

RAILWAY REGULATORY AUTHORITY

820 05 BRATISLAVA, Miletičova 19, Slovakia

**Annual Report on Railway Safety
in the Slovak Republic**

for 2008

Submitted by: Ing. Peter Vrátny, Chairman

September 2009

CONTENT

A Scope of the report

B Introductory section

1. Introduction
2. Information on the Slovak railway infrastructure
3. Summary
4. Implementation of Directive 2004/49/EC on the safety of Community's railways

C Organisation

1. Introduction
2. NSA organisation
3. Organisation chart

D The development of Railway Safety

1. Initiatives to maintain / improve safety performances
2. Detailed data trend analysis

E Important changes in legislation and regulation

F The development of safety certification and authorisation

1. National legislation
2. The development of safety certification and authorisation – numerical data
3. Procedural aspects concerning the issuing of safety certificates

G Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision
2. Submission of annual reports
3. Results and experience with the supervision

H Conclusion

Priorities, results of safety recommendations

I Annexes

- A 1 ŽSR network map
- A 2 List of Railway Undertakings
 - A 2.1 Infrastructure Manager
 - A 2.2 Railway Undertakings
- B Organisation chart
- C The accident statistics and indicators specified by ERA - charts
- D Important changes in legislation
- E Development of safety certification and authorisation – numerical data

A. Scope of the report

This report contains indicators of the rail transport safety on the rail infrastructure of the Slovak Republic (hereinafter referred to as „SR“) for the year 2008 and information on activities of the Railway Regulatory Authority (hereinafter referred to as „URZD“) in the field of rail transport safety. It as well contains information on marshalling (shunting) stations and regional rail systems. Data concerning urban rail system is not included in the report.

B. Introductory section

1. Introduction

The obligation to elaborate the report on safety is set in the Article 48a (a) and Article 48b (3) of the Act of the National Council of the Slovak Republic No. 164/1996 Coll. on Railroads and on amendments of the Act No. 455/1991 Coll. on Small Trade Business (The Trade License Act) as amended, as amended by later regulations (hereinafter referred to as “Act on the Railroads”) and Article 18 of the Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety of the Community’s railways and amending Council Directive 95/18/EC on the licensing of the railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as “Safety Directive”).

The drawn up report is sent to ERA according to “Act on the Railroads”, and to the Ministry of Transportation, Post and Telecommunications in order to have it published in “*Vestník dopravy*” (Transport Journal).

2. Information on Rail Infrastructure of the Slovak Republic

The rail infrastructure in the Slovak Republic (excluding sidings) is owned by state. The manager and operator of the rail infrastructure is the company Railways of the Slovak Republic (hereinafter referred to as “ŽSR”). The rail infrastructure includes, for the purpose of this report, nationwide and regional railroads of the Slovak Republic. The total length of operated tracks is 3 629 km, of which 2 610 km are the single-tracks and 1 019

km are double- or multiple tracks. Normal gauge lines are 3 480 km long, wide gauge lines 99 km long and narrow gauge lines are 50 km long.

Building Rail Length

The total building rail length is 6 870 km, of which the length of main lines is 4 638 km and the length of other station lines is 2 232 km. Total number of point-switches is 8 544 and the number of point-switch units is 9 483.

Building Track Length

The total building track length is 3 623 km, of which the length of single lines is 2 608 km and the length of double and multiple lines is 1 015 km. Standard gauge lines are 3 474 km long, broad gauge lines are 99 km long and narrow gauge lines are 50 km long.

Bridges

There are 2 282 bridges built on the rail infrastructure, of which 456 are steel bridges and 1 826 are massive bridges. Total length of the bridges is 50 282 meters.

Tunnels

There are 75 tunnels on the rail infrastructure, of which 68 are single-track line tunnels and 7 double track-line tunnels. Total length of the tunnels within the railway network is 43 229 meters.

Level crossings

Most critical, as far as the safety of railway operation is concerned, are level crossings. Total number of level crossings on the rail infrastructure is 2 265. 1 163 level crossings are without protection and 1 102 are with protection, of which 103 level crossings are equipped with the mechanical barriers and 999 with flashing light crossing protection installation.

Track protection

The total length of tracks equipped with automatic block is 670 km, of which 129 km are equipped with direct automatic block and 541 km with bi-directional automatic block. Tracks of length 512 km are equipped with automatic line block system. Tracks of length 762 km are fitted with semiautomatic block, of which relay system on 624 km and block

system on 138 km of tracks. Total length of tracks with telecommunication installations serving for protection of transport is 1 620 km.

Station signalling equipment

Altogether 159 railway stations in Slovakia are equipped with the simplest system - the mechanic station and safety signaling equipment.

Electromechanical station signaling equipment is used in 77 railway stations. There are 151 operating posts with relay interlocking, 19 with electronic interlocking, 75 with hybrid interlocking and 25 with other signaling equipment. Remote-controlled signaling equipment (operated by traffic controller) controls 252 km of tracks.

