

# **RAILWAY REGULATORY AUTHORITY**

820 05 Bratislava 25, Miletičova 19, Slovakia

# Annual report on railway safety of the Slovak Republic

for 2010



Submitted by: Mr. Peter Vrátny, the chairman

September 2011

# CONTENT

A Scope of the Annual report	4
B Introductory section	4
1. Introduction	4
2. Information on the Slovak railway infrastructure	4
3. Summary	9
4. Implementation of Directive 2004/49/EC on the safety of	
Community's railways	9
C Organization	10
1. Introduction	10
2. NSA organisation	11
3. Organisation chart	17
D The development of Railway Safety	18
1. Iniciatives to maintain/improve safety performances	18
2. Detailed data trend analysis	18
E Important changes in legislation and regulation	20
F The development of issuing safety certificates and authorisations	21
1. National legislation	21
2. The development of safety certification and authorisation – numerical data	22
3. Procedural aspects related to issuing of safety certificates	22
G Supervision of Railway Undertakings and Infrastructure Managers	24
1. Description of the supervision	24
2. Submission of safety reports	25
3. Results and experience with the supervision	25

H Rep	H Reporting on the application of the CSM on risk evaluation and					
asse	ssment	26				
I NSA Conclusions on the reporting year – Priorities						
Priorit	ties, results of safety recommendations	26				
J Sou	J Sources of Information					
к	Annexes	27				
A 1	ŽSR network map					
A 2	List of Railway Undertakings					
A 2.1	Infrastructure Manager					
A 2.2	Railway Undertakings					
В	Organisation Structure of the Authority					
С	The accident statistics and indicators specified by ERA - charts					
D	Important changes in legislation					
E	Development of safety certification and authorisation – numerical data					

# Figure 1: Bratislava castle



# A. Scope of the Annual report

Annual report contains indicators of the rail transport safety on the rail infrastructure of the Slovak Republic (hereinafter referred to as "SR") for the year 2010 and information on activities of the Railway Regulatory Authority (hereinafter referred to as "Authority") in the field of rail transport safety. It as well contains information on marshalling (shunting) stations and regional rail systems. Data concerning urban rail systems is not included in the report.

# **B.** Introductory section

#### 1. introduction

The obligation to elaborate annual report on safety is set in the Article 91 (1) of the Act No. 513/2009 Coll. on railroads and on amendments of some acts (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 the European Railway Agency (hereinafter referred to as "ERA") in compliance with Act on the Railroads and it is published on the URZD website (www.urzd.sk) in the "Safety" section at the same time.

#### 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"). For the purpose of this report, rail infrastructure includes main and side rail lines of the Slovak Republic.

#### Building Rail Lenght

The total building rail length is 6 876 km, of which the length of main lines is 4 637 km and the length of other station lines is 2 239 km. Total number of point-switches is 8 529 and the number of point-switch units is 9 476.

#### Building Track Lenght

The total building track lenght is 3 622 km, of which the lenght of single lines is 2 607 km and the lenght of double and multiple lines is 1 015 km. Standard gauge lines are 3 473 km long, broad gauge lines are 99 km long and narrow gauge lines are 50 km long. The change of data is due to upgrading of tracks. This holds for the building rail lenght to an equal extent.

#### **Bridges**

There are 2 321 bridges built on the rail infrastructure, of which 455 are steel bridges and 1 866 are massive bridges. Total length of the bridges is 52 154 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

The most critical, as far as safety of railway operation is concerned, are level crossings. Total number of level crossings on the rail infrastructure is 2 219. 1 138 level crossings are without protection and 1 081 are with protection, of which 76 level crossings are equipped with the mechanical barriers (including 22 perpetually locked barriers) and 983 with flash light crossing protection installation.

#### **Diagram 1: Level crossings structure (units)**



#### 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. 252 km of tracks are equiped with centralized traffic control operated by traffic controller. Transfer of information to trains is possible on 670 km of tracks.



#### **Diagram 2: Track protection structure (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 76 railway stations. There are 151 operating posts with relay interlocking, 20 with electronic interlocking and 75 with other sort of interlocking. Remote-controlled signaling equipment (operated by traffic controller) controls 252 km of tracks.



#### **Diagram 3: Structure of station signalling equipment (units)**

#### Gravity (hump) yard signaling equipment

Total of 88 track brakes are used for functioning of the gravity yard signaling equipment. There are 7 mechanised gravity yards. There is only one semi-automatic gravity yard and one automatic gravity yard in the ŽSR network. Gravity (hump) yard signaling equipment use for their activities a total of 8 compressor stations.

#### Electrified tracks

1 578 kilometres of track, out of the total track length, are electrified by the systems:

- AC 25 000 V/50 Hz with length of ....761 km,
- DC 3 000 V (1500V, 600 V) with length of ....817 km.

Total length of unreeled traction wire is 4 763 km, of which the total length of (single-phase) altering current traction wire is 2 212 km and total length of direct current traction wire is 2 551 km.

#### Feeder and track sectioning posts

There are 90 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 19 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 418 are operated by employees and 598 with no employees. Out of the total number of operated control posts there are 331 stations and 87 other control posts (block, junction point, passing point, control post on track with simplified traffic control etc.).

