



**Public Agency of the Republic of  
Slovenia for Railway Transport**

# **ANNUAL SAFETY REPORT 2013**



**September 2014**







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## A/ SCOPE OF THE REPORT

The Annual Safety Report for 2013 presented by the Public Agency of the Republic of Slovenia for Railway Transport (AŽP) results in the area of railway safety in Slovenia as it is demanded from Directive 2004/49/EC, Directive 2009/149/EC, Commission Regulation 352/2009, Commission Regulation 445/2011 and the Railway Transport Act.

The report is based on the template developed by the European Railway Agency (ERA), and contains all the items indicated in Article 18 of the Directive 2004/49/EC.





## **B/ INTRODUCTORY SECTION**

### **1/ Introduction to the report**

Annual safety report for 2013 includes data from the area of safety and safety management for all participants that are involved in public railway system of Slovenia.

### **2/ Railway Structure Information (Annex A)**

#### **Network map (Annex A.1.)**

The attached maps are showing the entire railway network in the Republic of Slovenia.

The rail network in the Republic of Slovenia is divided into:

- main and regional lines,
- single and double track lines,
- electrified and non-electrified lines.

#### **List of Railway Undertakings (RUs) and Infrastructure Managers (IMs) (Annex A.2.)**

The annex provides Railway Undertakings which had a valid Safety Certificate part A and part B and the Infrastructure Manager which had a valid Safety Authorisation in 2013.



### 3/ Summary—General Trend Analysis (e.g. trends in the development of railway safety, certification, etc.)

In the year 2013 the number of accidents and incidents (113) decreased for 13,1% in accordance to the year 2012 (130).

The number of suicides decreased from 16 in the year 2012 to 13 in 2013 which is 18,7% less.

The number of persons who were seriously injured increased from 6 in the year 2012 to 10 in 2013 which is 66,7% more.

The number of fatalities remained at level of year 2012 (5 persons).

In accordance with the Railway Transport Act, which implemented the provisions of Directive 2004/49/EC and Commission Regulation 653/2007, which provides for issuing Safety Certificates Part A and Part B for Railway Undertakings and issuing Safety Authorisations for Infrastructure Managers was in 2013 issued two new Safety Certificates Part A and Part B (SŽ-Potniški promet, d.o.o. and SŽ-Tovorni promet, d.o.o.) and one renewed Safety Authorisation (SŽ-Infrastruktura, d.o.o.).



## **C/ ORGANISATION**

### **1/ Introduction to the organisation**

Current organization of AŽP lasts from 31st of July 2007. AŽP is a public institution for Safety Authority Tasks and Allocation Authority Tasks in Republic of Slovenia.

AŽP has had (in year 2013) 29 employees, 12 were employed in National Safety Authority (NSA).

AŽP legal duties based on:

- Railway Transport Act;
- Railway Traffic Safety Act;
- Ruling on the establishment of the Railway Transport;
- Public Agencies Act;
- Decree on the allocation of train paths and the user fees for the use of public railway infrastructure;
- Decree on the Elaboration of the Network Timetable for Public Railway Infrastructure;
- Decree on the qualification procedure for the licensing of railway undertakings, the withdrawal of a licence or extension of its validity, and the notification procedure of foreign licensing authorities;
- Law about organization and systematization of employment in AŽP;
- Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight;
- Commission Regulation No 653/2007 of 13 June 2007 on the use of a common European format for safety certificates and application documents in accordance with Article 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC;
- Commission Regulation No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council;
- Commission Regulation No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) No 653/2007.



Organization structure of AŽP stayed the same in 2013. Government accepted the Decision number 00729-39/2013/3 of 25 July 2013 about amending the Decision establishing the Public Railway Transport Agency of the Republic of Slovenia. On basis of this Decision the Law about organization and systematization of employment in AŽP number 100-1/2013 ZP 3 was accepted on 30.7.2013.

In 2013 employees in AŽP participated in working meetings of international organizations:

- The European Railway Agency (ERA);
- RailNetEurope (RNE);
- Joint Network Secretariat;
- ILLGRI;
- OTIF.

additionally they got involved into proceedings of establishing corridors (RFC 5 in RFC 6) that have to be in reliance with Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.

AŽP consists three (3) divisions:

- division for Implementation of Allocation Authority Tasks;
- division for Implementation of Safety Authority Tasks;
- division for Legal, Financial, Personnel and General Affairs.





Division for Implementation of Safety Authority Tasks in accordance with the Railway Transport Act performs the tasks of national safety authority for railway sector. For performing the tasks of national safety authority AŽP consists three sections with defined tasks.

Organizational sections are:

- Safety Section;
- Section for National Regulations and Technical Specifications;
- Interoperability Section.

Safety Section:

- surveillance over the up keeping of the railway transport safety level and over its continuous improvement,
- issuing, extending, amending and revoking definite parts of the safety certificates of railway undertakers,
- issuing, extending, amending and revoking definite parts of the safety authorisations of railway infrastructure managers,
- issuing, extending, amending, invalidating or temporary withdrawal of the railway undertakers' licenses,
- managing and updating of a register of issued licenses, safety certificates and safety authorisations in the framework of the European railway Agency,
- organisation, preparation and development of procedures for professional technical audit of the workshops for maintenance of railway vehicles and/or particular components and devices,
- issuing, extending, amending, invalidating and temporary withdrawal of the authorisations of the workshops for maintenance of railway vehicles and/or particular components and devices,
- managing and updating of the register of the workshops, authorised for maintenance of railway vehicles and/or particular components and devices,
- preparation of annual reports on safety conditions and safety indicators related to the railway system in the Republic of Slovenia,
- official publication of the procedure and other information necessary for the acquirement of a license for a railway operative employee,
- issuing, updating, providing of duplicates, temporary revocation and withdrawal of a licence of a railway operative employees,
- managing, publication and updating of the register of licences, issued to operative railway employees, and the register of training entities,
- issuing, temporary revocation or withdrawal of authorisations of entities performing the training of railway operative employees,
- supervision of the performance or regular tests of psychical and physical capabilities and permanent technical training of railway operative employees,
- providing of permanent supervision over the activities in the field of quality standards related to the training and assessment of employees' capabilities, as well as updating of licensing and certificates, with exception of those activities, included within the Safety Management System,
- checking of issued licenses and certificates in the entire territory of the railway infrastructure of the Republic of Slovenia.

#### Section for National Regulations and Technical Specifications:

- preparation of by-laws in the field of railway transport safety and their harmonising from time to time, with the technical specifications for interoperability,
- monitoring, enhancing, putting into effect and fostering of the regulatory framework, inclusively the system of national regulations,
- participation in working groups of the ERA and EU Commission in the preparation of new TSIs or of the modifications and amendments of the existing TSIs for conventional and high speeds,
- incorporation of provisions of particular TSIs into national regulations,
- establishing, managing and updating of a register of national safety regulations in the field of railways.

#### Interoperability Section:

- monitoring of the use of TSIs in the implementation of subsystems: railway rolling stock, infrastructure, power supply, supervision, control and signalling during the construction, upgrading and/or completion,
- conducting of procedures intended for issuing licenses for new or essentially modified railway vehicles,
- issuing of operating permits for structural subsystems, for which TSIs are still not available,
- issuing of operating permits for parts of the structural subsystems: infrastructure, power supply, supervision, control and signalling,
- establishing and managing of a national register of railway vehicles,
- carrying out of the registration and surveillance over the adequacy of the registration of the railway rolling stock in the national railway vehicle register and inspection of all safety parameters within the register.

In the role of Safety Authority AŽP is also a member of European Railway Agency (ERA), at which it cooperates at preparing some legal facts basically technical specifications of interoperability (TSI) and it participates ERA's activities.

Internal organizational chart is shown in Annex B.





## **2/ Organisational flow - relationship (diagram) between the national safety authority (NSA) and other national bodies, e.g. National Investigation Bodies, National Regulatory Bodies, Ministry, etc. (Annex B)**

AŽP is organised in legal form of entities of public law in order to ensure the functioning of market and achieving EU safety standards in rail transport. It's a public authority which issues individual administrative acts, to decide on administrative matters within their competence.



## D/ THE DEVELOPMENT OF RAILWAY SAFETY

### 1/ Initiatives to maintain/improve safety performances

AŽP got five (5) recommendations by National Investigational Body (NIB) in 2013:

- 2 of them are based on making operative rules that are needed to prescribe proceedings for protecting users of public railway traffic in cases when underpasses are not possible to use;
- 1 is based on transferring analogy of conditions for train transport through main signal that shows signal sign 9: "Careful drive" in 12th article of Rules on the signalling-safety devices that is about dealing with failure of main signal. It would be better to lower the speed in that case from 50 km/h to 20 km/h;
- 1 is based on inner rule of Infrastructure Manager in which the accurate protocol should be written which will help to describe activities of workers when the train has to drive through main signal that shows signal sign 1: »Stop«;
- 1 is based on professional opinions Institute of Metal Constructions about the reason of breaking operational axis and compliance the results.

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

| Accidents/precursors which triggered the measure |       |                          | Safety measure decided |
|--|-------|--------------------------|------------------------|
| Date   | Place | Description of the event |                        |
| /  | /     | /                        | /                      |

*Table D.1.2 – Safety measures (or voluntary measures) with other triggers than accidents/precursors*

| Description of the area of concern | Description of the trigger | Safety measure decided |
|------------------------------------|----------------------------|------------------------|
| /                                  | /                          | /                      |
| /                                  | /                          | /                      |



## 2/ Detailed data trend analysis

### Calculation of the methodology and definitions

For the preparation of the analyse in the annual safety report following data are used:

- Data about the accidents and incidents, in accordance to Regulation (EC) No 91/2003 of European Parliament and Count from the day of 16.December 2001 about the statistics of railway traffic,
- Cost of material damages to rolling stock or infrastructure, calculated on basis of real expanses for exchange of or repairing of damaged vehicles and railway structure,
- Calculation of economic impact of the accidents in accordance to methods from Directive 2009/149/EC

### Analyse of the trend

In the year 2013 there were made 20,139 million train km, passenger trains made 760,302 million passenger km.

There were thirteen (13) accidents:

- One (1) derailment of trains
- Eleven (11) accidents at level-crossings,
- One (1) fire on rolling stock.

In 2013 there were 13 suicides.

Seriously injured persons were ten (10):

- Nine (9) level crossing users,
- One (1) employee.

Five (5) persons died:

- Four (4) level crossing users,
- One (1) unauthorised person.

In comparison with the previous year (2012) the number of accidents in 2013 decreased by 1 accident, which is 7,1% less.

In 2013 there were 100 incidents which is 13,8% of decrease in comparison to the year 2012 (116 incidents).

The number of persons who were seriously injured increased from 6 in the year 2012 to 10 in 2013 which is 66,7% more.

The number of fatalities remained at level of year 2012 (5 persons).

In 2013 the prescribed national reference values were not exceeded taking into concern and use of Commission Decision (2009/460/EC) of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of the European Parliament and of the Council and Commission Decision (2012/226/EU) of 23 April 2012 on the second set of common safety targets as regards the rail system.





### 3/ Results of safety recommendations

In the year 2013 the National Investigation Body (NIB) published 5 recommendations:

| Date of the accident | Type of the accident  | Place of the accident      | Issued recommendations |
|----------------------|---|----------------------------|------------------------|
| 28. 10. 2012         | Collision of passenger train in the electromotive train composition | Station Ljubljana Vižmarje | 2                      |
| 6. 11. 2012          | Passenger train collided into a person                              | Station Jevnica            | 2                      |
| 7. 12. 2012          | Derailment of passenger train                                       | Station Stranje            | 1                      |



1. *Collision of international passenger train No 314 into broken electromotive train composition No 2405*

On the 28th of October at 7.42 the international passenger train No 314 collided into broken electromotive train composition No 2405 on the track No 3 Ljubljana Vižmarje station.

Issued recommendations with measures:

1. In Rules on the signalling-safety devices it would be recommended to transform analogy of determinations for driving trains past the main signal that shows signal sign 9: «Careful drive» into the 12th article that is about dealing at damage of the main signal. It is recommended that speed gets lower from 50km/h to 20km/h in that case.
2. It is recommended to write down the precise protocol to describe activities of the workers when there is a train past the signal that shows signal sign 1:«Stop» on the main signal on the basis of prescribed determinations of sub legal regulations into internal regulation of the Infrastructure Manager.

The performed measures:

Measures have not been fulfilled yet. Infrastructure Manager is still trying to find the most appropriate solutions .

2. *Collision of international passenger train No 310 into a person*

On the 6th of November 2012 international passenger train No 310 that was driving from the station Kresnice to Laze, collided into a person at 11.09 o'clock on the left track at the station Jevnica with the step of train locomotive.

Issued recommendations with measures:

1. In set of the safety management system of railway traffic there should be operative regulations done by Infrastructure manager which will help to prescribe proceedings of keeping users of public railway traffic safe in cases when underpass at the station Jevnica is not possible to use .
2. Infrastructure Manager has to reassure safety to all users of public railway passenger traffic at the station Jevnica in all cases as well as in the case of useless underpass till the operative regulation is not published.

The performed measures:

Infrastructure Manager has not done operative regulations yet, the ones that will include proceedings of keeping users of public railway traffic safe at the station Jevnica, but he accepted needed measures so that the safety is assured in case of useless underpass.



### 3. *Derailment of passenger train No 3703 during the drive in into the station Stranje*

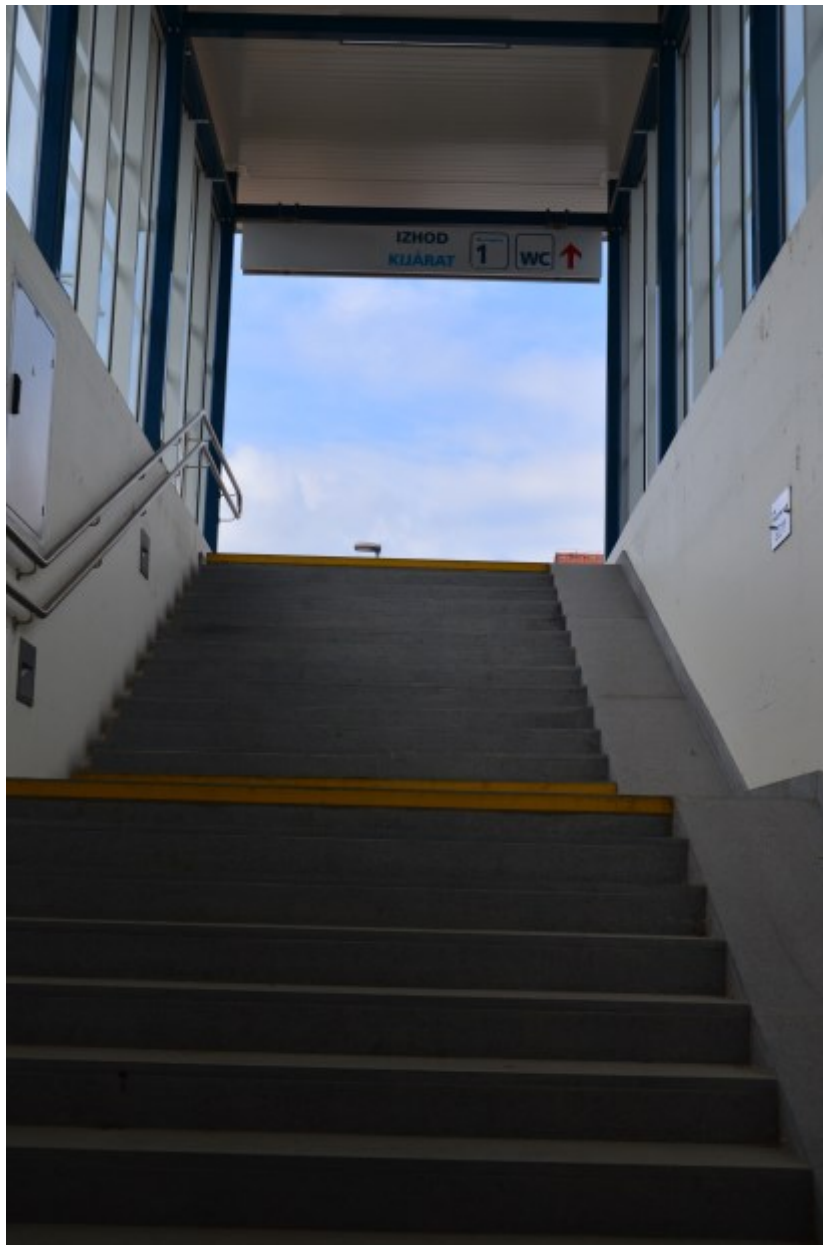
On the 7th of December during the drive in into the station Stranje, before top of the crossover No 7, at 16.06 o'clock, the fourth wheel of the second drive of the wheel set diesel train set 813-131, of the railway train No 3703 derailed.