Gravity (hump) yard signaling equipment

Together 94 track brakes are used for functioning of the gravity yard signaling equipment. There are 6 mechanised gravity yards. There is only one semi-automatic gravity yard in the ŽSR network and two automatic gravity yards. Gravity (hump) yard signaling equipment use for their activities compressor stations in the following proportions:

- stationary compressor 7 pc
- mobile packed spatial 1 pc
- mobile packed screwed 2 pc
- stationary halls 2 pc

Electrified tracks

1 577 kilometres of tracks, out of the total track length, are electrified by the systems:

- AC 25 000 V/50 Hz with length of ...760,6 km,
- DC 3 000 V (1500V, 600 V) with length of ...816,4 km.

Total length of unreel traction wire is 4 761 km, of which the total length of (single-phase) altering current traction wire is 2 210,8 km and total length of direct current traction wire is 2 550,6 km.

Feeder and track sectioning posts

There are 91 feeder and track sectioning posts on the Slovak rail infrastructure, of which 12 are single-phase traction feeder stations and 36 direct traction rectifier stations. There are 3 “supporting“ traction rectifier stations. There are 17 single-phase track sectioning

posts and 20 direct track sectioning posts, as well. There are 3 movable traction rectifier stations.

Operating control posts

There are 1 016 control posts on the Slovak rail infrastructure, of which 398 are operated by employees and 618 are with no employees. Out of the total number of operated control posts there are 371 stations and 27 other control posts (block, junction point, passing point, control post on track with simplified traffic control etc.). Out of the number of control posts not operated by employees there are 57 stations and 561 other control posts.

Corridor tracks on the Slovak rail infrastructure:

Corridor IV in sector: (ČD) – Kúty – Bratislava – Štúrovo – (MÁV) (220 km)

Corridor V in sector: Bratislava – Žilina – Košice – Čierna nad Tisou - (UZ)(544 km)

Corridor VI in sector: Žilina – Čadca – Skalité – (PKP) (57 km)

Corridor IX in sector: (MÁV) – Čaňa – Košice – Prešov – Plaveč – (PKP) (118 km)

The total lengths of the corridor tracks on the Slovak railway infrastructure is 939 km.

All data shown concerning the Slovak rail infrastructure was, for the purpose of elaboration the annual report, provided by the Slovak infrastructure manager – ŽSR.

ŽSR network map

The map of ŽSR (infrastructure manager) rail network is referred in the Annex A1. Given information on the railway network is from the ŽSR database.

List of railway undertakings and infrastructure managers

The list of railway undertakings (carriers), who operated transport on railway infrastructure of the Slovak Republic in the year 2008, is referred in the Annex A2. The only railway infrastructure manager in the Slovak Republic (for the regional as well as nationwide railroads) is Railways of the Slovak Republic (Železnice Slovenskej republiky, ŽSR).

3. Summary

Ensuring safety of the railway transport and its development is the main tasks of the infrastructure manager and railway undertakings (carriers) providing transport on the rail infrastructure. This obligation is also given by the relevant measures of the Act on the Railroads.

One of the main tasks of the URZD within its competence as railroad safety authority is to monitor safety of the rail transport, monitor prevention from accidents and to ensure observance of legal regulations in the field of the rail transport safety.

Trend analysis of railway safety development is evident in the statistics referred to in the Annex C.

4. Implementation of the Safety Directive

The Safety Directive has been fully transposed into the legal system of the Slovak Republic by the Act No. 109/2007 Coll. (of February 9, 2007) amending the Act on the Railroads, coming into force on April 1, 2007.

For this reason, in 2008 the activity of URZD in the field of rail transport safety was performed within the scope set by relevant provisions of the Act on the Railroads.

C. Organisation

1. Introduction

Railway Regulatory Authority (Úrad pre reguláciu železničnej dopravy, URZD) was established on November 1, 2005 according to the Act No. 109/2005 Coll. of February 9, 2005, amending the Act of the National Council of the Slovak Republic No. 164/1996 Coll. on railroads and on amendments of the Act No. 455/1991 Coll. on small trade business (the Trade License Act) as amended by later regulations and on amendments of the Act No. 725/2004 Coll. on conditions of vehicle operations in the road traffic and on amendments of some acts, as amended by Act of the National Council of the Slovak Republic No. 466/2005 Coll. of September 23, 2005, amending the Act No. 175/1999 Coll. on some regulations concerning preparations of essential investments and on amendments of some acts as amended by later regulations and on amendments of some acts.

The URZD headquarters: Miletičova 19, 820 05 Bratislava, Slovakia.

Activities of the URZD are determined by the Setting document No. 2340/M-2005 of October 28, 2005 and by the Act on the Railroads.

Details on organization, aim and tasks of the URZD are laid down in the “Office Status No. 2680/M-2005” dated on 9 December 2005 issued by the Ministry of Transport, Post and Telecommunications of the Slovak Republic (hereinafter referred to as „MDPT SR“) under the No. 224 dated on 9 December 2005.

The Authority is managed by Chairman, who accounts responsible for its activities. He is appointed and recalled by the Government of the Slovak Republic.

The internal organisation levels, management system and levels, the scope of competences and responsibilities of the chiefs are set in the Internal Rules of Organisation.

Based on the Chairman’s Decision No.7/2008-Vy of July 14, 2008, URZD Rules of Organisation were issued, coming into effect on July 15, 2008. Based on the Decision No.13/2008-Vy of November 18, 2008, an annex to the Rules was published. Another

organizational change was made by the Decision No.16/2008-Vy of December 18, 2008 in the field of accident investigation.