#### Corridor tracks on the Slovak rail infrastructure:

The total lengths of the corridor tracks on the Slovak rail infrastructure is 939 km and encompasses following sections:

Corridor IV in sector: (ČD) – Kúty – Bratislava – Štúrovo – (MÁV)	(220 km)
Corridor V in sector: Bratislava – Žilina – Košice – Čierna nad Tisou - (UZ	Z)(544 km)
Corridor VI in sector: Žilina – Čadca – Skalité – (PKP)	(57 km)
Corridor IX in sector: (MÁV) – Čaňa – Košice – Prešov – Plaveč – (PKP)	(118 km)

Figure 2: corridor tracks on the Slovak rail infrastructure:



# ŽSR network map

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

### List of railway undertakings and infrastructure managers

The list of railway undertakings, which operated transport on railway infrastructure of the Slovak Republic in 2010, is referred in Annex A2. The only railway infrastructure manager in the Slovak Republic for main and side lines is the Railways of the Slovak Republic (Železnice Slovenskej republiky, ŽSR).

# 3. Summary

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

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

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

#### 4. Implementation of the Safety Directive

The Safety Directive has been transposed into the legal system of the Slovak Republic by the Act No. 513/2009 Coll. on railroads and on amendments of some acts.

For this reason, in 2010 the activity of Authority in the field of rail transport safety was performed within the scope set by relevant provisions of the Act on the railroads.

# C. Organization

# 1. Introduction

Railway Regulatory Authority (hereinafter referred to as "the Authority") is a state administrative body with nationwide operation and with headquarters in Bratislava. Activities of the Authority are generally determined by the Setting document No. 2340/M-2005 of October 28, 2005 and by the Act No. 513/2009 Coll. of 28 October 2009 on railroads and on amendments of some acts and the Act No. 514/2009 Coll. of 28 October 2009 on the transport on railroads.

Seat of the Authority: Miletičova 19, 820 05 Bratislava, Slovak Republic.

Internal organization of the Authority is laid down in the "Status of the Railway Regulatory Authority (hereinafter referred to as "the Status"), which was approved by the minister on 19 May 2010 upon the chairman's proposal. It has been published in the Journal of the Ministry of Transport, Building and Regional Development of the Slovak Republic (hereinafter referred to as "the Ministry") and on the website of the Authority (<u>www.urzd.sk</u>). The manager and person responsible for the activities of Authority is the Chairman, who is the head of the Service Office at the same time. He is appointed and recalled by the Government of the Slovak Republic upon the proposal of the minister of transport, building and regional development of the Slovak Republic.

Based on the Chairman's Decision No.7/2008-Vy of July 14, 2008, Authority's Rules of Organisation (amended by later amendments and decisions of the Chairman and head of the service authority) were issued, coming into effect on July 15, 2008. They set the internal organisation levels, management system, the scope of competences and responsibilities of the chief civil servants.

During 2010, there were 4 organisational changes made, of which one entered into force on 1 January 2011. Organisational changes were released as amendments of the Authority's Rules of Organisation.

The number of employees of the Authority for 2010, as set by the schedule, was 70. Average personnel status of the Authority in 2010 was 71 employees, of which 65 employees were in civil service and 6 working in public interest.

#### 2. NSA organization

In 2010, the Authority acted, among other activities, as a rail safety authority in line with Art. 103, par. 2, point (a) of the Act on the Railroads and since 1 January 2010 as an investigation body for special tracks and cableways in accordance with Art. 103, par. 2, point (c) of the same act.

The Authority is within its activities as the safety authority and investigation body independent, as it is required by the Safety Directive. The competences of investigation body are, in accordance with Art. 100 of the Act on the Railroads, assigned to the Safety and State Supervision on the Railroads section.

ŽSR, within its field of activities, informs the Authority regularly of the development of rail transport safety. It submits the accident statistics and reports on the results of accident investigations to the Authority. In addition, the Authority is regularly informed about setting up operative commissions, where results of accident investigations and causes of their occurrence are discussed, preventive measures to avoid accidents and measures to enhance safety level are taken.

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

In 2010, the section of Safety and State Supervision on Railroads was active mainly in the field of issuing of safety certificates for carriers and safety authorisation for infrastructure manager.

The Authority as particular state administration body in the matters of railroads, and namely its Safety and State Supervision on Railroads section, keeps the National vehicle register in sense of the Commission Decision of 9 November 2007 adopting a common specification of the National vehicle register and Art. 80 and 103, par. 3, point (o) of the Act on the Railroads.

In 2010, the Authority registered following amounts of rail vehicles (out of circa 29 000 rail vehicles with authorisation for operation on ŽSR network, exluding the rail vehicles of foreign railways):

#### Diagram 4: amount of rail vehicle registrations



In 2010, the Authority processed and accorded a total of 78 applications for a change of rail vehicle owner data in the National vehicle register.

The section of Safety and State Supervision on Railroads recommended to the Agency proposed markings of rail vehicle operator (Vehicle Keeper Marking , hereinafter referred to as "VKM") based on applications of operators/keepers for the approval of their uniqueness in line with ERA regulation No. IU - VKM - 061128 of 24 January 2007.

Table No. 1: Number of requests for assigning a VKM in 2010

Number of requests for assigning and approval of VKM	14
Number of VKMs approved by the Agency:	13
Number of VKMs not approved by the Agency:	0
Number of VKMs not recommended by the Section of Safety:	1

One of the main activities of the Section of Safety regarding interoperability is decisionmaking on the placing the railway vehicles into service in accordance with Article 77, paragraph 1 and Article 78, paragraph 1 of the Act on Railroads.

Type of rolling stock	Number of applications submitted	Number of decisions	Number of authorised vehicles	
Traction units	10	10	12	
Freight wagons	4	4	131	
Passenger wagons, electric and motor units	41	41	42	
Track machines, special vehicles and mechanisms	4	4	4	
TOTAL	59	59	189	

Table No. 2: Number of requests for authorisation of railway vehicles for putting into service in 2010

Section of Safety issued in 2010 authorisation for putting 1 railway vehicle into service after a substantial change and authorization for testing 1 railway vehicle for railroads during its operation (running).