Issued recommendations with measures:

1. The results of the broken axis analyze professional opinion of the Institute of Metal Constructions about the reasons of breaking the operational axis at DMG 813-131 and that the axis that are made in the same series, are put away from the traffic.

The performed measures:

All vehicles DMG 813 that had axis from the same series as the broken one, built in, were considering the report of Institute of Metal Constructions put away from traffic. Vehicles were put into traffic after the axes were changed.



## **E/    IMPORTANT CHANGES IN** **LEGISLATION, REGULATIONS AND** **ADMINISTRATIVE PROVISIONS**

In 2013 were supplemented or amended:

- Rules of the measures of protection against fire in the railway line and flammability belt railway lines and railway rolling stock with open combustion;
- Rules on railway track substructure;
- Decree on Modification of the Decree on categorisation of railway lines.

Description of changes is in Annex D.



## **F/ THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION**

### **1/ National legislation - starting dates - availability**

1.1. Starting date for issuing Safety Certificates according to Article 10 of the RSD /1/ (if necessary, distinguish between Part A and Part B).

The legislation basis is the Railway Transport Act which determines 5.July 2007 as the starting date for issuing the Safety Certificates which is determined in Directive. It determines also all the already issued Safety Certificates to be updated in accordance to Directive 2004/49/EC not later than 31. 12. 2010.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of the RSD /1/.

Starting date for issuing Safety Authorisations according to Directive 2004/49/EC is the same as the date of issuing the Safety Certificates, which is 5.July 2007.

1.3. Availability of national safety rules (NSR) or other relevant national legislation to RUs and IMs (website, paper documentation on request, etc.).

Relevant legislation is available on following websites:

- [www.azp.si](http://www.azp.si) (Official website of the Public Agency for Rail Transport of RS ),
- [www.uradni-list.si](http://www.uradni-list.si) (Official website of Official Gazette of the Republic of Slovenia).





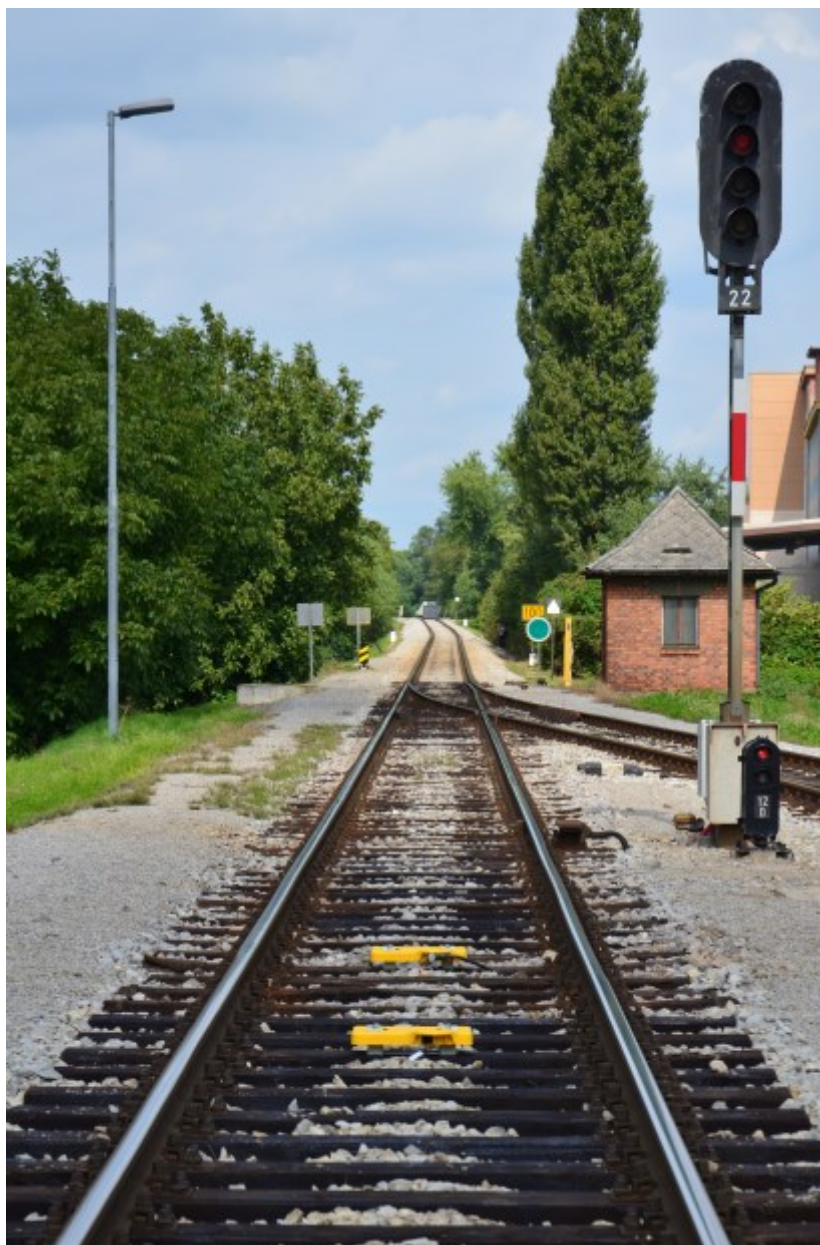
## 2/ Numerical data (Annex E)

Number of valid Safety Certificates in the end of year 2013:

- SŽ-Tovorni promet, d. o. o., Kolodvorska ul. 11, SI-1506 Ljubljana;
- SŽ-Potniški promet, d. o. o., Kolodvorska ul. 11, SI-1506 Ljubljana;
- Adria transport d. o. o., Vojkovo nabrežje 38, SI-6501 Koper;
- Luka Koper, d. d., pristaniški in logistični sistem, Vojkovo nabrežje 38, SI-6501 Koper;
- Rail Cargo Austria AG, Edberger Lände 40-48, A-1030 Wien.

Number of valid Safety Authorisations in the end of year 2013:

- SŽ-Infrastruktura, d. o. o., Kolodvorska ul. 11, SI-1506 Ljubljana.



## 3/ Procedural aspects

### 3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Safety Certificates (e.g. variation in type of service, extent of traffic, size of company, etc.).

In 2013 only new Safety Certificates consisting of Part A were issued.

3.1.2. Main reasons for cases when the issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

The waiting period for the issuance of a Safety Certificate Part A for none of the applicants was longer than 4 months from the date, when the application was completed.

3.1.3. Overview of the requests from other NSAs to verify/access information relating the Part A Safety Certificate of a RU that has been certified in your country but applies for a Part B certificate in the other MS.

We did not get any demands of other National Safety Authorities.

3.1.4. Summary of issues with the mutual acceptance of the Community-wide valid Part A Safety Certificate.

No problems were noticed in 2013.

3.1.5. NSA charging fee for issuing a Part A Safety Certificate (Yes/No – Cost).

The charging fee in 2011 was 1.812,20 EUR.

3.1.6. Summary of the issues with using the harmonised formats for Part A Safety Certificates, specifically in relation to the categories for type and extent of service.

No problems were noticed in 2013.

3.1.7. Summary of the common issues/difficulties for the NSA in application procedures for Part A Safety Certificates.

No problems were noticed in 2013.

3.1.8. Summary of the issues mentioned by RUs when applying for a Part A Safety Certificate.

No problems were noticed in 2013.

3.1.9. Feedback procedure (e.g. questionnaire) that allows RUs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2013 we did not get any suggestions from the Railway Undertakings.

## 3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Safety Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.).

In 2013 only new Safety Certificates consisting of Part B were issued.

3.2.2. Main reasons for cases when the issuing time for Part B Safety Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

The waiting period for the issuance of a Safety Certificate Part B for none of the applicants was longer than 4 months from the date, when the application was completed.

3.2.3. NSA charging fee for issuing a Part B Safety Certificate (Yes/No – Cost).

The charging fee in 2013 was 1.812,20 EUR.

3.2.4. Summary of the issues with using the harmonised formats for Part B Safety Certificates, specifically in relation to the categories for type and extent of service.

No problems were noticed in 2013.

3.2.5. Summary of the common issues/difficulties for the NSA in application procedures for Part B Safety Certificates.

No problems were noticed in 2013.

3.2.6. Summary of the issues mentioned by RUs when applying for a Part B Safety Certificate.

No problems were noticed in 2013.

3.2.7 Feedback procedure (e.g. questionnaire) that allows RUs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2013 we did not get any suggestions from the Railway Undertakings.



### 3.3. Safety Authorisations

#### 3.3.1. Reasons for updating/amending Safety Authorisations.

In 2013 only renewed Safety Authorisation for Infrastructure Manager.

#### 3.3.2. Main reasons for cases when the issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

Waiting period of issuing the Safety Authorisation was not longer than 4 months from the received the application.

#### 3.3.3. Summary of the issues/difficulties in application procedures for Safety Authorisations.

No problems were noticed in 2013.

#### 3.3.4. Summary of the issues mentioned by IMs when applying for a Safety Authorisation.

No problems were noticed in 2013.

#### 3.3.5. Feedback procedure (e.g. questionnaire) that allows IMs to express their opinion on issuing procedures/practices or to file complaints.

In the year 2013 we did not get any suggestions from Infrastructure Manager.

#### 3.3.6. NSA charging fee for issuing a Safety Authorisation (Yes/No – Cost).

No administrative cost set in Public Administrative Act, because Infrastructure Manager tasks are executed as public service.



# **G/ SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS**

## **1/ Description of the supervision of RUs and IMs**

### **1.1. Audits/Inspections/Checklists**

For supervision of the Railway Undertakings and Infrastructure Manager there are 3 persons responsible to obtain them by Safety Authority in Slovenia. Administrative control under Railway Undertakings and Infrastructure Manager took place at the company of Railway Undertakings and Infrastructure Manager where there were checking of evidence and missing documentation. There were also interviews with the employers and the recording of them. After finding out the missing facts the appropriate measures (corrective measures) and recommendations were made.

In the year 2013 there were five (5) supervision made by AŽP:

- Supervision 7. 11. 2013 at the Railway Undertaking SŽ-Potniški promet, d.o.o.; (passenger traffic);
- Supervision 12. 11. 2013 at the Railway Undertaking SŽ-Tovorni promet, d.o.o.; (freight traffic);
- Supervision 19. 11. 2013 at the Infrastructure Manager SŽ-Infrastruktura, d.o.o.; (Construction activity);
- Supervision 21. 11. 2013 at the Infrastructure Manager SŽ-Infrastruktura, d.o.o.; (Electric power system, Signalling safety and Telecommunications);
- Supervision 26. 11. 2013 at the Infrastructure Manager SŽ-Infrastruktura, d.o.o.; (Traffic Management).

### **1.2. Vigilance aspects/sensitive points to be followed by the NSA**

Supervision was done due to the checking of the safety management system at the Railway Undertakings and Infrastructure Manager. There was special impact on the implementations of the provisions from the instructions about dealing at accidents and incidents and instructions about organization and performing inner control.

The recommendations about found non-compliance through administrative control were made to the Railway Undertakings and Infrastructure Manager by AŽP. AŽP agreed that deficiencies found do not affect the safety of railway traffic. The Railway Undertakings and Infrastructure Manager should suggest corrective measures at each non-compliance found and determine the date of submission of it.

## 2/ Description of the coverage of the legal aspects within the annual reports from the RUs and IMs - availability of the annual reports before 30 June according to Article 9(4) of the RSD /1/

AŽP received an annual report to 30 June 2014 from:

- Five (5) Railway Undertakings;
- One (1) Infrastructure Manager.

## 3/ Number of inspections of RUs/IMs for 2013

| Inspections           |             | Issued Safety Certificates Part A | Issued Safety Certificates Part B | Issued Safety Authorisations | Other Activities |
|-----------------------|-------------|-----------------------------------|-----------------------------------|------------------------------|------------------|
| Number of inspections | Planned     | /                                 | /                                 | /                            | /                |
|                       | Unplanned   | /                                 | /                                 | /                            | /                |
|                       | Carried out | /                                 | /                                 | /                            | /                |

Inspections in the Republic of Slovenia performs Transport, Energy and Spatial Planning Inspectorate of the Republic of Slovenia. These data are not available.

## 4/ Number of audits of RUs/IMs for 2013

| Audits           |             | Issued Safety Certificates Part A | Issued Safety Certificates Part B | Issued Safety Authorisations | Other Activities |
|------------------|-------------|-----------------------------------|-----------------------------------|------------------------------|------------------|
| Number of audits | Planned     | /                                 | 2                                 | 3                            | /                |
|                  | Carried out | /                                 | 2                                 | 3                            | /                |



## 5/ Summary of the relevant corrective measures/ actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections

At supervision there were the following recommendations published:

- making the total records of accidents and incidents;
- completion of forms, which are the basis for reporting accidents and incidents;
- issue the necessary authorization to contractors.

## 6/ Short summary/description of the complaints from IMs concerning RUs related to conditions in their Part A/Part B Safety Certificate

None

## 7/ Short summary/description of the complaints from RUs concerning IMs related to conditions in their Safety Authorisation

None



## **H/ REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT**

### **1/ NSA experiences of the use of CSM on risk assessment**

On basis of the Railway Traffic Safety Act, National Safety Authority has the mission to deal with tasks of Assessment Body in RS for cases determined in Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council. Applicants give the assessment together with technical documentation. Assessment Body inside the National Safety Authority makes safety assessment reports in compliance with Commission Regulation (EC) No 352/2009.

### **2/ Is there any procedure that allow RUs and IMs to express their experiences on the EC regulation on CSM on risk assessment**

The Infrastructure Manager and the Railway Undertakings share its opinions in the Annual Report.

### **3/ Compliance with the requirements of Regulation 352/2009 of the CSM on risk assessment in the national safety regulations**

Rules on railway signalling-safety devices gives the Infrastructure Manager the task to use demands from Commission Regulation (EC) No 352/2009 at determine safety level, threatening and risks.

## **I/ ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME**

Not applicable in 2013.

## **J/ NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES**

Annual Safety Report is a presentation of basic data about safety at public railway infrastructure in Slovenia. The methodology of collecting and processing of the data is based on common safety indicators, using the methods and recommendations of ERA. The same methodology is used by all national safety authorities at the whole area of EU.

In the year 2013 there were made 20,139 million train km, 10,683 million km were made by passenger trains and 9,456 million km by freight trains.

Public Railway Infrastructure had 832 level crossings on the 31st of December 2013 and from those:

- 288 protected with automatic user-side protection and warning;
- 21 protected with automatic user-side warning;
- 24 protected with manual user-side protection and warning;
- 7 protected with manual user-side protection;
- 492 protected with road signs.

Although there is a huge effort to decrease number of accidents at level crossings, the number has increased consequently due to breaking the traffic rules by the users of level crossings.

On the basis of safety indicators for individual Member States made the common safety indicators and these indicators are the measurement for Republic of Slovenia at achieving common safety assessment in the State. On basis of comparison of the indicators for 2013 and national reference values, the safety level stays at the level of the year before.



## **K/ SOURCES OF INFORMATION**

The content of the annual safety report for the year 2013 consists of:

- Report on emergency events in 2013 ;
- Data from the Infrastructure Manager and the Railway Undertakings;
- Data from the Investigation Body for 2013;
- Internal information.