During 2008, there were 4 organisational changes made within the approved number of government employee positions in order to ensure effective performance of URZD. This was done in line with Article 64 (6) (d) of the Act No. 164/1996 of the National Council of the Slovak Republic of May 17, 1996 on railroads and on amendment of the Act No 455/1991 Coll.

The number of employees within URZD for the year 2008, set by the schedule, was 77, of which 71 were government employees (civil servants) and 6 employees working in public interest. Within civil service, MDPT SR assigned URZD 2 positions of extraordinary significance. Average personnel status of URZD in the year 2008 was 67 employees. By 31 December, 2008, personnel status of URZD was 66 employees, of which 60 employees were in civil service and 6 working in public interest.

By 31 December, 2008, there were 11 job openings and 1 government employee with changed working ability. One employee was on maternity leave.

2. NSA organization

Since April 1, 2007, the URZD acts, among other activities, as a rail safety authority and rail investigation body in accordance with Article 64 of the Act on the Railroads.

URZD is within its activities as the safety authority and investigation body independent, as it is required by the Safety Directive. MDPT SR, in accordance with the Article 65 (1), letter o) of the Act on the Railroads, appointed upon the proposal of URZD the chief accident investigator. The competences of rail investigation body are, in accordance with the Article 64 (4) of the Act on the Railroads, assigned to the Safety and the state supervision on the railroads section.

ŽSR informs URZD regularly of the development of rail transport safety. It submits, in accordance with Art. 80 of the Ordinance of MDPT SR No. 250/1997 Coll., setting the railroad order, the accident statistics and reports on the results of accident investigations to URZD. In addition, URZD is regularly informed about setting up operative commissions, where results of accident investigations and causes of their occurrence are discussed.

URZD competences and fulfilling of its obligations in the field of rail transport safety are assigned mainly to the Safety and State Supervision on Railroads Section. This section also ensures monitoring in the field of interoperability and subsystems of the rail network creating the European railway system in the area of the Slovak Republic.

The issue of ensuring the rail transport safety is also linked to issuing of authorisations for railroad operation and granting of licenses for railroad transport operation. Within the URZD, the activities referred to are ensured by the Railway Regulatory Section.

In 2008, the Section of Safety and State Supervision on Railroads was active mainly in the field of issuing of safety certificates for carriers and granting certificates to organizations, which design, manufacture, assemble or repair rail vehicles and other interoperability subsystems.

Rail vehicles registration is being realized by the step-by-step preparation for creating the national vehicle register. This section is also responsible for assignation of rail vehicle owner codes, approving technical capability of rail vehicles for operation, assignation of registration numbers to rail vehicles and approval of the types of rail vehicles and their substantial changes.

Information for rail vehicle owners concerning the registration, assigning, reservation or revocation of the rail vehicle owner code, i.e. VKM - VEHICLE KEEPER MARKING (hereinafter referred to as „VKM“), approving technical capability of rail vehicles for operation, assigning of registration numbers to rail vehicles and approval of rail vehicle types and their substantial changes, including the authorization for placing rail vehicles of foreign railways in service on the infrastructure of ŽSR, is published on the URZD website and is regularly updated.

Total number of applications for assigning of VKM code, received in the year 2008, was 26, out of which one VKM code was not recommended and one was revoked, i.e. the total number of approved VKM codes was 24.

Another task for the Safety and the state supervision on the railroads section in 2008 was to take over the evidence of rail vehicles and assigned registration numbers to rail vehicles from the organizations which had been providing for these activities until then. Specific guidelines and instructions were introduced for all the activities. All necessary information for carriers is published on the URZD website.

Based on Commission Decision 2007/756/EC of 9 November 2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC establishing of NVR of all rail vehicles of the Slovak Republic is foreseen within the field of rail vehicle registration.

In 2008, the Safety and State Supervision on Railroads section issued total of 13 authorisations of rolling stock type or authorisations of its significant change, out of which 4 for freight wagons, 7 for traction rail vehicles and 2 for passenger carriages. Authorisations of vehicle technical compatibility for operation was realized in the following proportions: there were 140 authorisations issued for new freight wagons and 126 authorisations for existing freight wagons; 32 authorisations for existing traction rail vehicles and 7 for new traction rail vehicles. There were 12 authorisations issued for new multiple units; 13 authorisations for new passenger carriages and 1 for existing passenger carriage.

For the future, it will be important to focus mostly on activities concerning state professional supervision on the railroads, accident investigation on the nationwide and regional railroads, complex processing of the rail vehicles data to create the national rail vehicle register. Furthermore, it will be necessary to complete, in the cooperation with MDPT SR, the matters concerning issuing and withdrawing the certificates for driving the railway and special track vehicles.

In the field of transport road installations evidence, the expected final state means creating the national rail infrastructure register. This activity will be transposed into the real life more precisely only after publishing the relevant regulations by the European Railway Agency (hereinafter referred to as “ERA“).

During the year 2008, the negotiations with the Safety and Inspection Unit of the General Headquarters of the ŽSR took place. The negotiations dealt in particular with cooperation in the field of accident and incident investigations and regulation of the railway transport safety.

In the field of accident investigation, the main objective is to create conditions to ensure investigation of serious accidents on the nationwide and regional railways.