The second major activity of the Section of Safety regarding interoperability is, according to Article 77, paragraph 4 and Article 78, paragraph 3 of the Act on Railroads, issuing

additional authorisations for putting into service of railway vehicles that was firstly put into service in other member state.

Type of rolling stock	Number of applications submitted	Number of additional permits granted	Number of railway vehicles assigned with additional permit
Traction units	9	12	122
Freight wagons	6	6	112
Passenger wagons, electric and motor units	0	0	0
Track machines, special vehicles and mechanisms	20	20	23
TOTAL	35	38	257

Table No. 3: Number of requests for additional permits of railway vehicles in 2010

Within the authorisation procedures of railway vehicles the Section of Safety decided about trial operation of railway vehicles. In this responsibility, it issued total of 9 decisions for 14 railway vehicles.

Information about additional authorisations granted are published on the website of the Authority in the section "Interoperability" and are updated regularly.

The Section of Safety performs, according to Article 103, paragraph 3, line t) of the Act on Railroads assignment, changes and abolition of registration numbers of railway vehicles.

In registration of transport devices, we assume to achieve a target resulting in creation of a National register of railway infrastructure. However, to transform this objective to a fact, it is necessary to obtain relevant guidelines from ERA.

Type of rolling stock	Number of decisions on assignment of registration number	Number of decisions on change of registration number	Number of decisions on abolishion of registration number
Traction units	13	98	0
Freight wagons	4	11	13
Passenger wagons, electric and motor units	41	0	0
Track machines, special vehicles and mechanisms	17	6	0
TOTAL	75	115	13

Table No. 4: Number of requests to abolish the railway vehicle registration number in 2010

For all activities falling into the scope of the Safety Unit, there are detailed instructions prepared and published on the website of the Railway Regulatory Authority (<u>www.urzd.sk</u>). In the future, the Safety and Inspection Unit will focus on extending the scope of professional state supervision on railroads.

During the year 2010, the negotiations with the Safety and Inspection Unit of the General Headquarters of 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 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, URZD has completed two guidelines, namely: Order of the chairman of the Railway Regulatory Authority No. 5/2009 of July 20, 2009 related to issuing of safety certificates to carriers with seat at the territory of the Slovak Republic and Order of the chairman of the Railway Regulatory Authority No. 6/2009 of July 20, 2009 related to issuing of safety certificates to foreign carriers. These documents include instructions and requirements for submitting the applications, including the requirements related to the

content of safety management system, which is applied while carrying out activities related to operation of transport on the railroad.

It will be necessary to finalize the guide for issuing safety certificates for operators of railways which will include instructions and requirements on content and process of submitting the request, including requirements on content of the safety management system by carrying out activities related to the operation of the railroads.

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. Next activity of the section is state technical professional supervision and monitoring of welding and non-destructive testing of rails, rail vehicles, rail steel bridge constructions and rail constructions similar to bridges.

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

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 ministry, in particular in relation to the number of employees, which is subject to the decision of ministry.

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

The authority cooperates, if necessary, with national safety authorities of other member states.

# 3. Organisation chart

Organisation chart of the URZD valid on December 31, 2010 is referred to in Annex B.

#### Picture No. 3: View on tunnels at Bratislava main station



# D. The development of railway safety

# 1. Initiatives to maintain / improve safety performances

Railway safety has been, during the year 2010, 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 to in Annex C.

Table No. 5: Precursors to accidents	which triggered the measure
--------------------------------------	-----------------------------

Precurs	ors which tr measure	Safety measures decided	
Date	Date Place Description of the event		
0	0	0	

#### 2. Detailed data trend analysis

Individual categories of accidents in numeric values:

•	Number of accidents	231
-	Number of fatalities	58
-	Number of injuries	45
-	Number of precursors to accidents	253
	Costs of accidents / hours worked on safety	452 hrs.

All data are drawn from source materials of the infrastructure manager, costs of injuries and fatalities were not provided.

Comparison with the year 2009 (regarding accidents):

Total number of accidents decreased from 499 in 2009 to 231 accidents in 2010, which means the decrease by 53,7 %.

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

- frequent disrespecting of warning signals of the level crossing protection or road traffic signs and valid rules of the road transport by the road users,
- movement of unauthorized persons on tracks.

Frequency of accidents in 2010 is elaborated in detail in the tables of Annex C prescribed by ERA.

#### Picture No 4: Collision of the motor wagon 810 with the car



# E Important changes in legislation and railway regulation

On January 1, 2010 the newly adopted Act No. 513/2009 Coll. on Railroads and on amendments of some acts and Act No. 514/2009 Coll. on the transport on railroads entered into force. Both these laws have been amended by Act No. 547/2010 Coll. which entered into force on January 1, 2011.

On June 15, 2010 Ministry of Transport Decree MDPT No. 245/2010 Coll. on competences, medical and mental capacities of persons in the operation of railways and transport on railways that completely replaced Decree MDPT No. 499/2007 on medical, sensory and psychological capacities of persons in operation of railways and operation of transport on railways entered into force.

Also Ministry of Transport Decree MDPT No. 250/1997 Coll. has been completely replaced by Ministry of Transport Decree MDPT No. 351/2010 Coll. on transport order on railways. The most important change for safety was issuing of Act No. 433/2010 Coll. amending and supplementing the law on railroads.