## L/ ANNEXES

Annex A: Railway Structure Information

Annex B: Organisation chart (s) of the National Safety Authority

Annex C: CSIs data – definitions applied

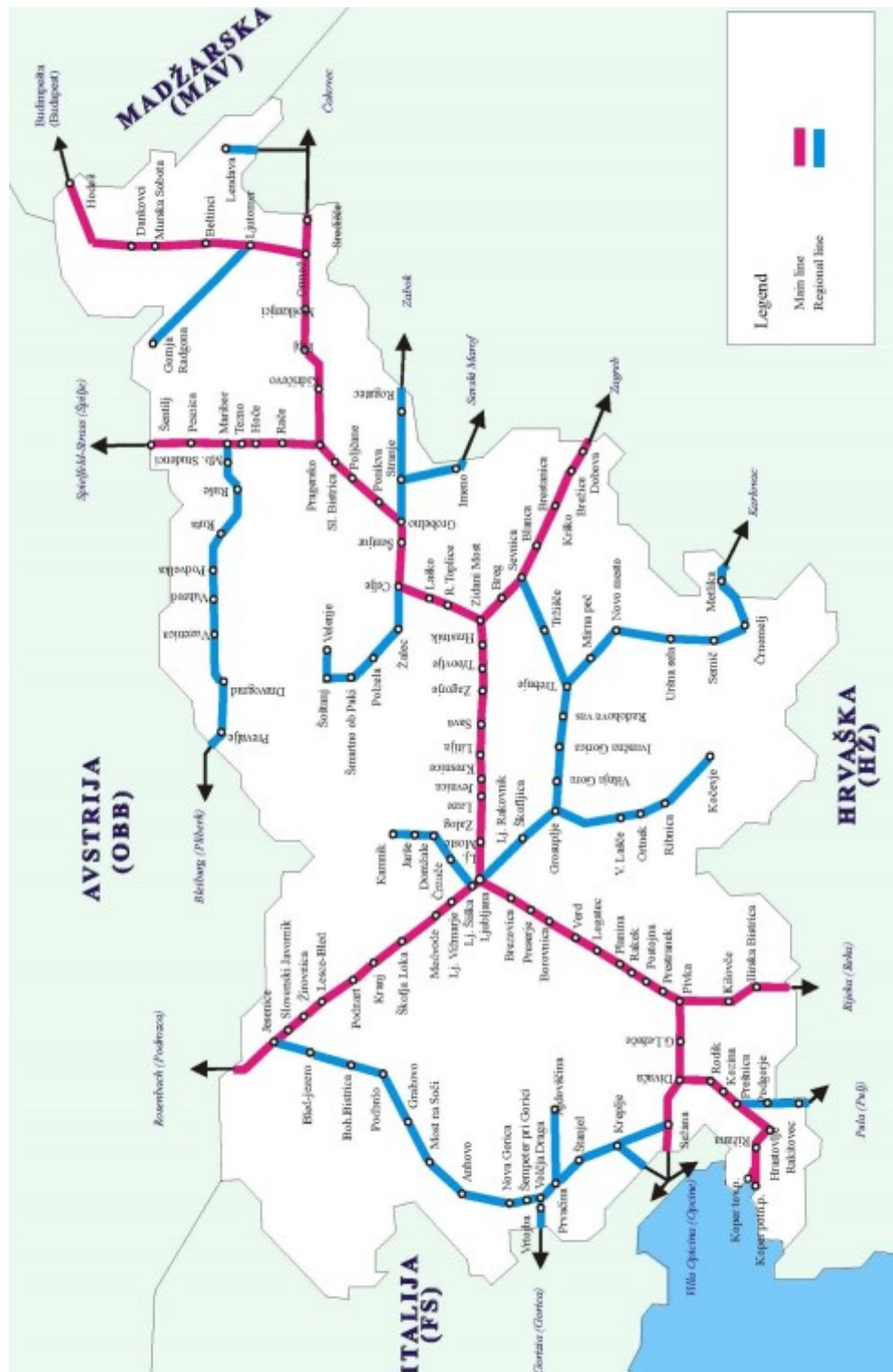
Annex D: Important changes in legislation and regulation

Annex E: The development of safety certification and authorisation – numerical data

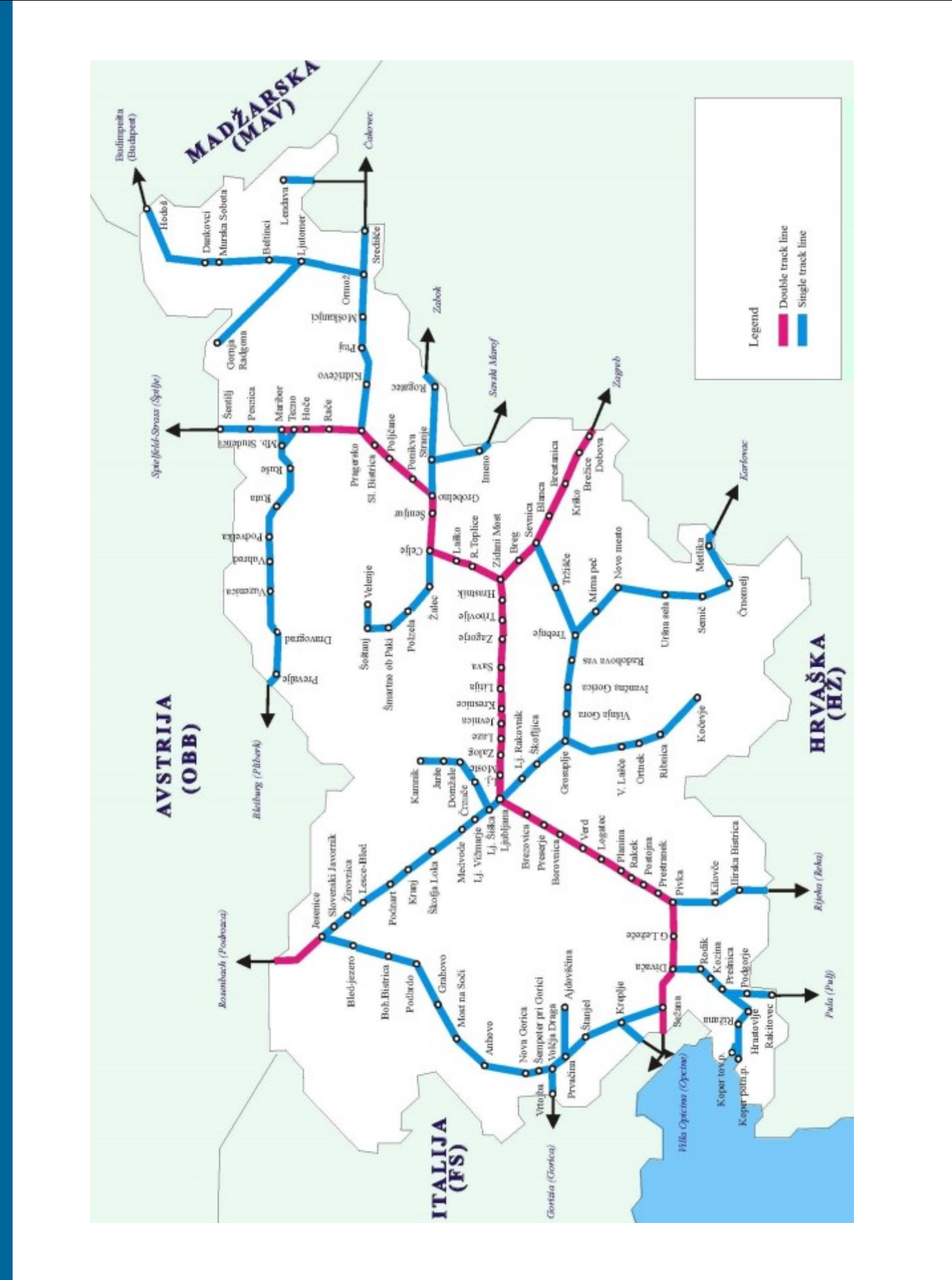


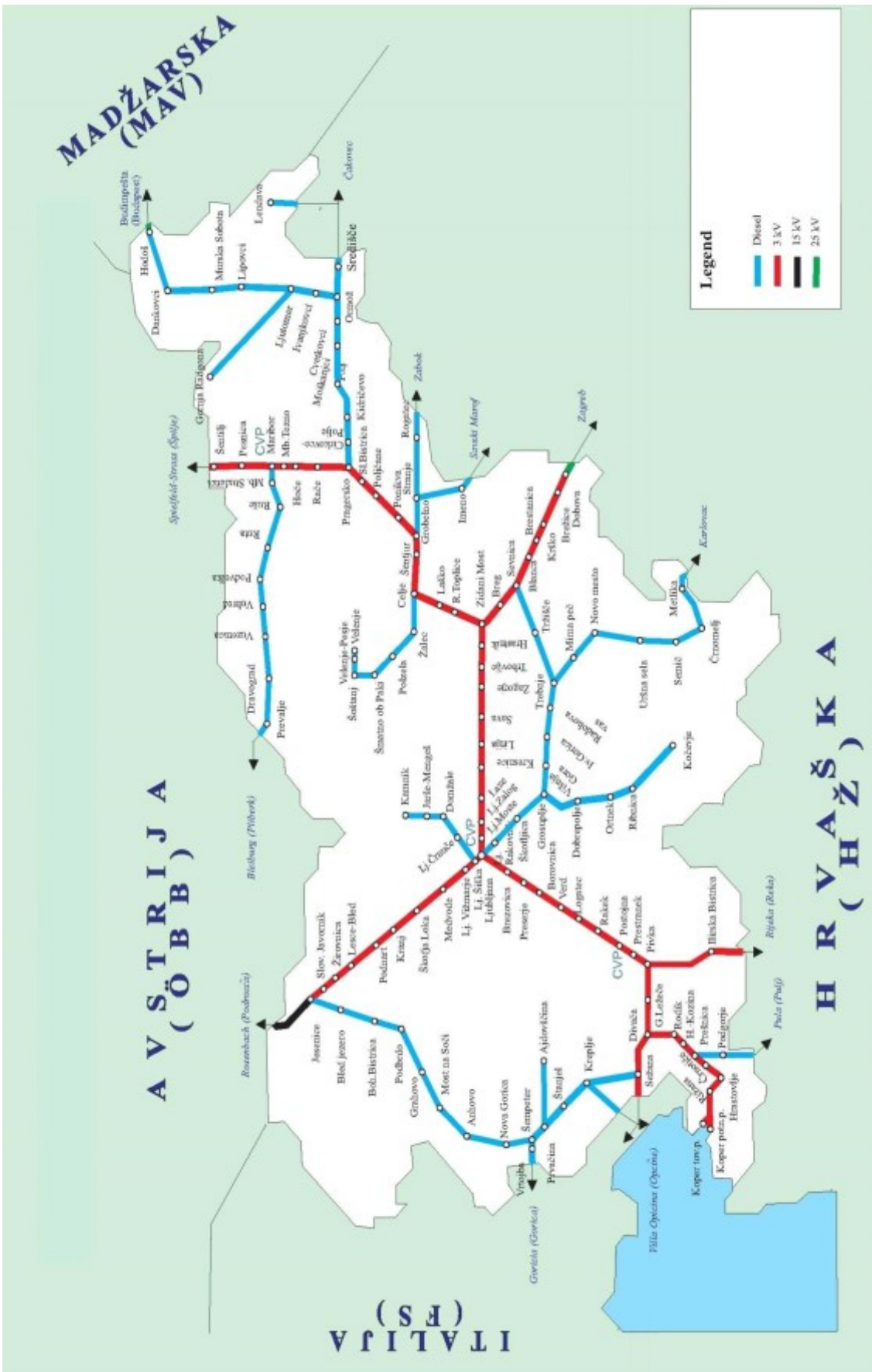
## Annex A: Railway Structure Information

### A.1. Network map









## A.2. List of Railway Undertakings (RUs) and Infrastructure Managers (IMs)

### A.2.1. Infrastructure Managers

| Name                      | Address                                    | Website/<br>Network Statement<br>Link   | Safety Authorisation (Number/<br>Date) |
|---------------------------|--|---|--|
| SŽ-Infrastruktura, d.o.o. | Kolodvorska ulica 11,<br>SI-1506 Ljubljana | <a href="http://www.slo-zeleznice.si/sl/podjetje/infrastruktura">http://www.slo-zeleznice.si/sl/podjetje/infrastruktura</a> | SI 21 2013 0001/<br>30.8.2013          |

### A.2.2. Railway Undertakings

| Name                                 | Address                                    | Website   | Safety Certificate<br>2001/14/EC<br>(Number/<br>Date) | Safety Certificate<br>A-B<br>2004/49/EC (Number/<br>Date)      |
|--------------------------------------|--|---|---|--|
| SŽ-<br>Potniški<br>promet,<br>d.o.o. | Kolodvorska ulica 11,<br>SI-1000 Ljubljana | <a href="http://www.slo-zeleznice.si/sl/potniki">http://www.slo-zeleznice.si/sl/potniki</a>               | /   | SI 11 2013 0002<br>29.8.2013<br>SI 12 2013 0006<br>29.8.2013   |
| SŽ-<br>Tovorni<br>promet,<br>d.o.o.  | Kolodvorska ulica 11,<br>SI-1000 Ljubljana | <a href="http://www.slo-zeleznice.si/sl/tovorni-promet">http://www.slo-zeleznice.si/sl/tovorni-promet</a> | /   | SI 11 2013 0001<br>29.8.2013<br>SI 12 2013 0005<br>29.8.2013   |
| Adria<br>Transport,<br>d.o.o.        | Vojkovo nabrežje 38<br>SI-6501 Koper       | <a href="http://www.adria-transport.com">www.adria-transport.com</a>                                      | /   | SI 11 2009 0002<br>01.12.2009<br>SI 12 2009 0002<br>01.12.2009 |
| Luka<br>Koper,<br>d.d.               | Vojkovo nabrežje 38<br>SI-6501 Koper       | <a href="http://www.luka-kp.si">www.luka-kp.si</a>  | /   | SI 11 2009 0003<br>15.12.2009<br>SI 12 2009 0003<br>15.12.2009 |
| Rail<br>Cargo<br>Austria             | Erdberger Lände 40-<br>48, 1030 Wien       | <a href="http://www.railcargo.at">http://www.railcargo.at</a>   | /   | AT 11 2009 0004<br>23.12.2009<br>SI 12 2010 0002<br>23.12.2010 |



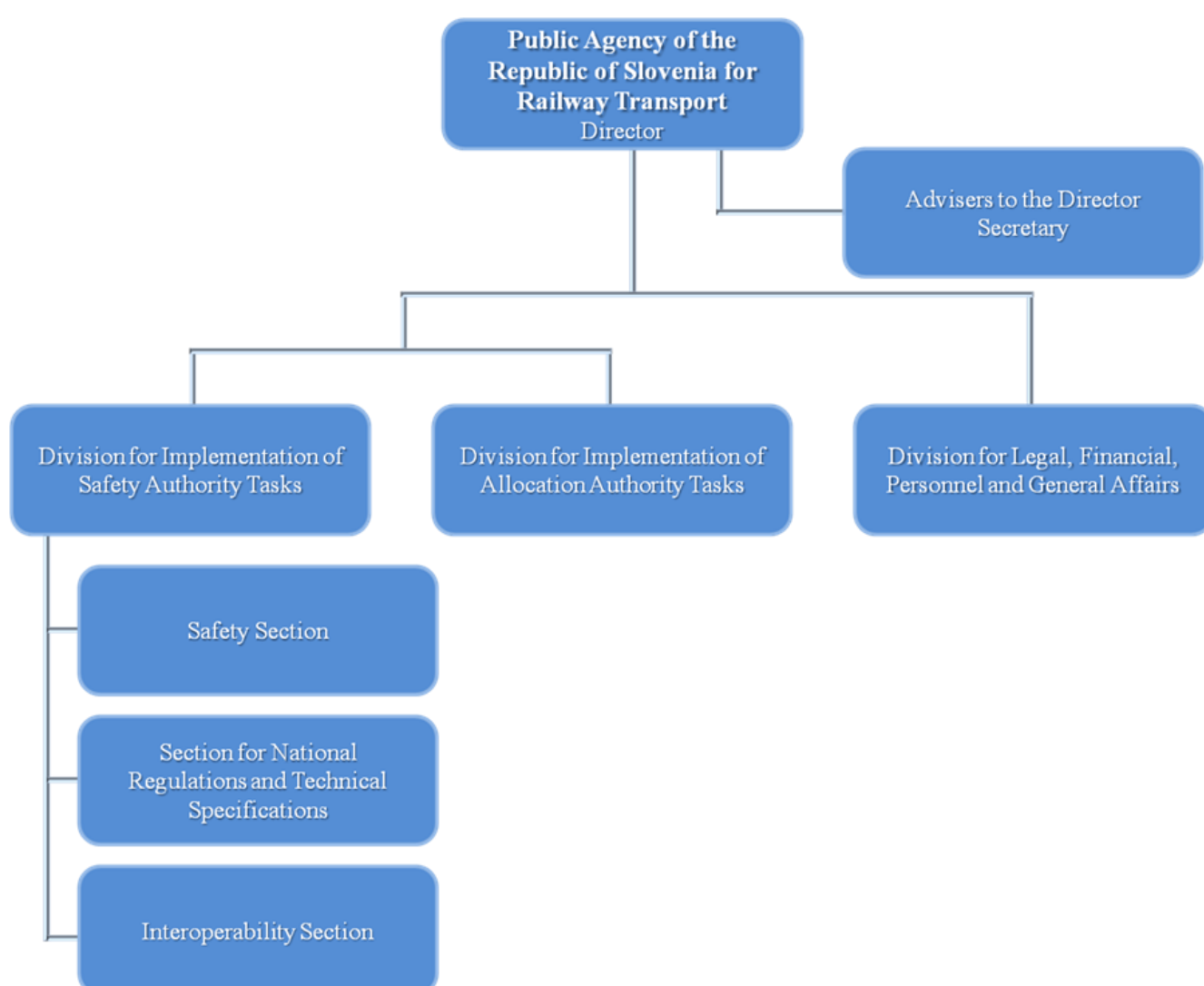
| <b>Start date commercial activity</b> | <b>Total Track Length/ Gauge</b> | <b>Electrified Track Length/ Voltages</b> | <b>Total Double/ Simple Track Length</b> | <b>Total Track Length HSL</b> | <b>ATP equipment used</b> | <b>Number of LC</b> | <b>Number of main (light) signals</b> |
|---------------------------------------|----------------------------------|---|--|-------------------------------|---------------------------|---------------------|---------------------------------------|
| /                                     | 1209/1435                        | 503/3KV DC                                | 330/879                                  | /                             | Indusi I-60               | 832                 | /                                     |

| <b>Start date commercial activity</b> | <b>Traffic Type (freight, etc.)</b> | <b>Number of Locomotives*</b> | <b>Number Of Railcars/ Multiple Unit-sets*</b> | <b>Number of Coaches/ Wagons*</b> | <b>Number of train drivers/ safety crew*</b> | <b>Volume of passenger transport</b> | <b>Volume of freight transport</b> |
|---------------------------------------|-------------------------------------|-------------------------------|--|-----------------------------------|--|--------------------------------------|------------------------------------|
| /                                     | Passenger                           | /                             | /  | /                                 | /  | > 200 mil                            | /                                  |
| /                                     | Freight                             | /                             | /  | /                                 | /  | /                                    | > 500 mil                          |
| /                                     | Freight                             | /                             | /  | /                                 | /  | /                                    | < 500 mil                          |
| /                                     | Freight/ Shunting only              | /                             | /  | /                                 | /  | /                                    | /                                  |
| /                                     | Freight                             | /                             | /  | /                                 | /  | /                                    | < 500 mil                          |