In the field of state professional supervision on the railroads, the objective is to elaborate and prepare directive containing new legislation requirements in the field of safety regulation.

In the field of issuing the safety certificates for carriers on the nationwide and regional railroads, and safety authorizations for the infrastructure managers, it will be needed to complete the guideline setting the instructions and requirements for submitting the applications, including the requirements related to the content of the safety management system applied while carrying out their activities related to railroad operation and transport operation on the railroad.

Railway safety is also connected with some of the activities performed by the State Technical Professional Supervision and Monitoring Section and Special Building Authority Section.

The State Technical Professional Supervision and Monitoring Section ensures supervision over the technical safety and operation of so called determined technical equipment constructed, manufactured or serving for railroad operation and railroad transport operation, as well as over so called determined activities.

The Special Building Authority Section verifies, before issuing the document on authorization for putting a newly built or upgraded railway forming a part of the European railway system into service, if the requirements concerning verifying the structural subsystems before putting them into service have been met.

URZD, being a budgetary organization, is through the financial relations directly coupled with the state budget by the means of a budgetary chapter of the MDPT SR, in particular in relation to the number of employees, which is subject to the decision of MDPT SR.

All the sections of URZD are independent in making decisions, with an exception of the Special Building Authority Section, where the appeal body for issued decisions is MDPT SR.

Relations between URZD and other national bodies are dealt with in the Act on Railroads Article 65a (1) (m). If necessary, URZD cooperates with national safety authorities of different member states.

3. Organisation chart

Organisation chart of URZD valid on December 31, 2008 is referred to in Annex B.

D. The development of railway safety

1. Initiatives to maintain / improve safety performances

Railway safety has been, during the year 2008, observed in sense of the Safety Directive and relevant provisions of the Act on the Railroads. Indicators of the railway safety development, as well as the statistics of monitored accidents, which indicates the range of accident events, are referred in Annex C.

Table D.1.1 - Safety measures triggered by accidents/precursors to these

Precursors which triggered the measure			Safety measures decided
Date	Place	Description of the event	
0	0	0	0

2. Detailed data trend analysis

Individual categories of accidents in numeric values:

▪ Number of accidents	217
▪ Number of fatalities	114
▪ Number of injuries	43
▪ Number of precursors to accidents	87
▪ Costs of accidents / hours worked on safety	425 hrs.

All data are drawn from source materials of the infrastructure manager. None of the referred categories of accidents fulfils conditions of serious accident and our authority, therefore, did not investigate the accidents. Costs of injuries and fatalities were not provided along with the data submitted.

Comparison to the year 2007 (regarding accidents)

The number of accidents caused by the employees of infrastructure manager or by railroad installation decreased by 23 cases. The number of accidents caused by the carriers decreased by 33 cases and number of accidents caused by unauthorised persons on railway premises increased by 21 cases. The number of accidents on level crossings is the same as in the year 2007, i.e. 69 cases.

Based on the information gained from ŽSR, the most serious problems connected with the occurrence of accidents seem to be:

- movement of unauthorized persons in the clearance gauge of the nationwide and regional railroads
- very frequent disrespecting of warning signals of the level crossing protection or road traffic signs and the rules of the road transport.

Frequency of accidents in 2008 is elaborated in detail in the tables of Annex C prescribed by ERA.

E. Important changes in legislation and regulation

Within the legislation framework, a new rule was issued in 2008 by the Railways of the Slovak Republic (ŽSR), namely OK 2- „, The Training and Testing Order of Railway Employees“. The rule applies to carriers, who operate railway transport, as well.

At the present, a new version of the Act on the Railroads is being elaborated and its adoption is foreseen by the end of 2009.

F. The development of safety certification and authorisation

1. National legislation

Issuing of safety certificates according to Art. 10 of the Safety Directive

Procedure and requirements for issuing of safety certificates for railway undertakings are laid down in Articles 46a, 48d and in Annex 5 of the Act on the Railroads.

Conditions for issuing of safety certificates are laid down in Article 46a of the Act on the Railroads. The Act lays down conditions for issuing of safety certificates separated into the part A and part B, requirements to elaborate a guideline for the applicants, obligation to inform on changes etc.

Article 48d of the Act on the Railroads lays down requirements concerning the need to ensure and improve the operation safety and concerning the establishment of safety management system.

Annex 5 of the Act on the Railroads sets requirements on the safety management system and its basic elements.

Issuing of safety certificates to carriers follows the mentioned provisions of the Act on the Railroads and the Regulation of the Commission No. 653/2007 of June 13, 2007.

Issuing of safety authorisations for the infrastructure managers according to the Safety Directive

Requirements and conditions for issuing of safety authorisations according to Article 11 of the Safety Directive are laid down in Article 46a of the Act on the Railroads.

National safety rules

In sense of Article 48e of the Act on the Railroads, it is within the competence of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic (MDPT SR) to decide, which rules are “national safety rules” according to the Article 8 of the Safety Directive. The Ministry has notified these rules to the European Commission in November 2007.

The information on designation of safety rules related to railway transport of the Slovak Republic are published on the website of MDPT SR.

Generally binding legal regulations, which are at the same time considered as the national safety rules, are registered in the Collection of Acts and available to the general public by the means of particular distribution network. Rules issued by the infrastructure manager are available via his distribution organisation, the Logistic and Procurement Centre. On its website, some of the rules issued by ŽSR are published, as well.