On September 15, 2010 Ministry of Transport Decree MDPT No. 350/2010 Coll. on construction and technical order of railroads entered into force. On 15 May 2010, the Ministry Decree No. 205/2010 Coll. On so-called determined technical equipment, determined activities and activities on determined technical equipment entered into force.



Picture No. 5: Departure of the passenger train from Bratislava main station

# 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 84, 86, 88 and in Annex 10 and 11 of the Act on the Railroads.

Provisions of the Article 84 of the Act on Railroads ordered railway undertakings to create and implement a safety management system. More detailed structure of the safety management system is provided in Annex 10 of the Act on Railroads.

Article 86 and Annex 10 of the Act on Railroads establish requirements for access of railway undertaking to rail network. It is necessary to submit a safety certificate, respectively information about parts from which it is composed, what kind of transport services the railway undertaking will provide and all necessary documentations for issuing a safety certificate.

Basic requirements for application on issuing a safety certificate are listed in Article 88.

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 authorizations for the infrastructure managers according to the Safety Directive 2004/49/EC

Requirements and conditions for issuing of safety authorizations are laid down in Articles 84, 87, 88 and in Annex 10 of the Act on Railroads.

Requirements for the administration and operation of railroads by the infrastructure manager are provided in Article 87 of the Act on Railroads. It also sets the requirements that the infrastructure manager must fulfil, in order to obtain a safety authorization.

The infrastructure manager ŽSR holds a safety authorization from April 22, 2010.

# National safety rules

In sense of Article 83 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 is 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 organization, 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 2004/49/EC

Figure No. 5: Number of issued safety certificates



# 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;
- railway undertaking is obliged to inform the Safety Authority without delay on every change of conditions under which the safety certificate has been issued.

#### 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



#### Picture No. 6: Viaduct in Hanušovce

# G. Supervision of Railway Undertakings and Infrastructure Managers

# 1. Description of the supervision

In 2010, 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 licenses 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 fulfilment 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 85, 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 have fulfilled the obligation to submit these reports in accordance with the Act on the Railroads. The railway undertakings "*Bratislavská regionálna* 

*kol'ajová spoločnosť, a.s.*" and *"REGIO RAIL, s r.o. Bratislava"* submitted the report with delay, only after a written notice.

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 2010 URZD performed total of 26 controls, mainly aimed at:

- fulfilling the conditions of proper and safe operation of railroads by railway operators in accordance with the authorisation;
- realisation of transport on railroads in accordance with licenses granted and fulfilling of specific requirements to ensure safety of transport on railroads by transport operators;
- monitoring of operational safety on railroads and safety on railroads;
- compliance with the conditions and fulfilling of duties set by the Act on Railroads and legal regulations issued on its basis by railroad operators and operators of the transport on railroads.

# H. Reporting on the application of the CSM on risk evaluation and assessment

On October 21, 2010 entered into force Act No. 433/2010 Coll., fully adopting the issue of Common Safety Indicators and Common Methods for calculating the costs of accidents in line with the Directive of Commission No. 2009/149/EC from November 27, 2009, that are part of safety report of the infrastructure manager and railway undertakings. The infrastructure manager and railway undertakings are obliged to submit the safety report for the previous year on annual basis to the Railway Regulatory Authority until June 30th.

# I. 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.

# J. The main information resources

The resource documents needed to process a utility's annual report the safety reports from the various carriers using railways infrastructure manager ZSR. The basic source of information was a safety report from the infrastructure manager of the state of national and regional lines, and building sections of corridors V. and VI. A special component of this report was the analysis and recording of accidents occurring on the lines of the infrastructure manager ZSR. Specific information on individual parts of the annual report was also supported by relevant departments and departments of our office.

# K Annexes

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

#### Picture No. 7: Freight train in Podkriváň



Annex A 1

# RAILWAY NETWORK IN SLOVAK REPUBLIC



# Annex A 2

# List of Railway Undertakings

In the year 2010, 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	LOKO TRANS, s.r.o Brno	www.lokotrans.cz
3	Železničné stavby, a.s. – Košice	www.zeleznicnestavby.sk
4	Trnavská stavebná spoločnosť, a.s. – Trnava	www.trnavska- spolocnost.sk
5	LTE Slovakia, s.r.o. – Bratislava	www.lte.sk
6	Bratislavská regionálna koľajová spoločnosť, a.s. – Bratislava	www.brks.sk
7	Prvá Slovenská železničná, a.s. – Bratislava	www.psz.sk
8	Hornonitrianske bane, zamestnanecká spoločnosť – Prievidza	www.hbzam.sk
9	Železničné stavebníctvo Bratislava, a.s. – Bratislava	www.zs-ba-as.sk
10	ŽDD, a.s. – Bratislava	kostelnik@okd-doprava.cz
11	Slovenská železničná dopravná spoločnosť, a.s. – Zvolen	www.szds.sk
12	Elektrizácia železníc, Kysak, a.s. – Kysak	www.ezkysak.sk
13	INVESTEX GROUP, s.r.o. – Zvolen	www.investex-group.sk
14	Železničná spoločnosť Slovensko, a.s. – Bratislava	www.slovakrail.sk
15	Železničná spoločnosť Cargo Slovakia, a.s. – Bratislava	www.zscargo.sk
16	LOKO RAIL, a.s. – Bratislava	www.lokorail.sk
17	GJW Praha, s.r.o. – Praha	<u>www.gjw-pha.sk</u>
18	OKD, Doprava, a.s. – Ostrava	www.okd-doprava.cz
19	OHL ŽS, a.s. – Brno	www.ohlzs.cz
20	RAILTRANSPORT, s.r.o. – Sokolov	www.railtrans.info
21	Traťová strojní společnost, a.s. – Hradec Králové	www.tssas.cz
22	Ostravská dopravní společnost, a.s. – Ostrava	www.odos.cz
23	LTE Logistic und Transport, GmbH - Graz	www.lte.at
24	BF Logistics, s.r.o. – Praha 9	www.bfl.cz
25	REGIO RAIL, s.r.o Trnava	www.regiorail.sk
26	ExpressRail, s.r.o Bratislava	www.express-mp.sk
27	Slezskomoravská dráha, a.s. Ostrava	www.slezskomoravskadraha.cz
28	Wagon service, s.r.o., Bratislava	www.wagonservice.sk
29	SLOV-VAGON, s.r.o., Košice	www.slov-vagon.eu