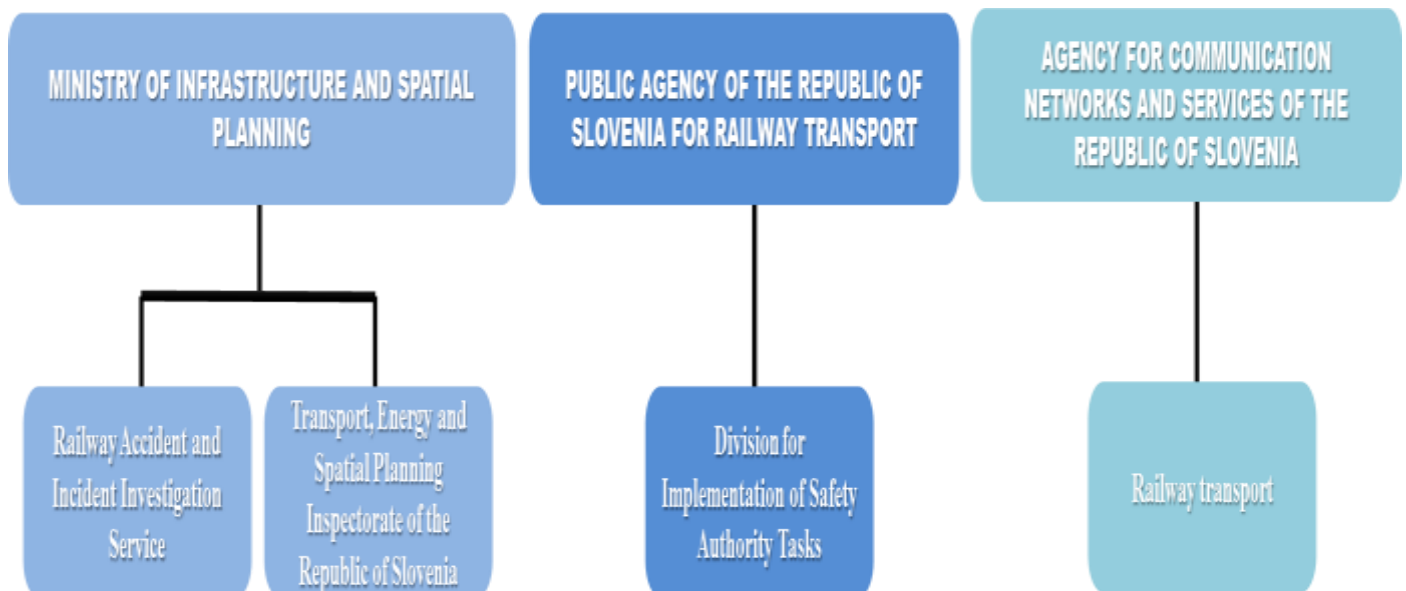
\* sensitive economic information

## Annex B: Organisation chart(s) of the NSA

### B.1. Chart: Internal organisation



## B.2. Chart: Relationship with other National Bodies

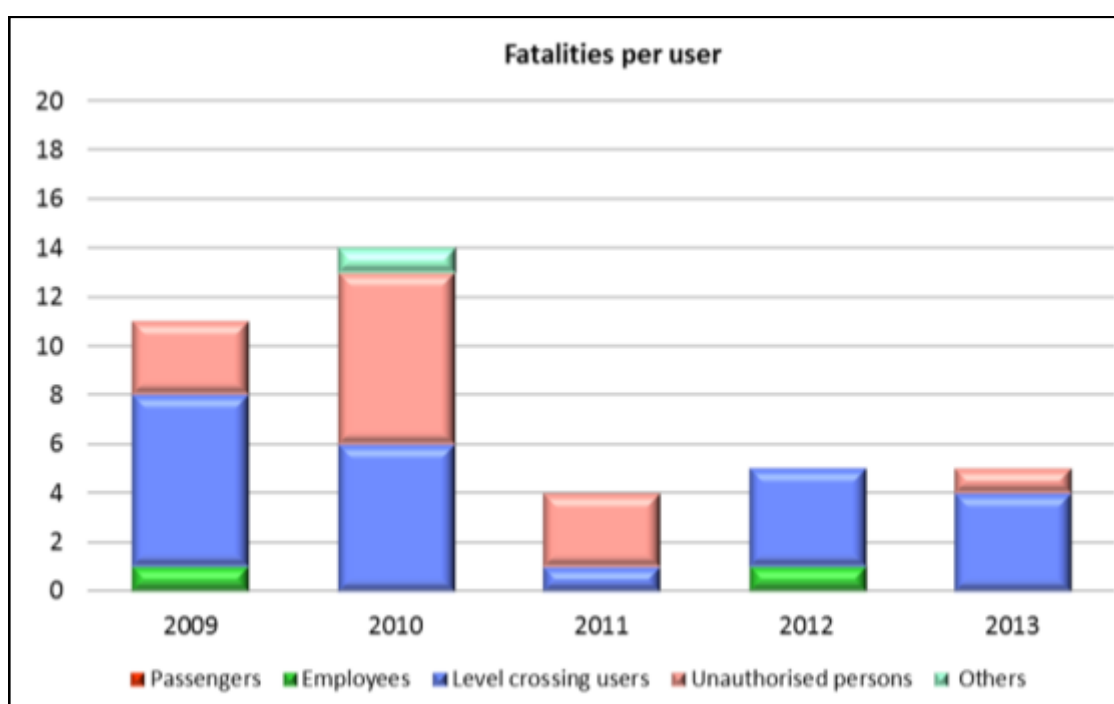
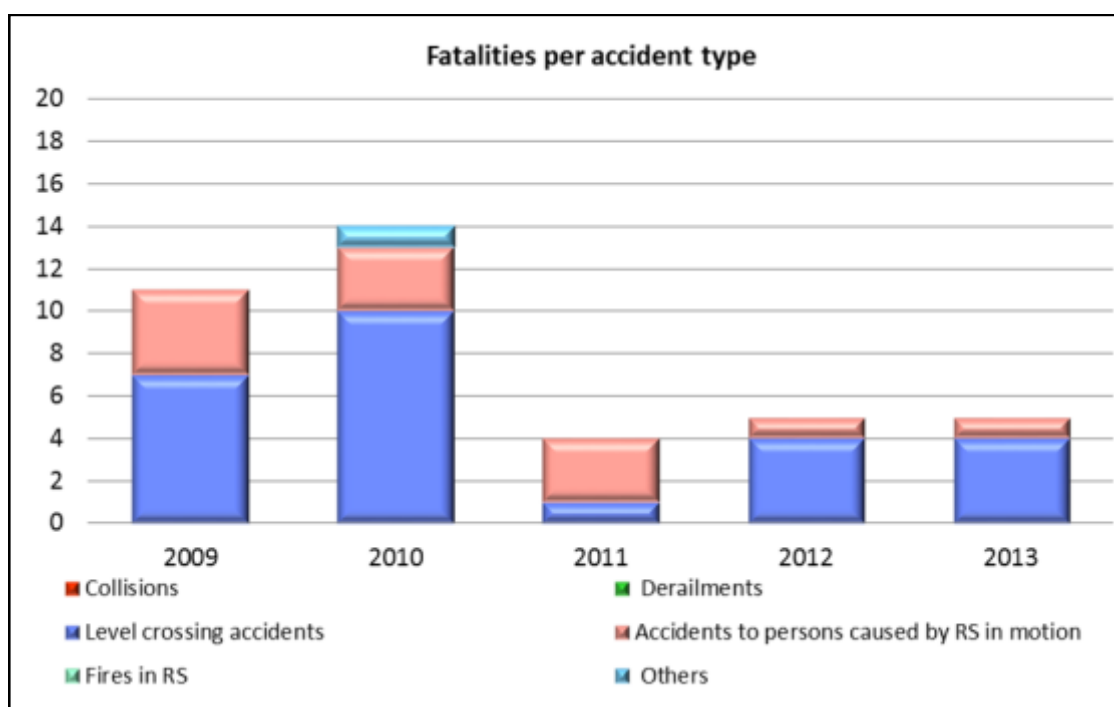




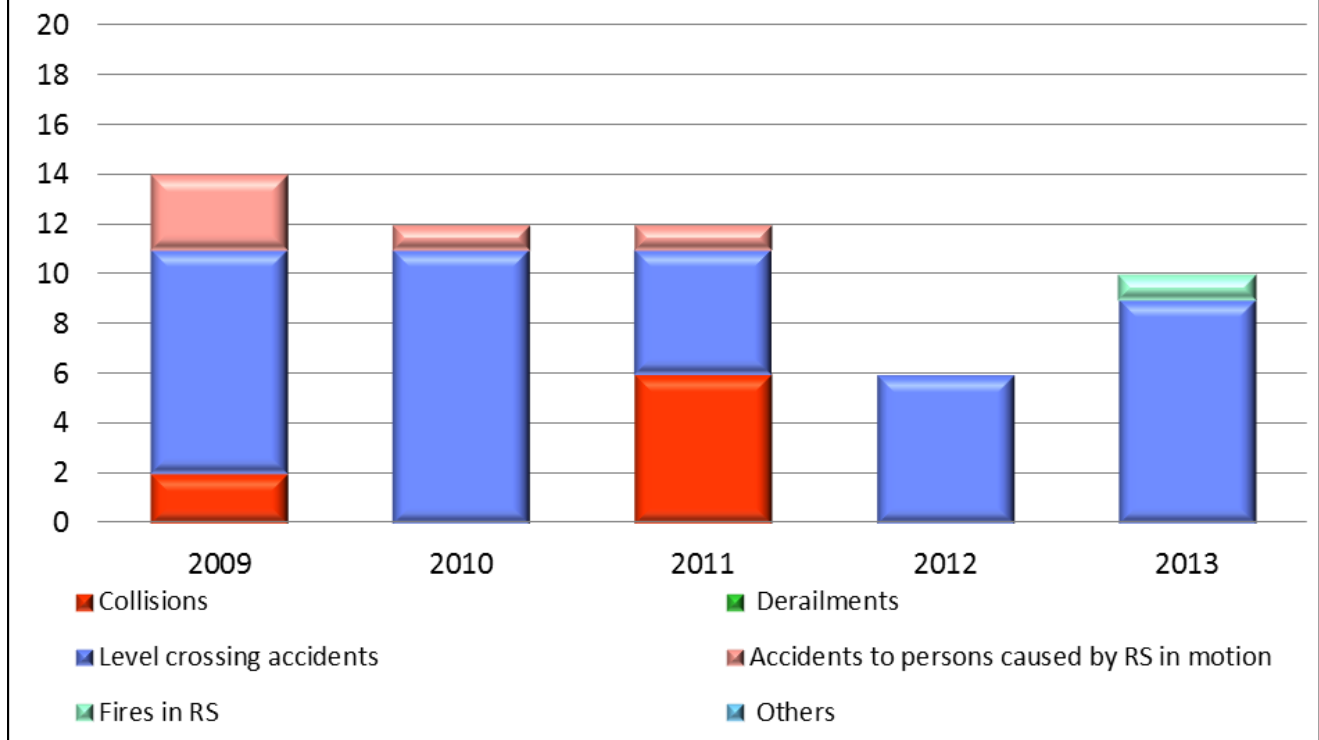
## Annex C: CSIs data – definitions applied