2. The development of safety certification and authorisation - numerical data

Safety certificates according to the Safety Directive

Number of safety certificates according to the Safety Directive issued by URZD in 2008 for the railway undertakings, which hold a licence issued	in Slovakia	2
	In other Member State	5

3. Procedural aspects concerning the issuing of safety certificates

Safety certificates- Part A

The Act on the Railroads contains, in the sense of Article 10 of the Safety Directive, requirements, procedures and separation of issuing and withdrawing of safety certificates into part A and part B and also lays down, that:

- time limit for issuing of safety certificate is 4 months, starting on the day when application has been submitted
- carrier is obliged to inform without delay of the major changes to the conditions
- administrative fee is 100 EUR.

Safety certificates- Part B

Similar provisions as for the safety certificates - Part A apply to the safety certificates - Part B.

Safety authorisations

The Act on the Railroads contains requirement for the infrastructure manager to hold a safety authorisation from the day of commencement of railroad operation. In addition to this, it lays down, that:

- time limit for issuing of safety authorisation is 4 months, starting on the day when application has been submitted
- infrastructure manager is obliged to inform without delay of the major changes to the conditions

At the present, the Act of the National Council of the Slovak Republic No. 145/1995 Coll. on Administrative Fees of July 19, 1995 does not set administrative fee for issuing of safety authorisation in accordance with Article 46a of the Act on the Railroads.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision

In 2008, the state professional supervision focused especially on determination of the level of railroad operation safety and safety of railroad transport operation. Within this activity, mainly observation of conditions and fulfilling of obligations, set by the Act on the Railroads and generally binding legal regulations, which were issued upon it, by carriers and the infrastructure manager were investigated. Fulfilling of conditions for due and safe railroad operation by the infrastructure manager in accordance with the issued authorisation and conditions for safe railroad transport by carriers in accordance with granted licences was monitored, as well.

State professional technical supervision in the field of the determined technical equipment and determined activities focused, on one hand, on verification of the technical safety and safe operation of the determined technical equipment constructed, manufactured or used for the railroad operation and railroad transport operation, and, on the other hand, it focused on execution of determined activities in relation to the determined technical equipment, welding and non-destructive testing of the railroad steel bridge constructions, constructions, rails, rail vehicles, filling the metal pressure vessels used on the railroads with gases, filling the car buffers and tank containers.

Special building authority section verifies fulfillment of conditions for submitting the documentation on performed verifications of the structural subsystems forming part of European rail system before putting into service, before the inspection decision on usage of the newly built or up-graded railway forming part of the European rail system is issued.

2. Submission of annual reports

In accordance with the Act on the Railroads, Article 48b, the operator of nationwide and regional railroads and carriers operating on these railroads are obliged to submit to the URZD by June, 30 the Annual Report on Safety for the previous calendar year.

The majority of carriers has fulfilled the obligation to submit these reports in accordance with the Act on the Railroads. The carriers „*Železničné stavby, a.s. Košice*“ and „*TSS Bratislava, a.s. Bratislava*“ did not submit annual report. The carrier „*RAILTRANSPORT, s.r.o. Sokolov*“ submitted the report with delay, only after a written notice. The carriers „*LTE Slovakia, s.r.o. Bratislava*“ and „*LOKO TRANS, s.r.o. Brno*“ did not submit the carrier data statistics required by ERA in specified time limit. It was submitted only after a notice of the Railway Regulatory Authority (URZD).

URZD, in order to unify data submitted in annual reports, has published a template of report content, as well as other data (e.g. the table prescribed by ERA for carriers and infrastructure manager) which have to be listed in annual report, on its website.

3. Results and experience with the supervision

In the year 2008, URZD performed safety monitoring within the “safety regulation” in the sense of relevant regulations of the Act on the Railroads. For this objective, the procedures and methods of safety monitoring in the sense of the requirements of the Safety Directive were elaborated.

Within safety monitoring in the year 2008, serious finding has been encountered concerning an accident with one passenger (a woman) killed after departure of passenger train from the station Brezno-mesto. The accident has been investigated by infrastructure manager in cooperation with carrier. The carrier has taken measures to avoid repeating of similar occurrence.

Since the accident did not fall under the category of serious accidents, our authority (URZD) did not investigate it.

H. Conclusion

Priorities, results of safety recommendations

The main priority in the field of safety is the train transport safety and passengers transport safety.

Consistent observance of all the statutory and prescriptive regulations concerning the rail operation safety is a must.

The annual report on safety has been elaborated in accordance with the relevant provisions of the Act on the Railroads, Safety Directive and in accordance with the ERA methodology.