# Annex A 2.1

# The infrastructure manager

Name	Address	Website/Networ k Statement Link	Safety Authorisation (Number/Date)	Start date of commercia I activity	Total Track Length/Ga uge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Numbe r of Signals
The Railwa ys of the Slovak Republ ic (ŽSR)	Klemensova 8 813 61 Bratislava	www.zsr.sk http://www.zsr.sk/zele znicna-dopravna- cesta/marketing/podm ienky-pristupu-na- zi.html?page_id=358	SK 2120100001 22.04.2010	1.01.2002	3 622 km (gauge 1435mm 1520mm 1000mm a 760 mm)	1 577 25kV/50Hz – 760 km 1500V, 600V – 817 km	simple track– 2 607 km double track – 1 015 km	0	Automatic block Semi-automatic block Automatic line block system	2 219	9 429

Abbreviations: HSL ATP

= High Speed Line = Automatic Train Protection = Level Crossing LC

# Railway Undertakings – safety certificates issued

Name	Address	Website	Safety Certificate 2001/14/E C (Number/D ate)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date of commer cial activity	Traffic Type (Freight, Passenger )	Number of Locomo ives	Number of Railcars/M ultiple Unit-sets	Number of Coaches/W agons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
U.S. Steel Košice, s.r.o	Vstupný areál 044 54 Košice	<u>www.usske.sk</u>	8/2003/BOD 15.12.2003	_	1.02.2000	freight	3	0	0/38	9	0	399 607
LOKO Trans	Voříškova 2 623 00 Brno, ČR	www.lokotrans.cz		CZ 1120070006 12.11.2007 SK 1220070001 26.11.2007	1.01.2009	freight	4	0	0/279	3	0	0
Železničné stavby, a.s.	Južná trieda 66 040 01 Košice	www.zeleznicnestavby.sk		SK 1120100003 14.5.2010 SK 1220100005 14.5.2010	1.05.2003	freight	5	0	41/126	3	0	0
Trnavská stavebná spoločnosť	Bratislavská 4 917 02 Trnava	<u>www.tss.sk</u>		SK 112009007 18.8.2009 SK 122009008 18.8.2009	23.04.2003	freight	6	0	0 / 141	5	0	50 170
LTE Slovakia	Kopčianska 1 851 01 Bratislava	<u>www.lte.sk</u>	_	SK 112011001 28.1.2011 SK 122011002 28.1.2011	1.01.2003	freight	3	-	0/24	5	0	377 723
BRKS	Dôstojevského 1 811 09 Bratislava	www.brks.sk	22/2003/ BOD 19.06.2003		10.04.2003	freight	9	0	0	7	0	566 428
Prvá Slovenská železničná	Ružová dolina 10 821 09 Bratislava	<u>www.psz.sk</u>		SK 1120090005 12.5.2009 SK 1220090005 12.5.2009	25.04.2008	freight	3	0	0/265	3	0	13 265
Hornonitrianske ane zamestnanecká, a.s	Matice Slovenskej 10 971 01 Prievidza	<u>www.hbzam.sk</u>		SK 1120090001 22.1.2009 SK 1220090001 22.1.2009	31.01.2005	freight	8	0	0/110	21	0	2 200 672

Annex A 2.2

Name	Address	Website	Safety Certificate 2001/14/E C (Number/D ate)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date of commer cial activity	Traffic Type (Freight, Passenger )	Number of Locomol ives	Number of Railcars/M ultiple Unit-sets	Number of Coaches/W agons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
Železničné stavebníctvo Bratislava, a.s.	Furmanská 8 841 03 Bratislava	www.zs-ba-as.sk		SK 1120100006 30.8.2010 SK 1220100009 30.8.2010	18.01.1994	freight	1	0	0/8	1	0	0
ŽDD, a.s.	Cukrova 14 811 08 Bratislava	www.awt.eu		SK 1120100007 22.11.2010 SK 1220100010 22.11.2010	26.07.2004	freight	0	0	0/0	0	0	105 430
Slovenská čelezničná dopravná spoločnosť	Na Štepnici 1379/1 960 01 Zvolen	<u>www.szds.sk</u>		SK 1120080008 3.11.2008 SK 1220080008 3.11.2008	9.04.2004	freight	8	0	0/0	22	0	354 000
Elektrizácia železíc Kysak, a.s.	Rosinská cesta 1/8223 010 08 Žilina	www.ezkysak.sk		SK 1120070002 7.01.2008	20.01.1998	freight	1	2	0/36	3	0	425 548
NVESTEX GROUP, s.r.o.	Na Štepnici 1379/1 960 01 Zvolen	www.investex-group.sk	34/2004/ BOD 4.1.2005		10.01.2006	freight	4	0/0	0/4	2	0	0
Železničná spoločnosť Slovensko, a.s.	Rožňavská 1 832 72 Bratislava	www.slovakrail.sk		SK 1120100001 28.1.2010 SK 1220100001 28.1.2010	1.01.2005	passenger	215	211	1095	1 293	2 291,27 mil.	-
Železničná spoločnosť Cargo Slovakia	Drieňova 24 820 09 Bratislava	www.zscargo.sk		SK 1120100002 26.4.2010 SK 1220100004 26.4.2010	1.01.2005	freight	714	0	0/14 690	1 573	0	38 609 332
LOKO RAIL	Horárska 12 821 09 Bratislava	<u>www.lokorail.sk</u>		SK 1120090002 6.2.2009 SK 1220090002 6.2.2009	5.10.2004	freight	10	0	0/46	29	0	1 135 301
GJW Praha spol. s r.o.	Medzitraťová 137 198 21 Praha 9, ČR	www.gjw-praha.cz		CZ 1220080014 22.4.2008	1.03.2006	freight	6	0	0/5	2	0	16 510
OKD Doprava, a.s.	Nádražní 93/2967 702 62 Ostrava, ČR	www.awt.eu		CZ 1120100011 18.6.2010 SK 1220100003 9.2.2010	19.11.2006	freight	90	0	0/230	29	0	190 997
OHL ŽS, a.s.	Burešova 937/17 660 02 Brno- střed, ČR	www.ohlzs.cz	901/2006- ÚRŽD/Kz	CZ 1120080012 21.4.2008	1.03.2006	freight	0	0	0/10	7	0	0