### C.1. CSIs data

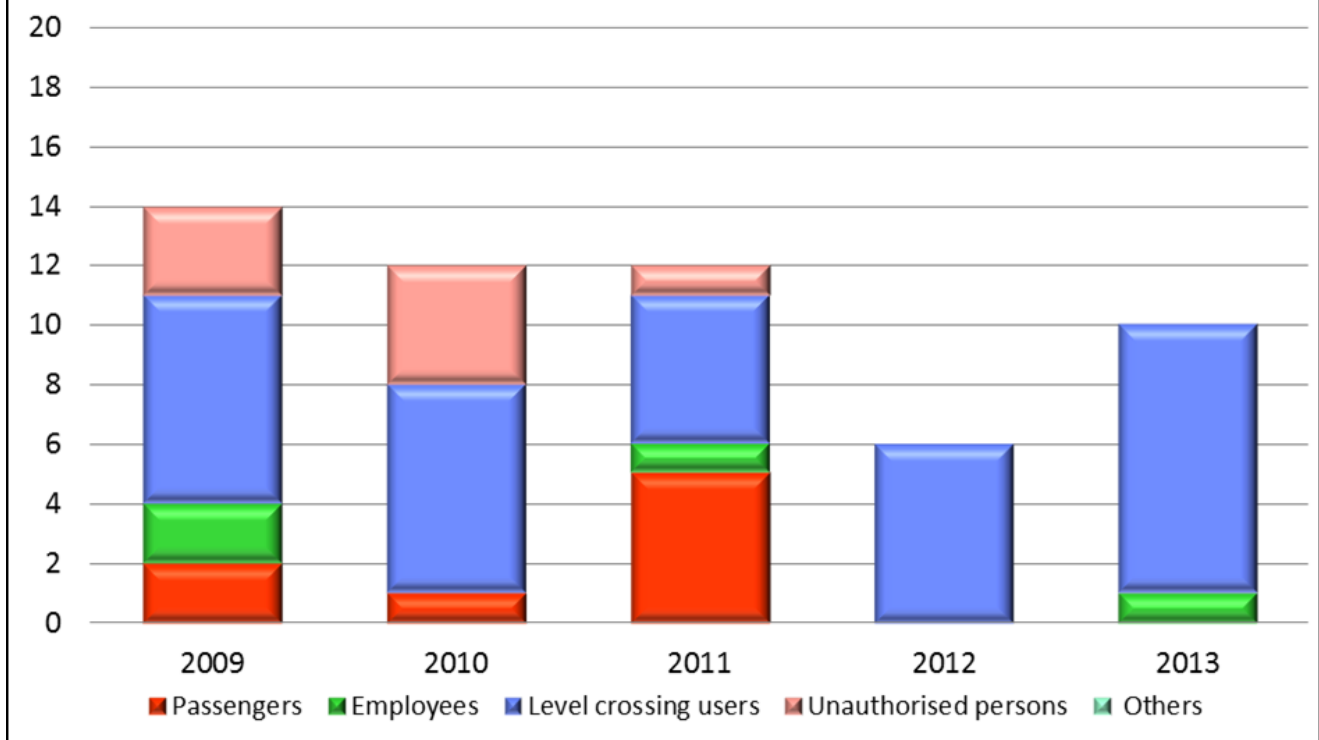
#### Outcomes

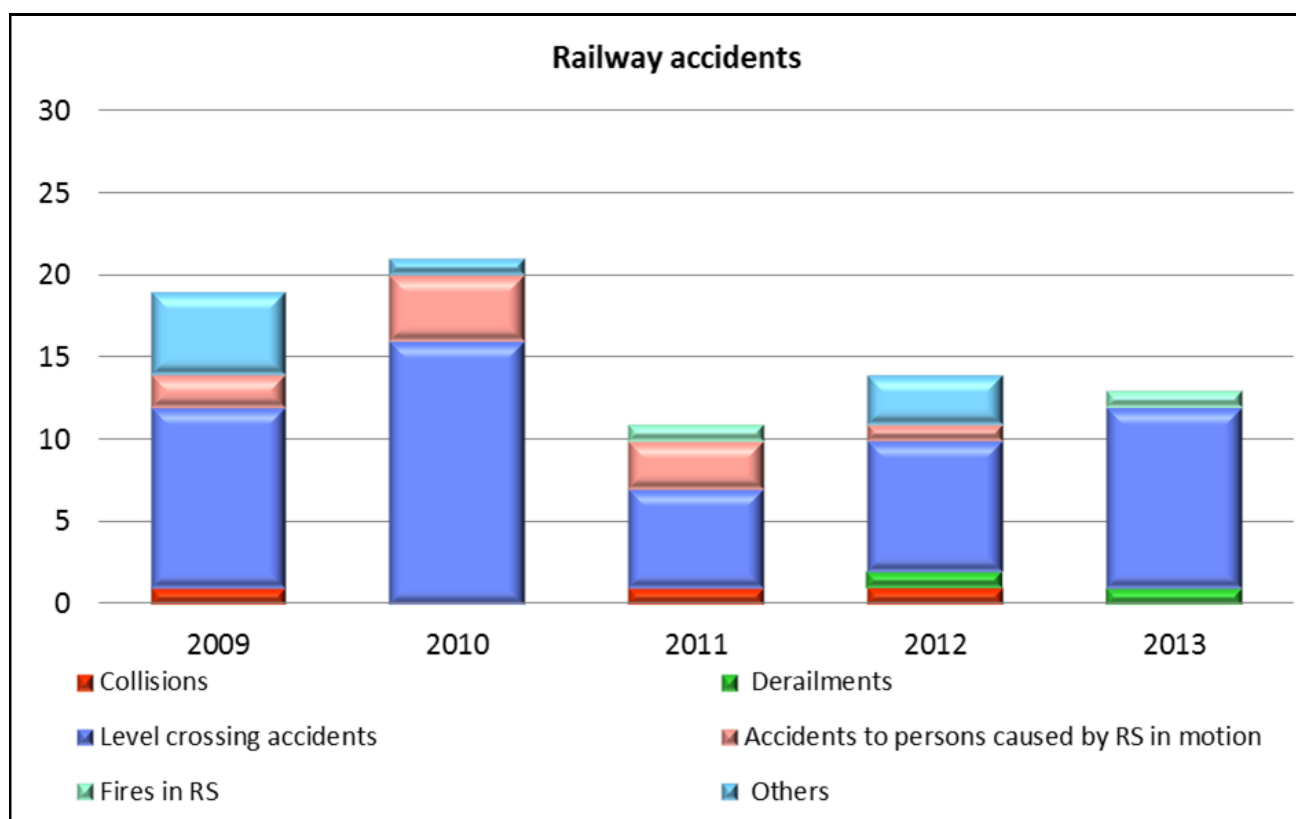


### Serious injuries per accident type

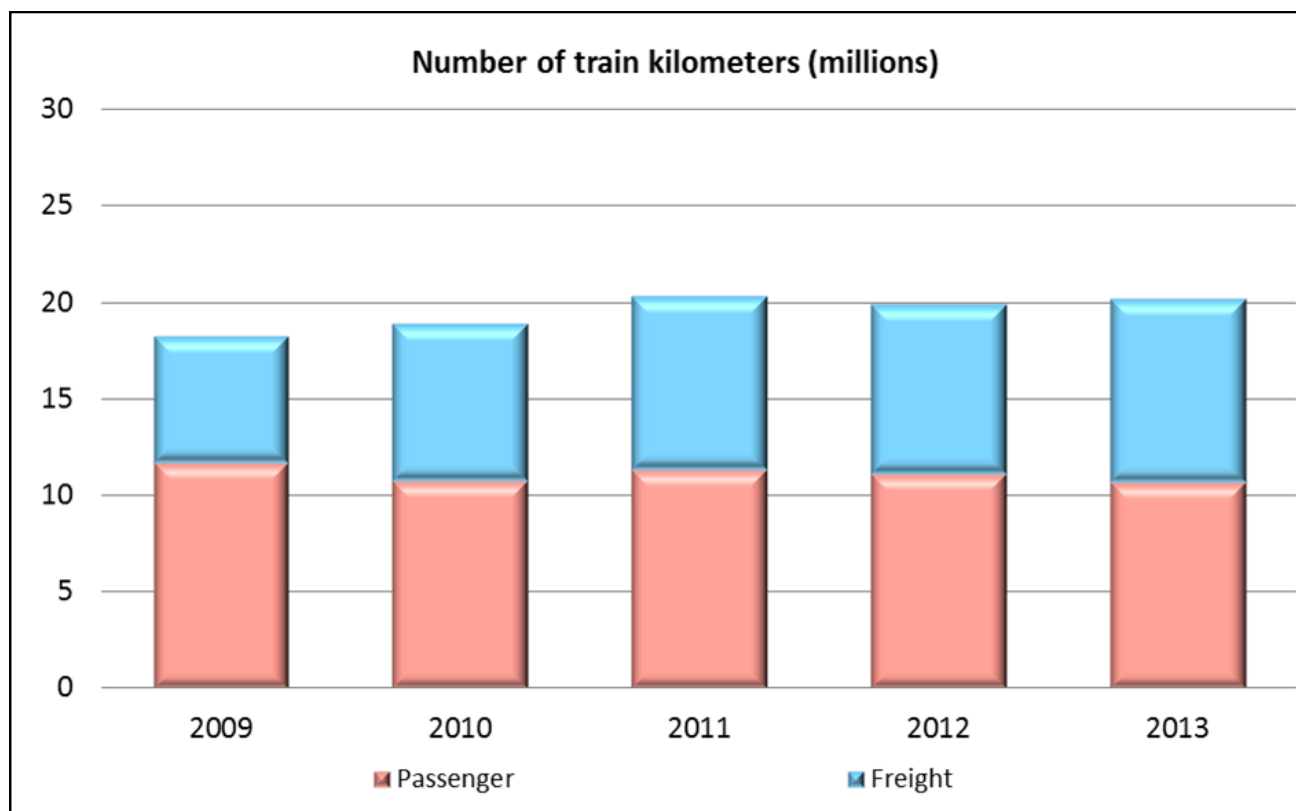


### Serious injuries per user

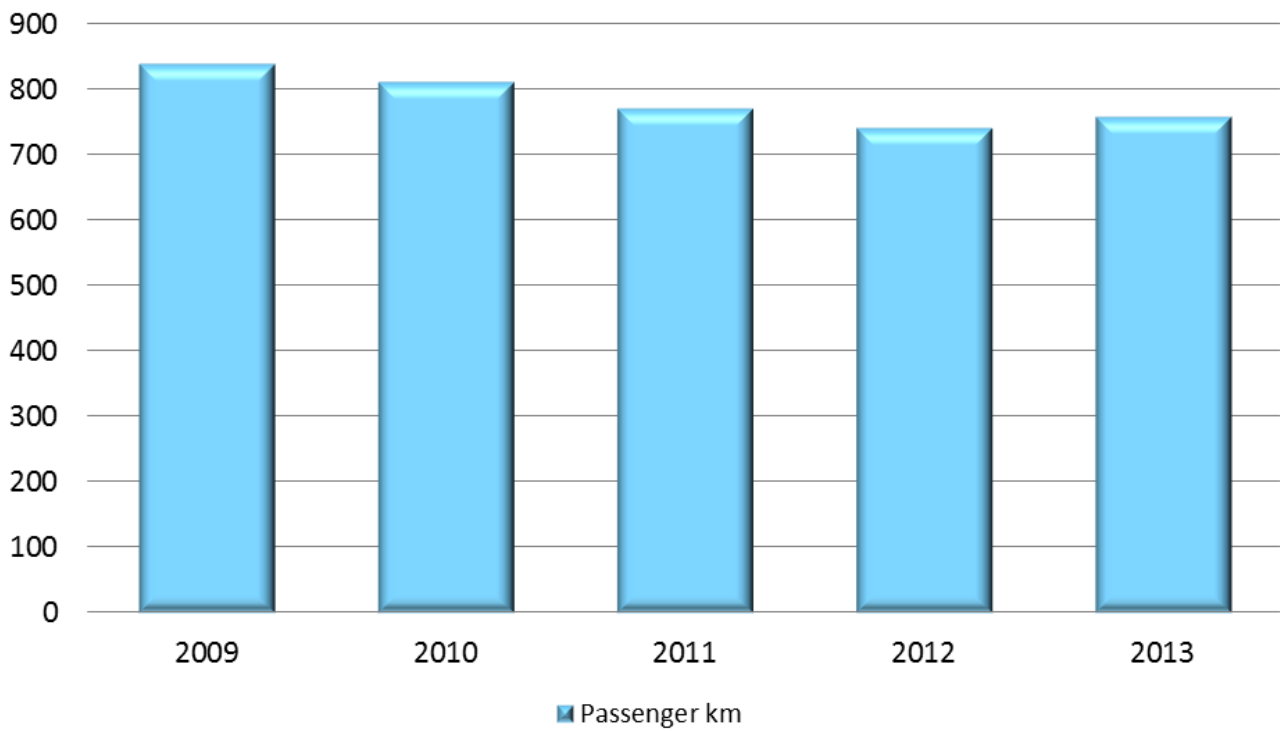
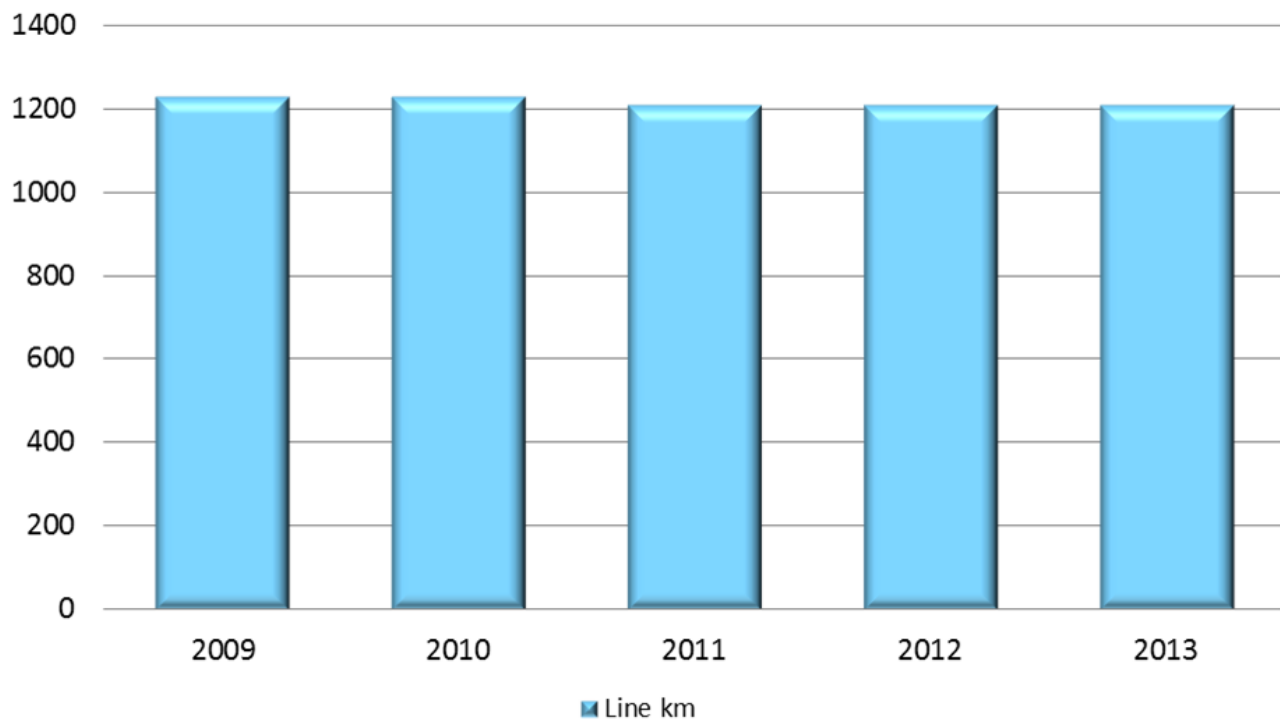