I. Annexes

A 1 ŽSR network map

A 2 List of Railway Undertakings

A 2.1 The infrastructure manager

A 2.2 Railway Undertakings

B Organisation chart

**C The statistics of accidents and indicators specified by ERA- charts
(individual supplement)**

D Important changes in legislation

**E The development of safety certification and authorisation- numerical
data**



List of Railway Undertakings

In the year 2008, following carriers operated transport on the railway infrastructure of the Slovak Republic:

Counter	Name of the carrier	Website
1	U.S. Steel Košice, s.r.o.	www.usske.sk
2	LTE Logistic und Transport , GmbH - Graz	www.lte.at
3	TSS Bratislava, a.s. – Bratislava	tss.@internet.sk
4	LOKO TRANS, s.r.o. - Brno	www.lokotrans.cz
5	Železničné stavby, a.s. – Košice	www.zelstavby.host.sk
6	Trnavská stavebná spoločnosť, a.s. – Trnava	www.trnavska-spolocnost.sk
7	LTE Slovakia, s.r.o. – Bratislava	lte.@lte.sk
8	Bratislavská regionálna koľajová spoločnosť, a.s. – Bratislava	www.brks.sk
9	Prvá Slovenská železničná, a.s. – Bratislava	www.psz.wdt.sk
10	Hornonitrianske bane, zamestnanecká spoločnosť – Prievidza	www.hbp.sk
11	Železničné stavebníctvo Bratislava, a.s. – Bratislava	www.zs-ba-as.sk
12	ŽDD, a.s. – Bratislava	–
13	Slovenská železničná dopravná spoločnosť, a.s. – Zvolen	www.szds.sk
14	Elektrizácia železníc, Kysak, a.s. – Kysak	www.ezkysak.sk
15	VIAMONT Cargo, a.s. Zvolen	www.viamontcargo.cz
16	INVESTEX GROUP, s.r.o. – Zvolen	www.investex-group.sk
17	Železničná spoločnosť Slovensko, a.s. – Bratislava	www.slovakrail.sk
18	Železničná spoločnosť Cargo Slovakia, a.s. – Bratislava	www.zscargo.sk
19	LOKO RAIL, a.s. – Bratislava	www.lokorail.sk
20	GJW Praha, s.r.o. – Praha	www.gjw-pha.sk
21	OKD, Doprava, a.s. – Ostrava	www.okd-doprava.cz
22	OHL ŽS, a.s. – Brno	www.ohlzs.cz
23	RAILTRANSPORT, s.r.o. – Sokolov	www.railtrans.info
24	Traťová strojní společnost, a.s. – Hradec Králové	www.tssas.cz
25	Ostravská dopravní společnost, a.s. – Ostrava	www.odos.cz

Annex A 2.1

The infrastructure manager

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date of commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
The Railways of the Slovak Republic (ŽSR)	Klemensova 8 813 61 Bratislava	www.zsr.sk http://www.zsr.sk/generate_page.php?page_id=1266	none	1.01.2002	3 659/gauge 1435mm 1520mm 1000mm and 760 mm	1 577 V/50Hz – 761km V 1500, 600V – 816 km	Simple track – 2 644km Double track – 1 015km	0	Automatic block Semi-automatic block Automatic line block system	2 265	9 432

Abbreviations: HSL = High Speed Line
ATP = Automatic Train Protection
LC = Level Crossing

Annex A 2.2

Railway Undertakings

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date of commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
U.S. Steel Košice, s.r.o	DZ Doprava Vstupný areál 044 54 Košice	www.usske.sk	8/2003/BOD 15.12.2003		1.2.2000	freight	3		0/38	9	0	422 935
LTE Logistic und Transport	Reininghausstrasse 3 A 8020 Graz	www.lte.at	BO-08/2006/SR 14.12.2006			freight	0	0	0	0	0	0
TSS Bratislava	Za stanicou 3 832 52 Bratislava	tss@isternet.sk	2/2003/BOD 9.04.2003			freight						
LOKO Trans	Voříšková 2 623 00 Brno	www.lokotrans.cz		Sk 1220070001 26.11.2007	1.01.2008	freight	5	0	0/56	4	0	5 000
Železničné stavby	Južná trieda 66 040 01 Košice	www.zelstavby.sk	1/2003BOD 3.04.2003			freight						
Trnavská stavebná spoločnosť	Bratislavská 4 917 02 Trnava	www.trnavska-spolocnost.sk	14/2003/BOD 23.04.2003		23.4.2003	freight	5		0 / 140	4		2 306 222
LTE Slovakia	Kopčianska 1 851 01 Bratislava	lte@lte.sk	6/2003/BOD 9.04.2003		1.04.2004	freight	3	-	-	4	0	74 654 273