Name	Address	Website	Safety Certificate 2001/14/E C (Number/D ate)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date of commer cial activity	Traffic Type (Freight, Passenger )	Number of Locomol ives	Number of Railcars/M ultiple Unit-sets	Number of Coaches/W agons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
RailTransport, s.r.o.	Podleská 926 104 00 Praha, ČR	<u>www.railtrans.info</u>		CZ 1120080003 SK 1220080010 10.12.2008	1.11.2003	freight passenger	5	0	2/0	12	0	9 854
Traťová strojní společnost, a.s.	Jičínska 1605 501 01 Hradec Králové, ČR	<u>www.tssas.cz</u>		CZ 1120080011 SK 1220080006 27.11.2008	1.01.2006	freight	14	0	0/868	10	0	488 587
Ostravská dopravní společnost, a.s.	U Tiskárny 616/9 702 00 Ostrava, ČR	www.odos.cz		CZ 1120080016 7.5.2008 SK 1220080005 18.9.2008		freight	25	0	0/0	5	0	0
LTE Logistic und Transport	Reininghaus- strasse 3 A 8020 Graz, A	www.lte.at	BO- 08/2006/SR 14.12.2006			freight	13	0	0	25	0	0
BF Logisics, s.r.o.	Beranových 65 199 02 Praha 9, ČR	www.bfl.cz		CZ 1120070003 SK 1220100002 12.2.2010	1.09.2009	freight	7	7/0	0/0	1/1	0	2 672
Regio Rail, s.r.o.	Nám. Ľ. Štúra č.2, 811 02 Bratislava	www.regiorail.sk		SK 1120090003 22.1.2009 SK 1220090006 22.1.2009	22.01.2009	freight	0	0	0	2	0	50 000
Express Rail, s.r.o.	Rusovská cesta 1 851 01 Bratislava	www.express-rail.sk		SK 1120090004 8.4.2009 SK 1220090004 8.4.2009	1.07.2009	freight	6	0/0	0/0	11	0	1 239 304
Slezskomoravská dráha, a.s	Michálkovická 86/1942 710 00 Ostrava, ČR	www.slezskomoravskadraha.cz		CZ 1120080032 7.7.2008 SK 1220090007 14.8.2009	14.08.2009	freight	5	0/0	0/0	1	0	1 392
Wagon service, s.r.o., Bratislava	Čajakova 18 811 05 Bratislava	www.wagonservice.sk		SK 1120090009 7.12.2009 SK 120090010 7.12.2009	1.1.2010	passenger	0	0/0	22/0	0	55 000	0
SLOV-VAGON, s.r.o., Košice	Hlavná 104 040 01 Košice	www.slov-vagon.eu		SK 112010005 28.6.2010 SK 122010 007 28.6.2010	10.9.2010	freight	5	0	0	3	0	only empty wagons
ELTRA, s.r.o.	Rampová 4 040 01 Košice	www.eltra.biz		SK 1120100004 1.6.2010 SK 1220100006 1.6.2010		freight	3	Pulled track machine and tractive track machine	0/27	3	0	0



# The statistics of accidents and indicators specified by ERA – charts

	Number of accidents and Train*Km													
	Type of accident													
Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total	Train*Km (mln.)						
2006	7	8	68	53	8	55	199	51						
2007	14	11	71	63	22	41	222	51						
2008	12	6	63	78	8	50	217	49						
2009	6	3	51	130	14	295	499	44						
2010	13	2	50	116	9	41	231	47						

	Number of fatalities, Train*Km and Passenger*Km													
	Category of persons													
Year	Passengers	Employers	Level crossing users	Unauthorised persons	Others	Total	Passenger*Km (bln.)	Train*Km (mln.)						
2006	4	0	16	81	0	101	2	51						
2007	1	0	15	40	1	57	2	51						
2008	2	0	11	41	2	56	2	49						
2009	2	0	25	44	1	72	2	44						
2010	0	2	9	44	3	58	2	47						