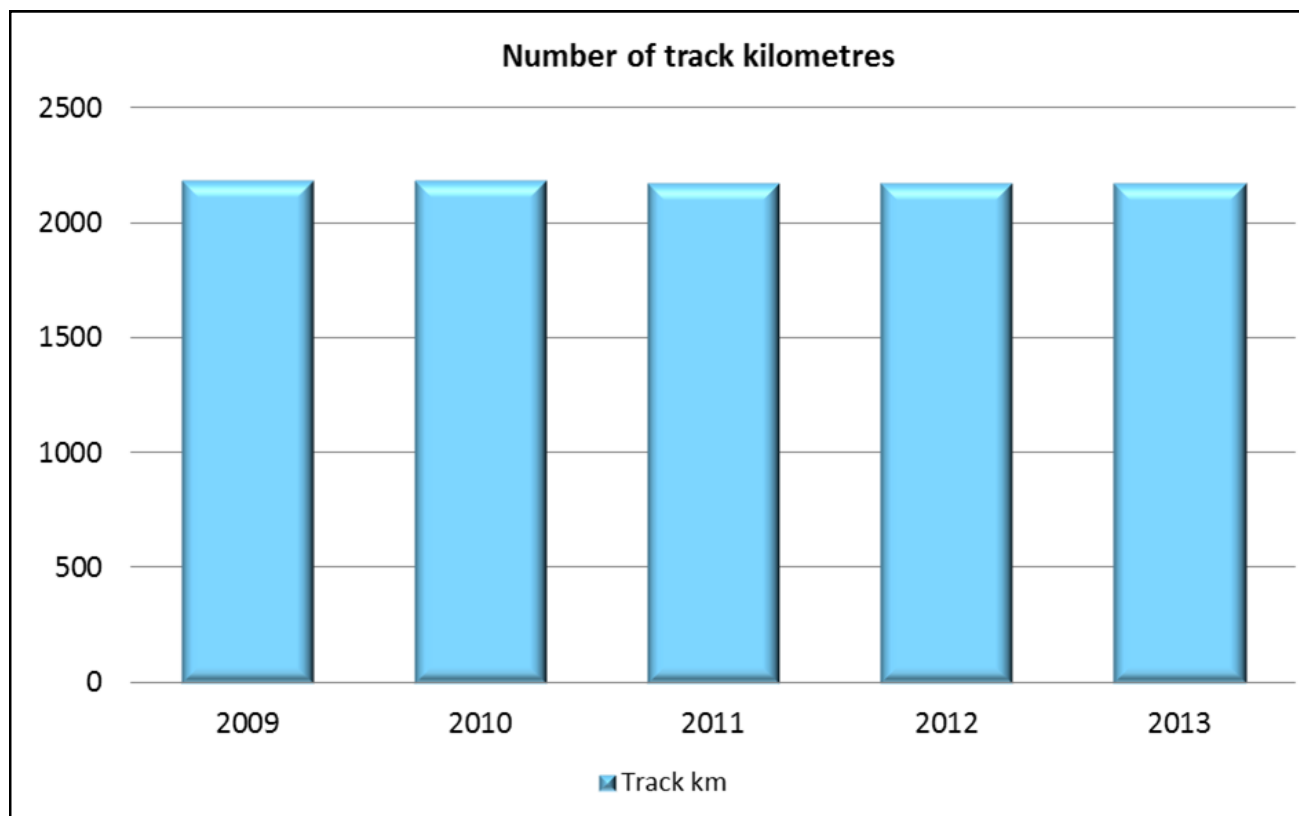


### Exposure data

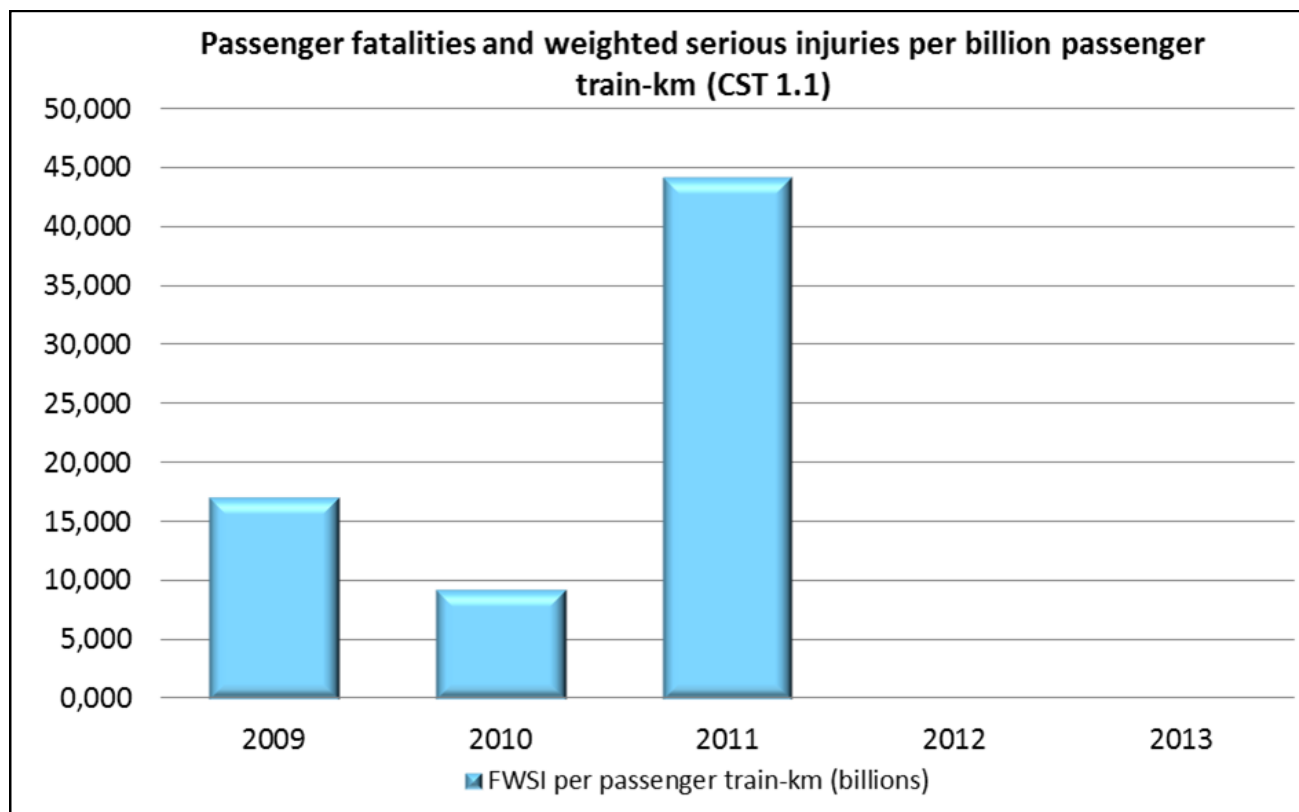


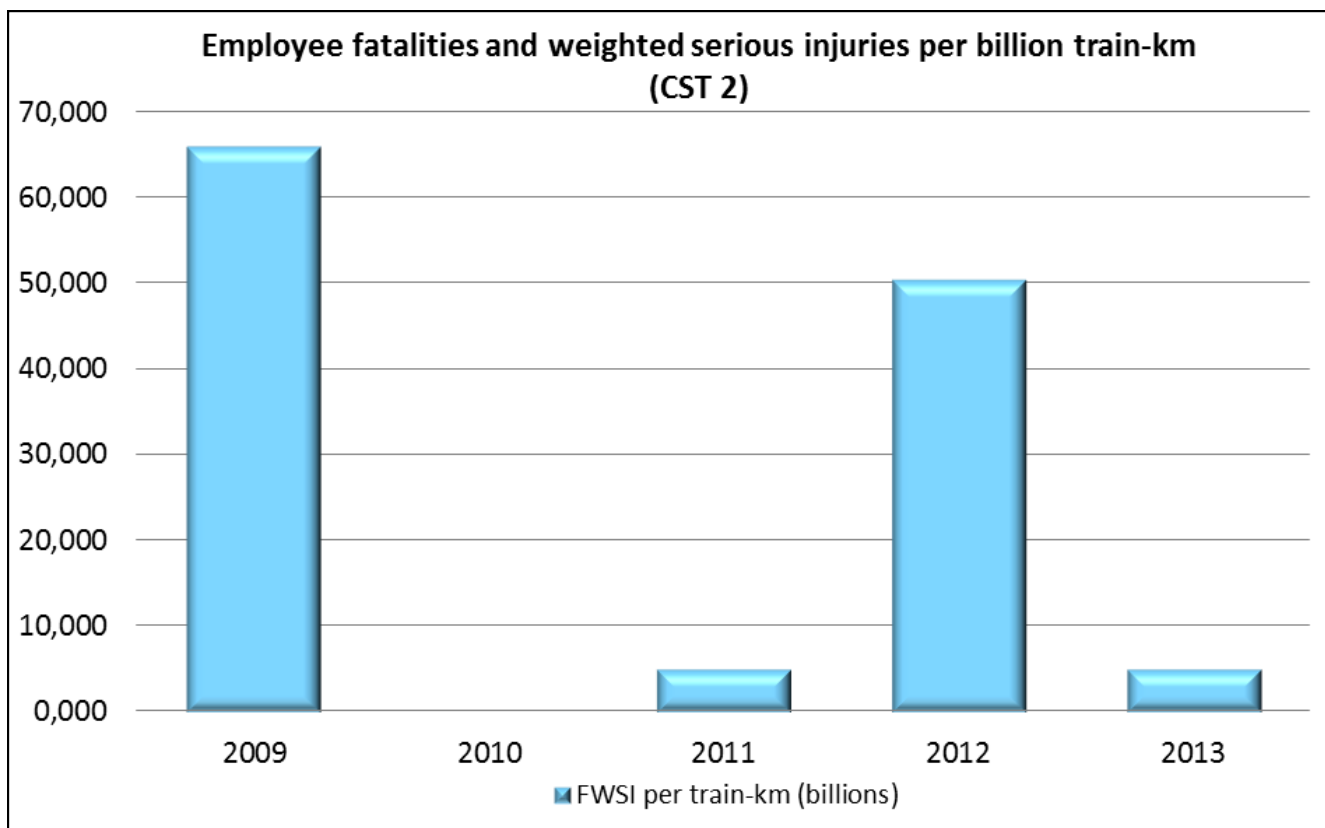
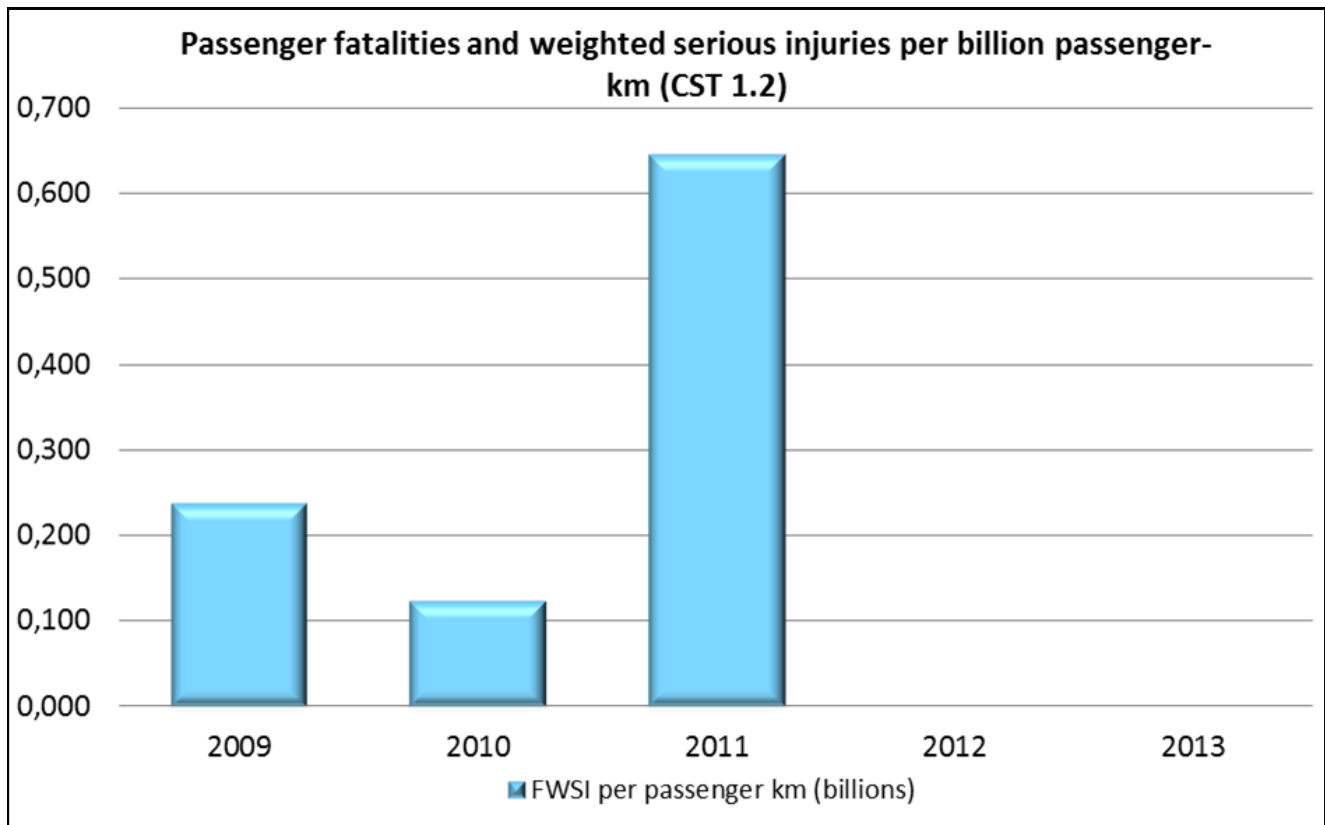


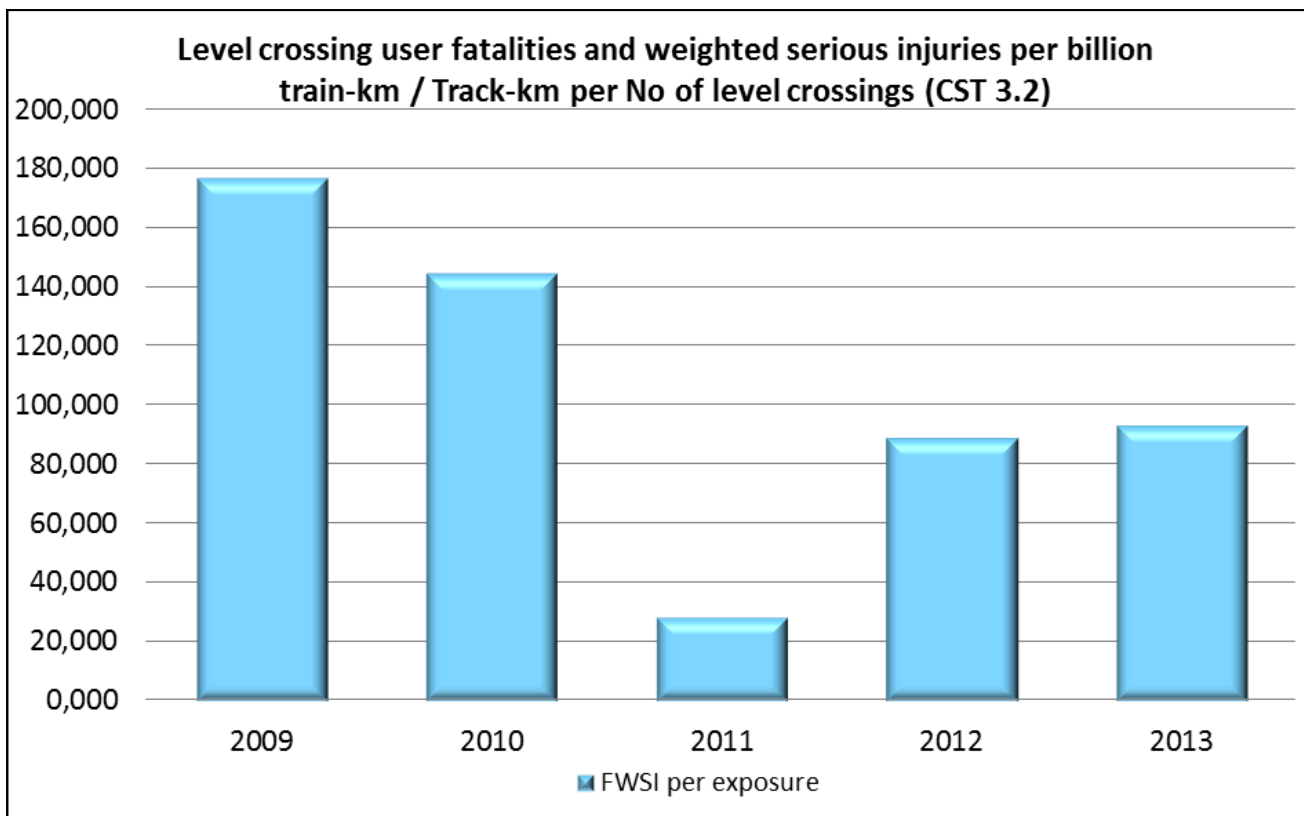
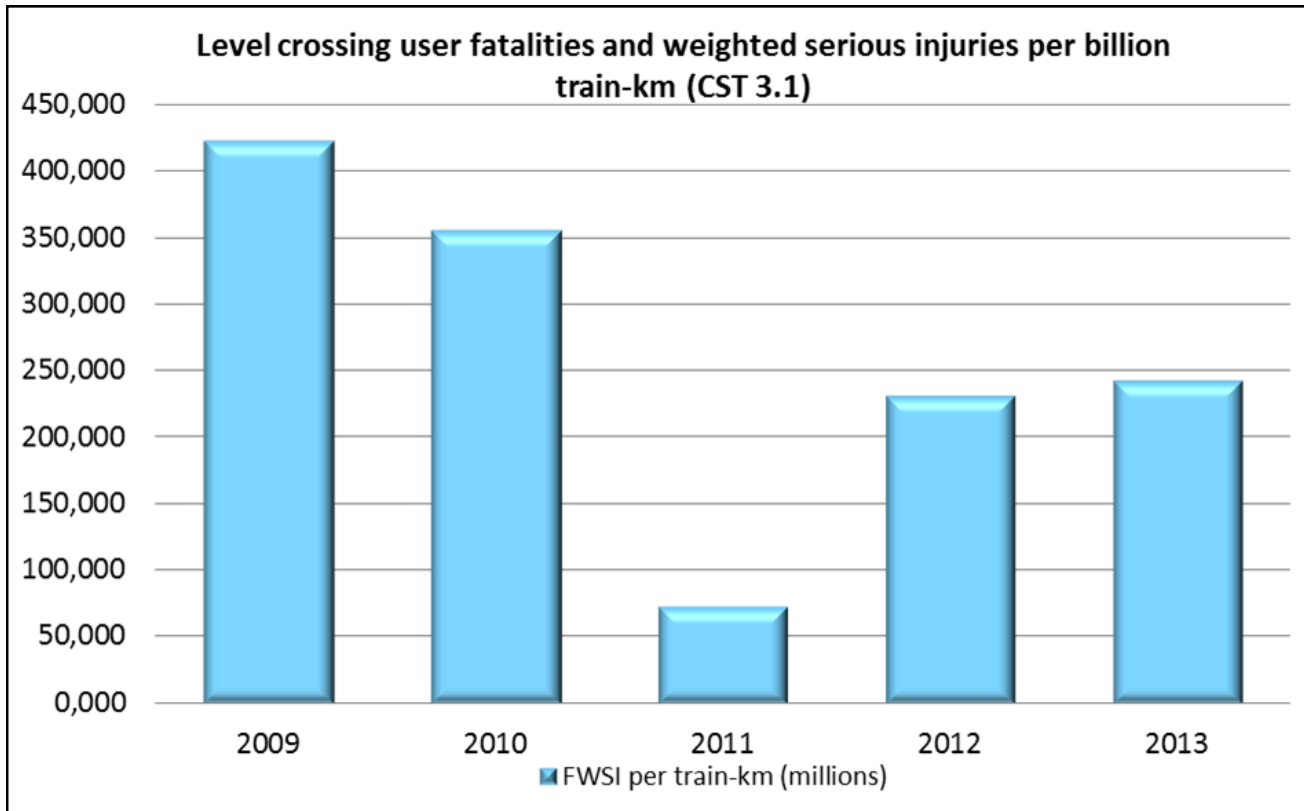
**Number of passenger kilometers (millions)****Number of line kilometres**