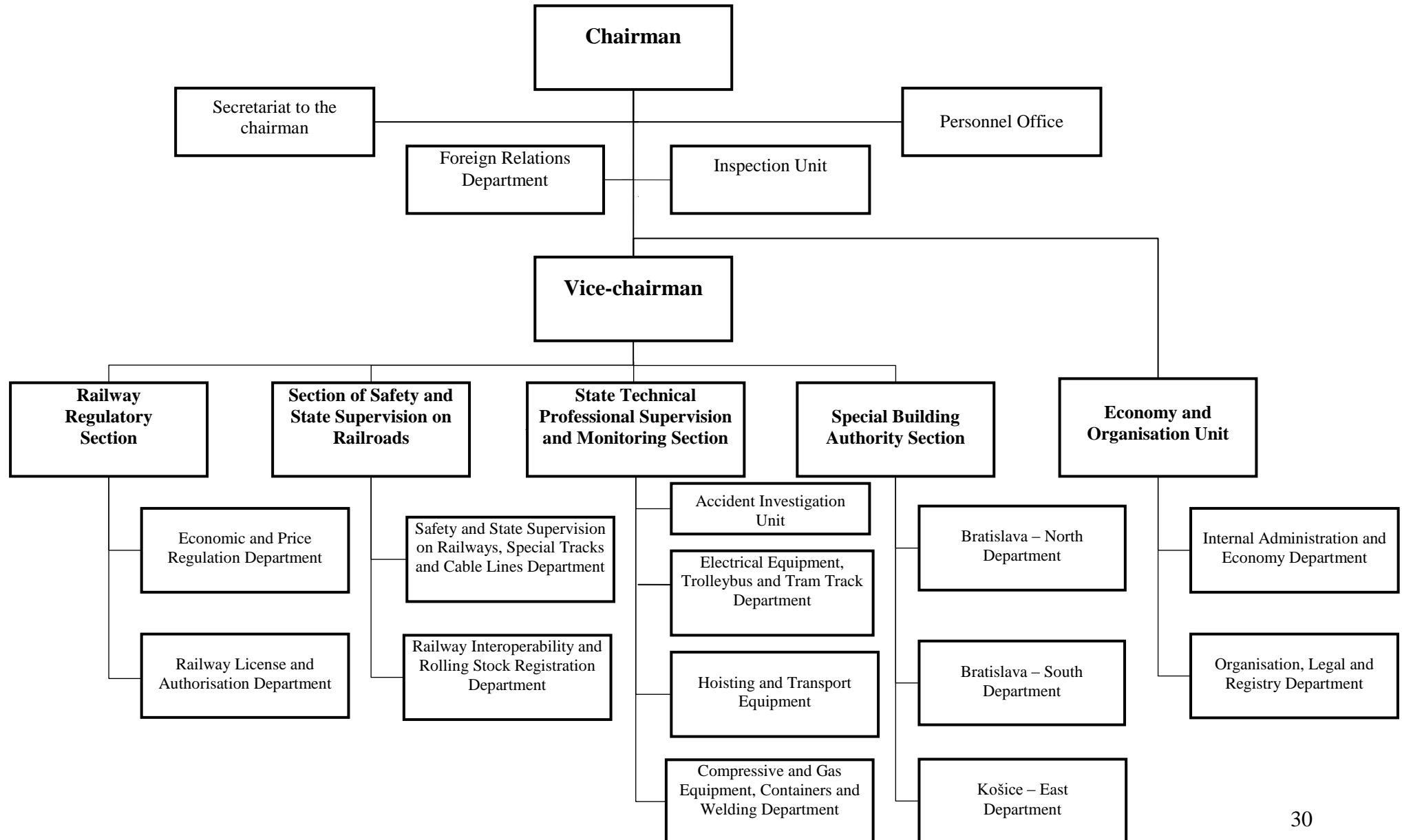
Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date of commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
BRKS	Nevädzova 5 821 01 Bratislava	www.brks.sk	22/2003/BOD 19.06.2003		10.04.2003	freight	2	0	0	15	0	746 211
Prvá Slovenská železničná	Ružová dolina 10 821 09 Bratislava	psz@psz.sk	16/2003/BOD 4.07.2003	-	24.4.2008	freight	3	0	0/165	3	0	1 503,2
Hornonitrianske bane zamestnanecská, a.s..	Matice Slovenskej 10 971 01 Prievidza	www.hbp.sk	BO-07/2006/SR 26.06.2006		31.1.2005	freight	8	0	0/136	17	0	4 700
ŽDD, a.s.	Cukrova 14 811 08 Bratislava	kostelnik@okd-doprava.cz	30/2004/BOD 26.04.2004		26.7.2004	freight	2	0	0/40	1	0	6 902
Slovenská železničná dopravná spoločnosť	Na Štepnici 1379/1 960 01 Zvolen	www.szds.sk		SK 1120080008 SK 1220080008	9.4.2004	freight	15	0	0/0	36	0	170 125 000
Elektrizácia železíc Kysak, a.s.	Rosinská cesta 1/8223 010 08 Žilina	www.ezkysak.sk		SK 1120070002 7.01.2008	20.1.1998	freight	6	0	2/41	6/6	0	2 108 377
NVESTEX GROUP, s.r.o.	Na Štepnici 1379/1 960 01 ZVOLEN	www.investex-group.sk	34/2005/BOD 4.01.2005		10.1.2006	freight	4	0	0/4	2	0	149 930
Železničná spoločnosť Slovensko	Rožňavská 1 832 72 Bratislava	www.slovakrail.sk	37/2005/BOD 29.04.2005		01.01.2005	passenger	217	223	1207	1 306	2 278,7 mil	-
VIAMONT Cargo, a.s.	Železničárska 1385/29 400 003 Ústí nad Labem	www.viamontcargo.cz		CZ 1120080004 SK 122 0080003	16.07.2008	freight	4	4/0	0/148	3	0	0