Number of injures. Train*Km and Passenger*Km													
		Number	of injures,		and Pass	enger	1						
			Cat	egory of per	sons								
Year	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total	Passenger*Km (bln.)	Train*Km (mln.)					
2006	6	3	12	13	0	34	2	51					
2007	4	2	13	17	0	36	2	51					
<b>2008</b> 5 1 15 15 2 38 2 49													
<b>2009</b> 0 0 14 20 1 35 2 44													
<b>2010</b> 17 3 2 17 6 45 2 47													
Number of precursors and Train*Km													
Type of accident													
Year	Number of broken rails	Number of train bruckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	Total	Train*Km (mln.)					
2006	1	1	4	78	0	0	84	51					
2007	5	2	6	79	1	0	93	51					
2008	10	0	2	75	0	0	87	49					
2009	15	1	1	75	0	0	92	44					
2010	165	9	57	22	0	0	253	47					
	Costs of all accidents, "safety hours"												
			Т	vpe of accid	ent								

Year	Costs of deaths in MLN €	Costs of injuries in MLN €	Costs of replacement or repair of damaged rolling stock and railway installations in MLN €	Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €	Total costs in MLN €	Total number of working hours of staff and contractors lost as a consequence of accidents	Total number of working hours	Train*Km (MLN)	
2006	750000	387000	20000	3000	1160000	0	0	51	
2007	0	0	1890000	100000	1990000	0	0	51	
2008	0	0	2639224	167151	2806375	0	0	49	
2009	0	0	2124167	0	2124167	0	0	44	
2010	0	0	2503946	0	2503946	0	0	47	

Technic	Technical safety of infrastructure and its implementation, management of safety												
Type of accident													
Year	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	N°of audits accomplished / N° of audits required (and/or planned)						
2006	15,14%	41,83%	2322	4678	0,496	46,98%	0,00%						
2007	15,14%	0,00%	2307	3629	0,636	47,03%	0,00%						
2008	18,49%	0,00%	2265	3659	0,625	48,65%	100,00%						
2009	18,49%	0,00%	2220	4638	0,478	48,46%	100,00%						
2010	21,04%	0,00%	2219	4638	0,478	48,72%	100,00%						

	Number of accidents/Train*Km													
	Type of accident													
Year	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	Total							
2006	0,14	0,16	1,33	1,04	0,16	1,08	3,90							
2007	0,21	0,19	1,36	1,14	0,29	0,94	4,13							
2008	0,22	0,17	1,34	1,28	0,25	0,97	4,23							
2009	0,20	0,14	1,30	1,66	0,27	2,26	5,83							
2010	0,21	0,12	1,25	1,82	0,25	1,99	5,65							

	N° of fatalities/Train*Km and Passenger*Km												
Category of persons													
Year	Passengers	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total						
2006	0,08	2,00	0,00	0,31	1,59	0,00	1,98						
2007	0,05	1,25	0,00	0,30	1,19	0,01	1,55						
2008	0,05	1,17	0,00	0,28	1,07	0,02	1,42						
2009	0,05	1,13	0,00	0,34	1,06	0,02	1,47						
2010	0,03	0,9	0,008	0,31	1,03	0,02	1,42						
	related to Train*Km	related to Passenger*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km						

	N° of injures/Train*Km and Passenger*Km												
	Category of persons												
Year	Passengers	Passengers	Employees	Level crossing users	Unauthorised persons	Others	Total						
2006	0,12	3,00	0,06	0,24	0,25	0,00	0,67						
2007	0,10	2,50	0,05	0,25	0,29	0,00	0,69						
2008	0,10	2,50	0,04	0,26	0,30	0,01	0,72						
2009	0,08	1,88	0,03	0,28	0,33	0,02	0,73						
2010	0,13	3,2	0,03	0,23	0,39	0,03	0,77						
	related to Train*Km	related to Passenger*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km	related to Train*Km						

	Number of precursors/Train*Km												
Type of accident													
Year	Number of broken rails	Number of train bruckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	Total						
2006	0,020	0,020	0,078	1,529	0,000	0,000	1,647						
2007	0,059	0,029	0,098	1,539	0,010	0,000	1,735						
2008	0,106	0,020	0,079	1,536	0,007	0,000	1,748						
2009	0,159	0,021	0,067	1,574	0,005	0,000	1,826						
2010	0,81	0,053	0,289	1,36	0,004	0,000	2,52						

	Cost of all accidents, safety hours: indicators								
	Type of accident								
Year	Costs of deaths in MLN €	r sts of Costs of ths in injuries in LN € MLN € i		Costs of delays, disturbances and re-routing of traffic, including extra costs for staff and loss of future revenue in MLN €	Total costs in MLN €	N°of working hours (MLN) of staff and contractors lost as a consequence of accidents/N°of working hours (MLN) of staff and contractors			
2006	14705,88	7588,24	392,16	58,82	22745,10				
2007	7352,94	3794,12	18725,49	1009,80	30882,35				
2008	4966,89	2562,91	30127,31	1789,08	39446,19				
2009	3846,15	1984,62	34222,52	1385,39	41438,68				
2010	3100,0	1600,0	37900,0	1120,0	43700,0				
	related to Train*Km								

Techni	Technical safety of infrastructure and its implementation, management of							
			Type of	accident				
Year	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	N°of audits accomplished / N° of audits required (and/or planned)	
2006	15,14%	41,83%	2322	4678	0,50	46,98%	0,00%	
2007	15,14%	20,92%	2315	4154	0,57	47,01%	0,00%	
2008	16,26%	13,94%	2298	3989	0,59	47,55%	33,33%	
2009	16,82%	10,46%	2279	4151	0,56	47,78%	50,00%	
2010	17,66%	8,37%	2267	4248	0,54	47,97%	60%	