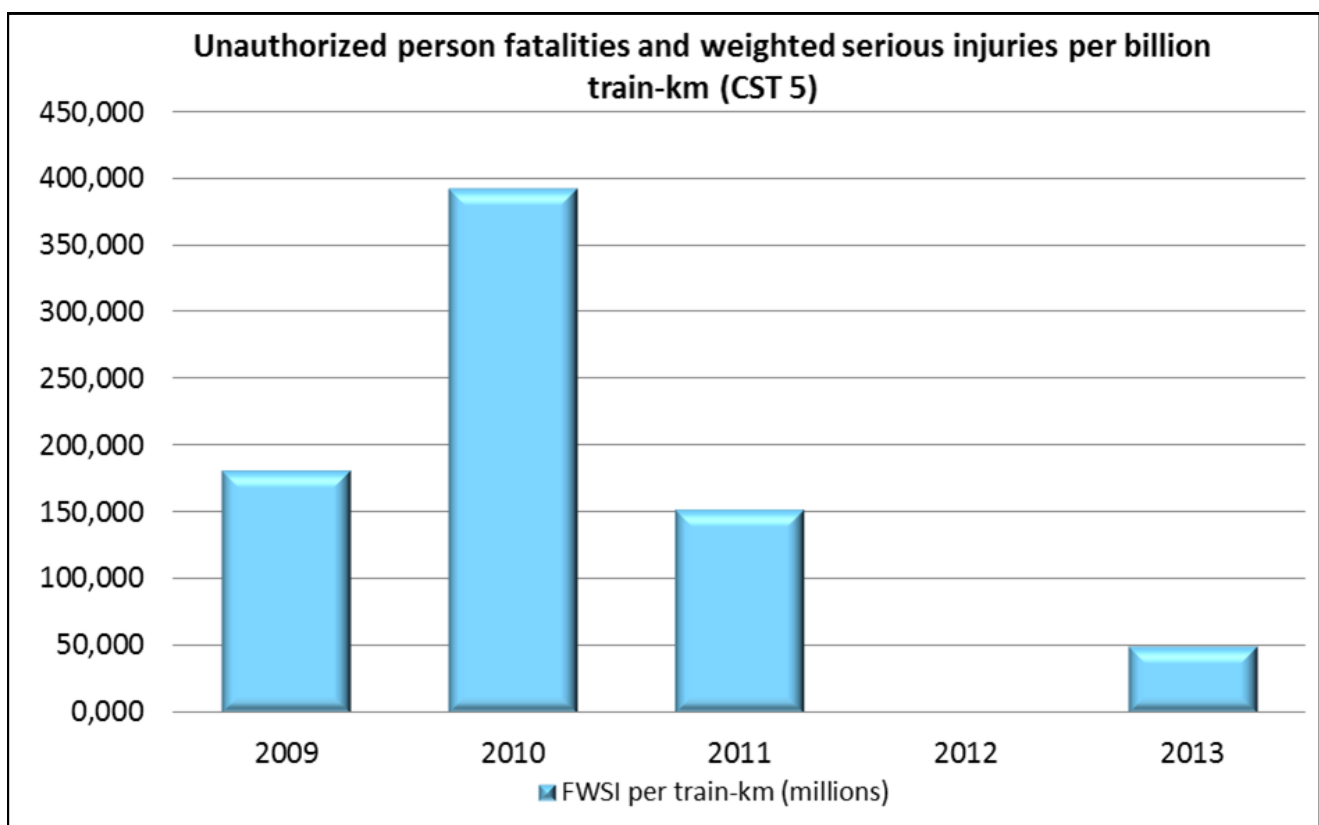
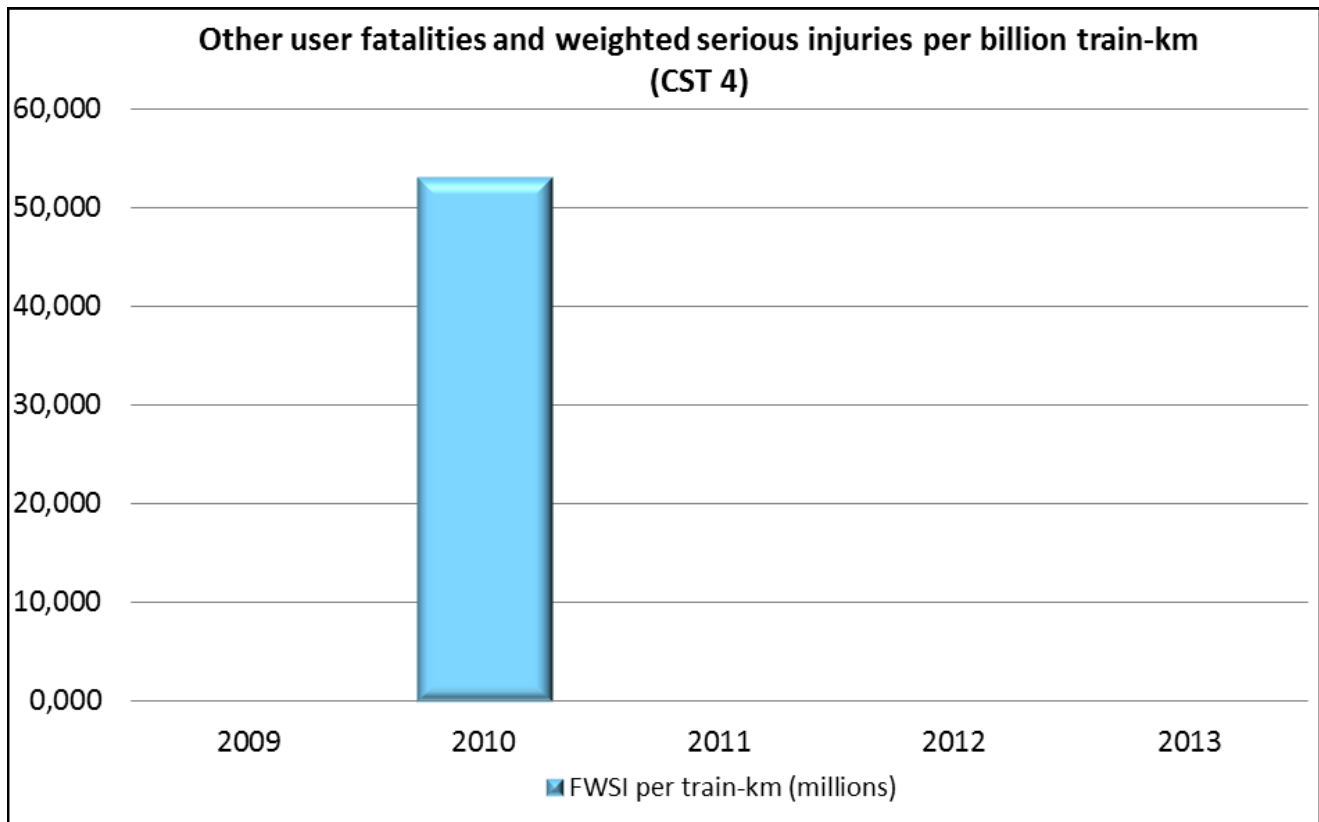
### *Risk indicators*

