the industrial branches, detained and used by the railway undertakings.

In order to remove the non-conformities found out during the state controls, the control teams from Romanian Railway Safety Authority established measures to remove the non-conformities and disposed as, for the cases where the respective acts can be considered infractions of discipline, one perform an discipline investigation and punished the guilty staff.

The deficiencies found out that were contraventions defined in this respect in the legislation in force, were contravention punished. The penalties were applied to the individuals and legal persons, if case.

2. With reference to the fulfilment of the condition concerning the sending of all safety reports, according to the art 9(4) of the Safety Directive, drawn up by the infrastructure managers and the railway undertakings, up to the deadline.

Through the Law no. 55/2006 on the railway safety, there was decided an annual report before the 30th of June. The railway infrastructure administrator, the non-interoperable railway infrastructure managers, the railway undertakings sent in due time these reports.

In 2009, Romanian Railway Safety Authority planed by *Control and State Inspection Monthly Programs* and performed state inspections, consisting in the control of some important specific activities, carried out by the economic agent, concerning the traffic safety, transports security, quality of the railway and subway public transport services. The state inspections wre carried out by random and without announcing it.

		Safety Certificates issued Part A	Safety Certificates issued Part B	Safety authorizations issued	Other activities (to be mentioned)
3. Inspections number for RUs/IMs in 2009	Planed	1055	1055	452	456 – economic agents that supply critical services/products
	Performed	1055	1055	452	456 – economic agents that supply critical services/products

		Safety Certificates issued Part A	Safety Certificates issued Part B	Safety authorizations issued	Other activities (to be mentioned)
4. Audits number for RUs/IMs in 2009 (*)	Planed	0	0	0	0
	Performed	0	0	0	0

(*) Together with the drawing up of the norms concerning the application of the Law 55/2006 on the railway safety that transposed the Directive 2004/49/EC on the safety of the community railways, one will draw up documentations concerning the regulation of the performance of the audits at the railway infrastructure administrator/manager and at the railway undertakings.

5. Concerning the brief presentation of the relevant measures/actions for the correction (amendment, repeal, cancellation, important warning, etc.) with reference to the safety issues. that followed to these audits/inspections

None

6,7 Complaints of IMs about RUs with reference to the conditions from the parts A/B of their certificates

None

ROMANIAN RAILWAY SAFETY AUTHORITY

Director

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