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date of commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
Železničná spoločnosť Cargo Slovakia	Drieňova 24 820 09 Bratislava	www.zscargo.sk	36/2005/BOD 3.05.2005		1.01.2005	freight	738	0	0/14 510	1 802	0	16 511 680
LOKO RAIL	Horárska 12 821 09 Bratislava	www.lokorail.sk			5.10.2004	freight	9	0	0/40	7	0	786 206
GJW Praha	Medzitrašová 137 198 21 Praha 9	www.gjw-pha.cz	1/2006/BO 8.02.2006	CZ 122008 0014	1.03.2006	freight	6	0	0/4	4	0	3 185
OKD Doprava, a.s.	Nádražní 93/2967 702 62 Ostrava	www.okd-doprava.cz	2/2006/BO 1.03.2006		19.11.2006	freight	88	0	0/179	24/2	0	14 855
OHL ŽS, a.s.	Burešova 937/17 660 02 Brno	www.ohlzs.cz	3/2006/BO 8.03.2006	CZ 1120080012	1.3.2006	freight	0	0	0/25	5	0	0
RailTransport, s.r.o.	Spartakiádní 1979/4 356 01 Sokolov	www.railtrans.info		SK 1120080010 B	10.12.2008	Freight passenger	3	3/0	2/0	7/1	0	900 000
Traťová strojná společnost, a.s.	Jičínska 1605 501 01 Hradec Králové	www.tssas.cz		CZ 1120080011 SK 1220080006 27.11.2008	01.2006	freight	10	0	0/876	120/6		1 799 703
Ostravská dopravní společnost, a.s.	U Tiskárny 616/9 702 00 Ostrava	www.odos.cz		CZ 1120080016 SK1220080005		freight	26	0	0/8	1	0	0
Železničné stavebníctvo Bratislava, a.s.	Furmanská 8 841 03 Bratislava	www.zs-ba-as-sk	11/2003BOD 27.11.2003		01.01.2004	freight	1		0/	1		105 704

Organisation chart of the Railway Regulatory Authority

Annex B

(valid from 01/11/2009)



The statistics of accidents and indicators specified by ERA- charts

Annex C is an individual (electronic) attachement to this report.

Important changes in legislation and regulation

Annex D

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation	NONE			
Legislation concerning the national safety authority	Act No.164/1996 on the Railroads Act No. 109/2007- amendment of the Act on the Railroads	17/05/1996 9/02/2007		The rules of railroad operation and operation of the transport on the railroad, URŽD
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
National rules concerning railway safety				
Rules concerning national safety targets and methods	Act No.164/1996 on the Railroads The Ordinance of the MDPT SR No. 250/1997	17/05/1996 19/06/1997	109/2007 The ordinance of MDPT SR	The rules of railroad operation and operation of the transport on the railroad Railroad transport order
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE			
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE			
Rules concerning requirements for wagonkeepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	Act No. 164 on the Railroads The Ordinance of the MDPT SR No. 250/1997	17/05/1996 19/06/1997	The Ordinance of the MDPT SR	
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	P 1 – PTPŽ Regulation	01/01/1978	Rule set by IM	The rules of technical operation of railways
	Ž 1 Regulation	11/12/2005	Rule set by IM	Marking of installations on the rails, signals, train running, GVD, traffic management
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	D 22 Regulation	01/01/1978	Rule set by IM	Traffic operation and activities on railway under degraded mode
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Bz 1 Regulation concerning the safety of employees	01/01/2004	Rule set by IM	The safety of work and movement on the rails and on the track and safety of carrying out other activities related to
	OK 2- The Training and Testing	01/02/2008	Rule regarding competence and trainings	

	Order of Railway Employees Ordinance of the MDPT SR No..499/2007	15/11/2007	Health, sensory and mental competence	traffic
Rules concerning the investigation of the accident and incidents including recommendation	D 17 Regulation	9/12/2007	Rule set by IM	Accident investigation
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	NONE			
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE			

Annex E

The development of safety certification and authorisation- numerical data

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in 2008 being licensed	In SR	0
	V another Member State	0

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

		New	Updated/Amended	Renewed
E.2.1. Number of valid Safety Certificates Part A held by Railway Undertakings in 2008 being registered	In SR	2	0	0
	In another Member State	0	0	0

		New	Updated/Amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in 2008 being registered	In SR	0	0	0
	In another Member State	5	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway Undertakings in 2008 being registered	In SR	New certificates	2	0	3
		Updated / Amended certificates	0	0	0
		Renewed certificates	0	0	0
	In another Member State	New certificates	0	0	0
		Updated / Amended certificates	0	0	0
		Renewed certificates	0	0	0

			A	R	P
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway Undertakings in 2008 being registered	In SR	New certificates	0	0	0
		Updated / Amended certificates	0	0	0
		Renewed certificates	0	0	0
	In another Member State	New certificates	5	0	0
		Updated / Amended certificates	0	0	0
		Renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected application, no certificate was issued

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

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

E.3. Safety Authorisations according to Directive 2004/49/EC

	New	Updated / Amended	Renewed		
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in 2008 being registered in SR	0	0	0		
			A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in 2008 being registered in SR	New authorisations		0	0	0
	Updated / Amended authorisations		0	0	0
	Renewed authorisations		0	0	0

A = Accepted application, authorisation is already issued

R = Rejected application, no authorisation was issued

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

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / Amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 2008 for Railway Undertakings holding	a licence released by your Member State	4 months	0	0
	a licence released by another Member State	0	0	0

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / Amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2008 for Railway Undertakings holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	4 months	0	0

E.6. Procedural aspects – Safety Authorisations

		New	Updated / Amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2008 for Infrastructure Managers holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	0	0	0