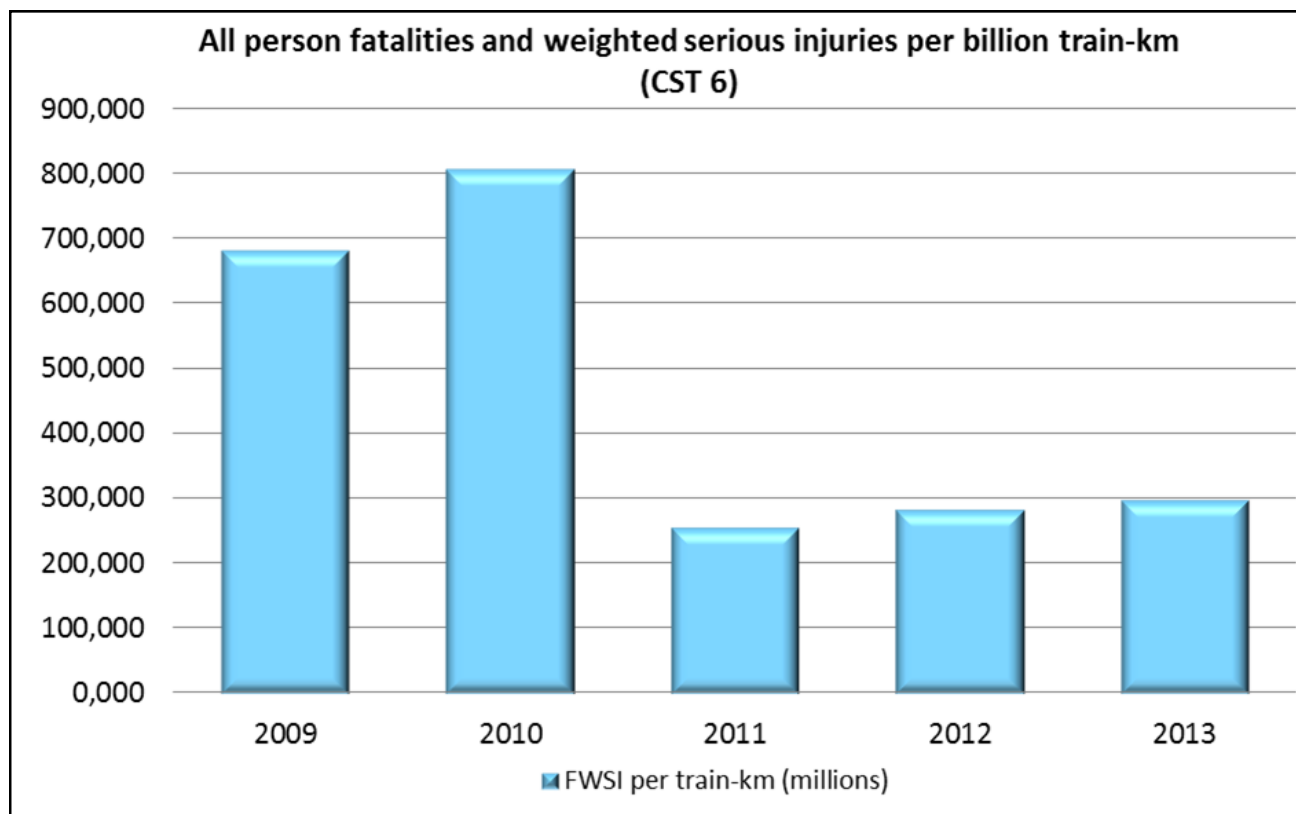




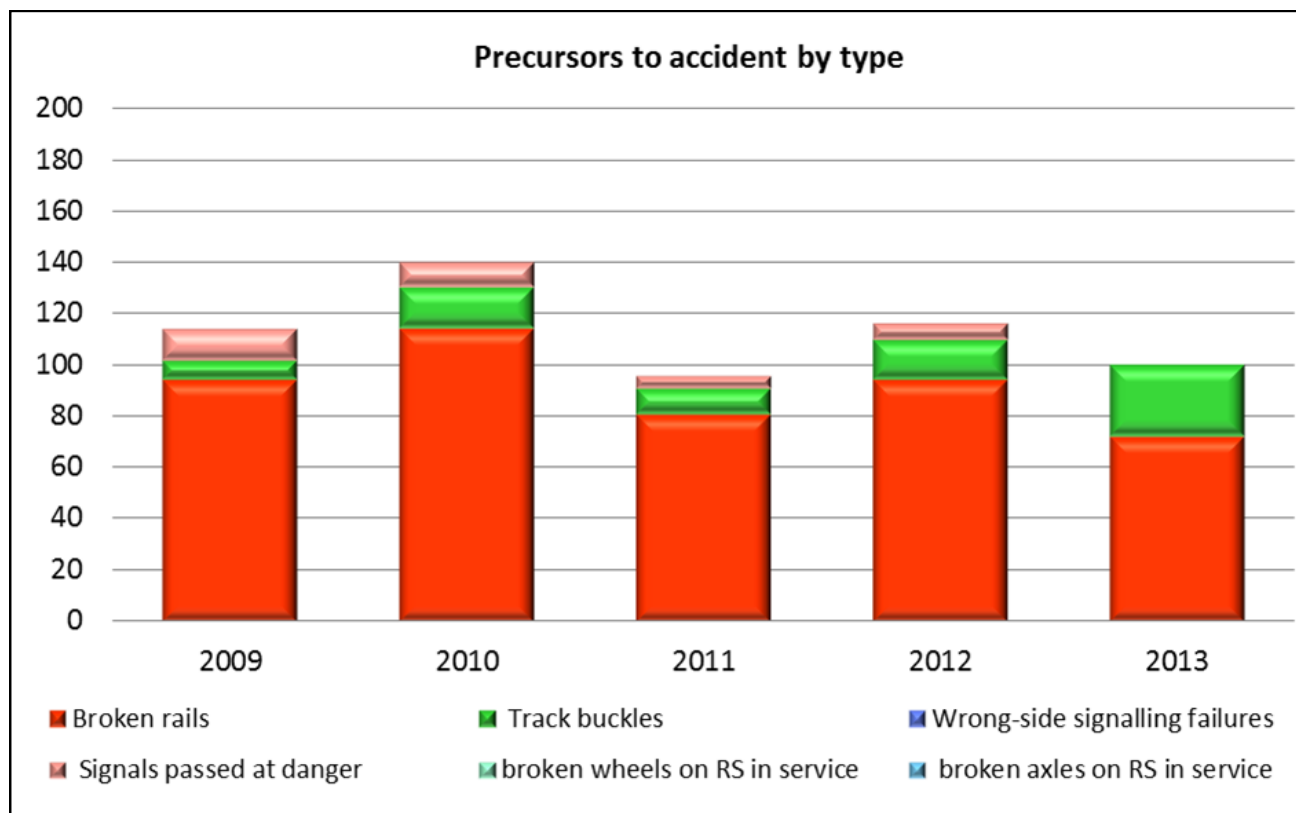




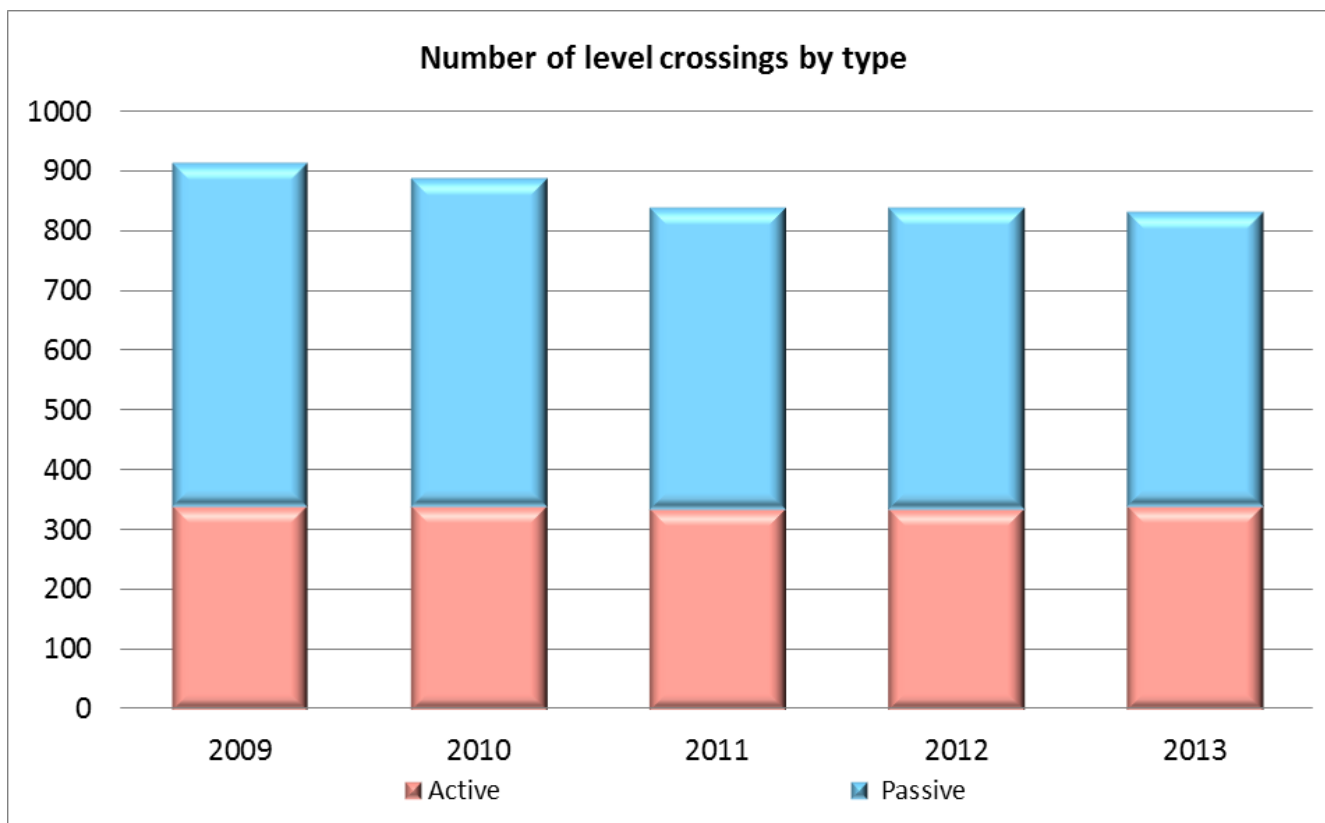
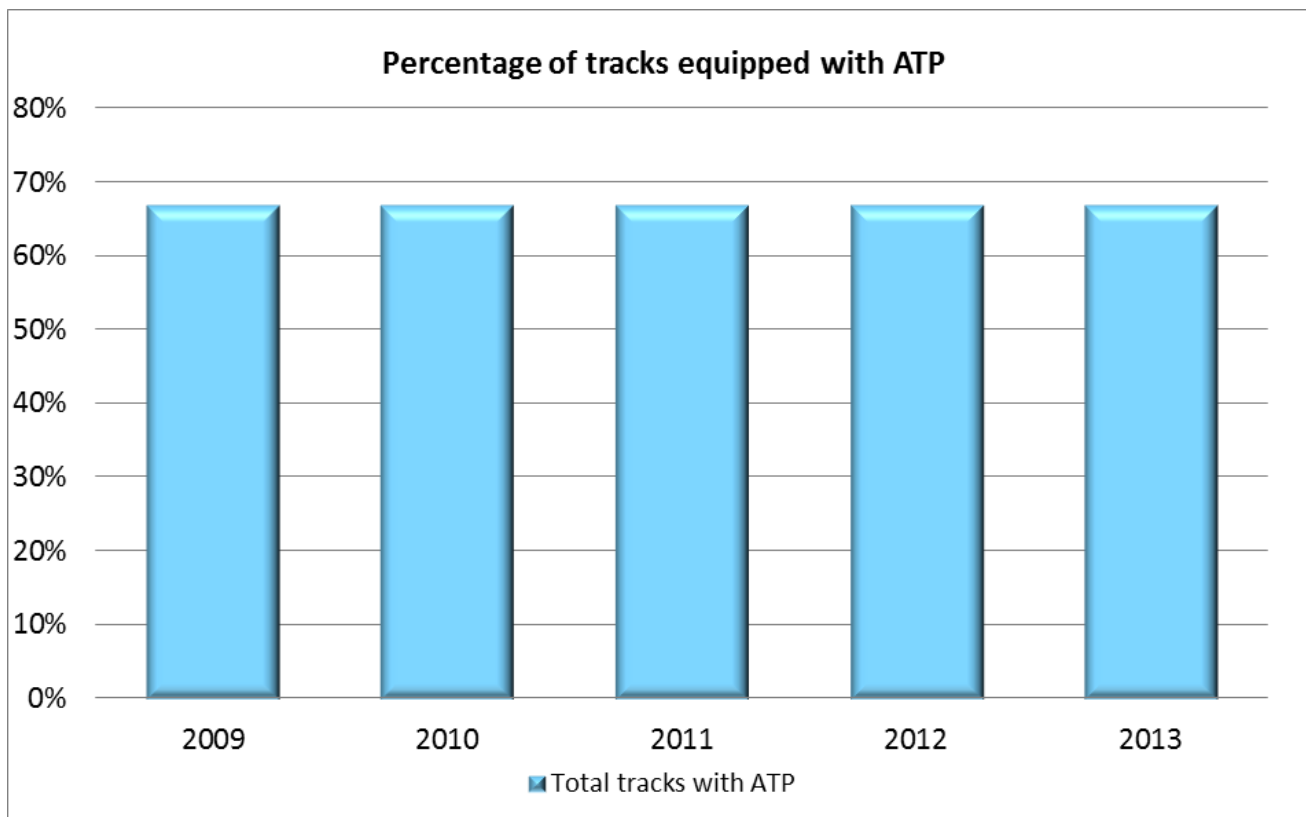




### *Precursor to accidents*



## Infrastructure



## C.2. Definitions used in the annual report

### **safety authority:**

means the national body entrusted with the tasks regarding railway safety in accordance with this Directive or any binational body entrusted by Member States with these tasks in order to ensure a unified safety regime for specialised cross-border infrastructures;

### **infrastructure manager:**

means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure, or a part thereof, as defined in Article 3 of Directive 91/440/EEC, which may also include the management of infrastructure control and safety systems. The functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or undertakings;

### **railway undertaking:**

means railway undertaking as defined in Directive 2001/14/EC, and any other public or private undertaking, the activity of which is to provide transport of goods and/or passengers by rail on the basis that the undertaking must ensure traction; this also includes undertakings which provide traction only;

### **common safety methods:**

means the methods to be developed to describe how safety levels and achievement of safety targets and compliance with other safety requirements are assessed;

### **accident:**

means an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions, derailments, level-crossing accidents, accidents to persons caused by rolling stock in motion, fires and others;

### **incident:**

means any occurrence, other than accident or serious accident, associated with the operation of trains and affecting the safety of operation;

### **suicide:**

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority;

### **injuries (seriously injured person):**

means any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides;

### **deaths (killed person):**

means any person killed immediately or dying within 30 days as a result of an accident, excluding suicides;

### **train-km:**

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account;

### **passenger-km:**

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account;

### **level crossing:**

means any level intersection between the railway and a passage, as recognised by the infrastructure manager and open to public or private users. Passages between platforms within stations are excluded, as well as passages over tracks for the sole use of employees.



### C.3. Abbreviations

|     |   |
|-----|---|
| ATP | Automatic Train Protection                                      |
| AŽP | Public Agency of the Republic of Slovenia for Railway Transport |
| CSI | Common Safety Indicator   |
| CSM | Common Safety Method  |
| EC  | European Commission   |
| ECM | Entities in Charge of Maintenance                               |
| EEC | European Economic Community                                     |
| ERA | European Railway Agency   |
| EU  | European Union  |
| HSL | High Speed Line   |
| IM  | Infrastructure Manager  |
| LC  | Level Crossing  |
| MS  | Member State  |
| NIB | National Investigation Body                                     |
| NRV | National Reference Value  |
| NSA | National Safety Authorities                                     |
| RS  | Republic of Slovenia  |
| RSD | Railway Safety Directive  |
| RU  | Railway Undertaking   |
| SMS | Safety Management System  |
| SŽ  | Slovenian Railway   |
| TSI | Technical Specifications of Interoperability                    |



## Annex D: Important changes in legislation, regulations and administrative provisions

| National rules concerning railway safety   | Legal reference or Notif-IT code  | Date legislation comes into force | Reason for introduction  | Description |
|--|---|-----------------------------------|--|-------------|
| Common operating rules of the railway network, including rules relating to the signalling and traffic procedures   | Decree on Modification of the Decree on categorisation of railway lines   | 8. 2. 2013                        | Regulation amending the current Regulation (Notif-IT SI-4-1109-1).<br>The change changes some data in the chart » Chart of main and regional tracks and the belonging category of tracks« from Appendix 2.   | /           |
| Rules laying down requirements on additional internal operating rules (company rules) that must be established by the IMs and RUs                          | Rules of the measures of protection against fire in the railway line and flammability belt railway lines and railway rolling stock with open combustion | 10. 8. 2013                       | New rules that substitutes Rules on fire protection measures in the protective railway line area and railway line area (Notif-IT SI-4-1108-1).<br>The rules prescribe more precisely the measures to the Railway Undertakings and Infrastructure Manager at performing safety against the fire at parts of railway tracks with high and really high fire danger on track vehicles.   | /           |
| Rules concerning requirements for authorisation of placing into service infrastructure (tracks, bridges, tunnels, energy, level crossing, platforms, etc.) | Rules on railway track substructure   | 26. 11. 2013                      | The rules prescribe technical demand and conditions at projecting, constructing, upgrading, reconstructing and maintaining lower track of railway system for conventional speed as part of structural subsystem of infrastructure of railway network in Republic of Slovenia.<br>The rules also deal with projecting, constructing, upgrading, reconstruction and maintaining the platforms, accesses to the platforms, loading ramps, track scales and devices for water supply at the part of subsystem of infrastructure of railway network in Republic of Slovenia for conventional track gauge 1435 | /           |

## Annex E: The development of safety certification and authorisation – numerical data

### E.1. Safety Certificates according to Directive 2004/49/EC

|   | Total number of certificates | Number of certificates Part A in ERADIS |
|---|------------------------------|---|
| E.1.1 Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2013 | 2                            | 2                                       |

|   |   | Total number of certificates | Number of certificates Part B in ERADIS |
|---|---|------------------------------|---|
| E.1.2 Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2013 | Number of certificates Part B, for which the Part A has been issued in your Member-State    | 2                            | 2                                       |
|   | Number of certificates Part B, for which the part A has been issued in another Member-State | 1                            | 1                                       |

|  |                              | A | R | P |
|--|------------------------------|---|---|---|
| E.1.3 Number of new applications for Safety Certificates Part A submitted by Railway Undertakings in year 2013 | New certificates             | 2 | - | - |
|  | Updated/amended certificates | - | - | - |
|  | Renewed certificates         | - | - | - |

|   |  |                              | A | R | P |
|---|--|------------------------------|---|---|---|
| <b>E.1.4 Number of new applications for Safety Certificates Part B submitted by Railway Undertakings in year 2013</b> | Where the Part A has been issued in your Member-State    | New certificates             | 2 | - | - |
|   |  | Updated/amended certificates | - | - | - |
|   |  | Renewed certificates         | - | - | - |
|   | Where the Part A has been issued in another Member-State | New certificates             | - | - | - |
|   |  | Updated/amended certificates | - | - | - |
|   |  | Renewed certificates         | - | - | - |

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

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

|  | <b>Total number of revoked certificates in the year 2013</b> | <b>Number of revoked certificates in ERADIS (which were revoked in 2013)</b> |
|--|--|--|
| <b>E 1.5 Number of certificates Part A revoked in the current reporting year</b> | 1  | 1  |
| <b>E 1.6 Number of certificates Part B revoked in the current reporting year</b> | 1  | 1  |

**E.1.7 List of countries where RUs applying for a Safety Certificate Part B in your Member-State have obtained their Safety Certificate Part A**

| <b>Name of RU</b> | <b>Member-State where Safety Certificate Part A was issued</b> |
|-------------------|--|
| RCA AG            | Austria  |



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

|   | Total number of safety authorisations |
|---|---------------------------------------|
| <b>E.2.1 Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2013</b> | 1                                     |

|   |                                | A | R | P |
|---|--------------------------------|---|---|---|
| <b>E.2.2 Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2013</b> | New authorisations             | - | - | - |
|   | Updated/amended authorisations | - | - | - |
|   | Renewed authorisations         | 1 | - | - |

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

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

|  |   |
|--|---|
| <b>E 2.3 Number of Safety Authorisations revoked in the current reporting year</b> | - |
|--|---|



### E.3. Procedural aspects – Safety Certificates part A

|  | New       | Updated/Amended | Renewed |
|--|-----------|-----------------|---------|
| The average time after receiving of the application with the required information and the final delivery of a Safety Certificate <b>Part A</b> in year 2013 for Railway Undertakings | 4 month's | -               | -       |

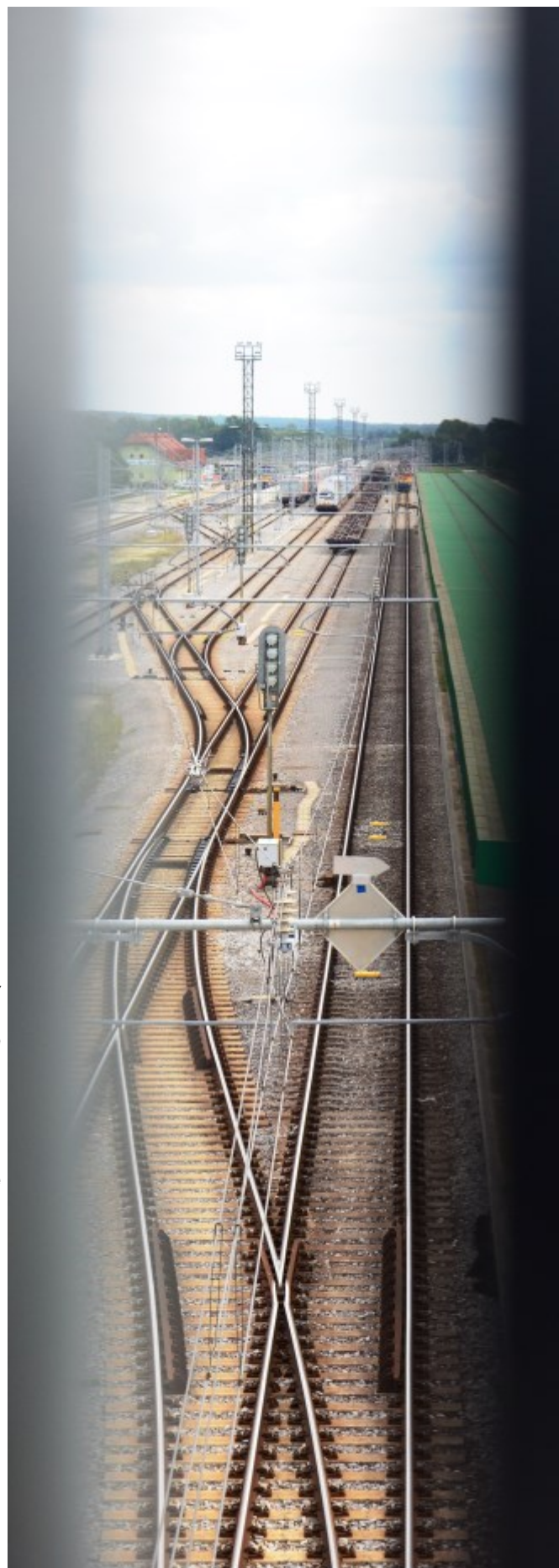
### E.4. Procedural aspects – Safety Certificates part B

|  |  | New       | Updated/Amended | Renewed |
|--|--|-----------|-----------------|---------|
| The average time after receiving the application with the required information and the final delivery of a Safety Certificate <b>Part B</b> in year 2013 for RUs | Where the part A has been issued in your Member-State    | 4 month's | -               | -       |
|  | Where the part B has been issued in another Member-State | -         | -               | -       |

### E.5. Procedural aspects – Safety Authorisations

|  | New | Updated/Amended | Renewed   |
|--|-----|-----------------|-----------|
| The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2013 for IMs | -   | -               | 4 month's |





## OTHER USEFUL INFORMATION

### **Contact data**

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Kopitarjeva 5  
2000 Maribor  
Tel.: +386 2 234 14 27  
Fax.: +386 2 234 14 52  
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### **Office hours:**

|                    |  |
|--------------------|--|
| Monday and Friday: | 9h a.m. - 12h a.m.                       |
| Wednesday:         | 9h a.m. - 12h a.m.,<br>2h p.m. - 4h p.m. |





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