# C.1. CSIs data

# Performances at a glance



1,42

2,52

2010



### Accidents divided by type







# Fatalities divided by category of people involved











# Delenie zranení podľa kategórií postihnutých osôb







## **Precursors to accidents**





Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents







Technical safety of infrastructure and its implementation, management of safety







	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				
Legislation concerning the national safety authority	Act No. 513/2009 on railroads and on amendments of some acts Act No. 514/2009 on the transport on railroads	01.01.2010 01.01.2010	new act new act	Rules of railroad operation and obligations of the Authority Rules of railroad transport operation and obligations of the Authority
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	Act No. 513/2009 on railroads and on amendments of some acts		new act	Rules of railroad operation, obligations of the Authority and Notified body
National rules concerning railway safety				
Rules concerning national safety targets and methods	Act No. 513/2009 on railroads and on amendments of some acts Act No. 514/2009 on the transport on railroads Ordinance of the Ministry of Transport, Building and Regional Development of the Slovak Republic (hereinafter "the Ministry") No. 351/2010 on railroad transport order	01.01.2010 01.01.2010 15.09.2010	new act new act new ordinance of the Ministry	Rules of railroad operation and obligations of the Authority Rules of railroad transport operation and obligations of the Authority railroad transport order
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	Act No. 513/2009 on railroads and on amendments of some acts Act No. 514/2009 on the transport on railroads Ordinance of the Ministry No. 351/2010 on railroad transport order	01.01.2010 01.01.2010 15.09.2010	new act new act new ordinance of the Ministry	Rules of railroad operation and obligations of the Authority Rules of railroad transport operation and obligations of the Authority railroad transport order
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	Act No. 513/2009 on railroads and on amendments of some acts Act No. 514/2009 on the transport on railroads Ordinance of the Ministry No. 351/2010 on railroad transport order	01.01.2010 01.01.2010 15.09.2010	new act new act new ordinance of the Ministry	Rules of railroad operation and obligations of the Authority Rules of railroad transport operation and obligations of the Authority railroad transport order
Rules concerning requirements for wagonkeepers	NONE			

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
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. 513/2009 on railroads and on amendments of some acts Ordinance of the Ministry No. 351/2010 on railroad transport order	01.01.2010 15.09.2010	new act new ordinance of the Ministry	Rules of railroad operation and obligations of the Authority railroad transport order
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	"Ž 1" – rules of railway operation	11.12.2005	ŽSR rule	Marking of installations on rails, signals, train running, timetable, traffic control
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	"D 22"	1.01.1978	ŽSR rule	Transport operation and activity on railway during degraded mode
concerning requirements on staff executing safety tasks, including selection criteria, medical fitness and onal training and certification	"Bz 1" rule - Safety of employees within ZSR "Z 3" rule - Professional competence within ZSR Ordinance of the Ministry No. 245/2010 on professional, health and psychological fitness of persons in railroad operation and operation of transport on railroad	01.01.2004 01.01.2011 15.06.2010	ŽSR safety rule Rule on competence and training new ordinance of the Ministry on professional, health and psychological fitness	Safety of moving and work on the rails, track and other activities related to transport
Rules concerning the investigation of the accident and incidents including recommendation	"Z (D) 17" rule – Accidents and extraordinary events	9.12.2007 December 2009	ŽSR rule Amendment No. 1 In force since 01.01.2010	accidents and extraordinary events
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	Act No. 513/2009 on railroads and on amendments of some acts, Annex 8	01.01.2010	new act	Safety indicators
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	Ordinance of the Ministry No. 350/2010 on railroad construction and technical order Ministry Decree No. 205/2010 Coll. on so-called determined technical equipment, determined activities and activities on determined technical equipment	15.09.2010	New ordinance	

# Annex E

# The development of safety certification and authorisation- numerical data

Number of Safety Certificates issued according to	In SR	0
Undertakings in 2010 being licensed	In another Member State	0

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

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

		New	Updated/Amended	Renewed
E.2.1. Number of valid Safety Certificates <b>Part</b> <b>A</b> held by Railway Undertakings in 2010 being registered	In SR	7	0	0
	In another Member State	0	0	0

		New	Updated/Amended	Renewed
E.2.2. Number of valid Safety Certificates <b>Part</b> <b>B</b> held by Railway Undertakings in 2010 being registered	In SR	0	0	0
	In another Member State	2	2	0

			А	R	Ρ
		New certificates		0	2
E.2.3. Number of	In SR	Updated / Amended certificates	0	0	0
applications for Safety Certificates <b>Part A</b> submitted by Railway Undertakings in 2010 being registered		Renewed certificates	0	0	0
	In another Member State	New certificates	0	0	0
		Updated / Amended certificates		0	0
		Renewed certificates	0	0	0

			А	R	Р
		New certificates		0	2
E.2.4. Number of applications for	In SR	Updated / Amended certificates	0	0	0
Safety Certificates <b>Part B</b> submitted by Railway Undertakings in 2010 being registered		Renewed certificates	0	0	0
	In another Member State	New certificates	2	0	2
		Updated / Amended certificates		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		Renev	wed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in 2010 being registered in SR		0 0			0	)
				А	R	Р
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in 2010 being registered in SR		New authorisations			0	0
		Updated / Amended authorisations			0	0
		Renewed authorisations			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 <b>Part A</b> in year 2010 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	a licence released by your Member State	0	0	0
receipt of an application and the final delivery of a Safety Certificate <b>Part B</b> in year 2010 for Railway Undertakings holding	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 2010 for Infrastructure Managers holding	a licence released by your Member State	4 months	0	0
	a licence released by another Member State	0	0	0