



MINISTERIO  
DE FOMENTO

**Autoridad Nacional de Seguridad  
Ferroviaria de España**  
[National Rail Safety Authority  
of Spain]

# **Informe anual**

(artº 18 Directiva 49/2004)

# 2009

## **[Annual Report**

**(Article 18 of Directive (EC) No 49/2004)]**

**(Actuaciones hasta el 31 de diciembre de 2008)**

**[(Measures taken up to 31 December 2008)]**



***[Government of Spain, Ministry for Development, Secretariat of State for Planning and Infrastructure, Secretariat General for Infrastructure, Department of Railway Infrastructure]***

***Autoridad Nacional de Seguridad  
[National Safety Authority]***

# Annual report

# 2009

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## **A.1. Contents of the report**

This report has been prepared by the Railways Department (Dirección General de Ferrocarriles) of the Ministry for Development (Ministerio de Fomento) (please note that the name of the department changed to the Department of Railway Infrastructure in 2009), which currently acts as the National Safety Authority (Autoridad Nacional de Seguridad) in Spain, as laid down in the legislation in force.

The report is intended to comply with Article 18 of Directive 2004/49 on railway safety:

*'Each year the safety authority shall publish an annual report concerning its activities in the preceding year and send it to the Agency by 30 September at the latest. The report shall contain information on:*

- a) the development of railway safety, including an aggregation at Member State level of the CSIs laid down in Annex I;*
- b) important changes in legislation and regulation concerning railway safety;*
- c) the development of safety certification and safety authorisation;*
- d) results of and experience relating to the supervision of infrastructure managers and railway undertakings.'*

The information contained in this report reflects the situation at the end of 2008, that is to say, **up to 31 December 2008**.

The report **sets out only information relating to the General Interest Rail Network (Red Ferroviaria de Interés General, RFIG)<sup>1</sup> run by the Rail Infrastructure Manager (Administrador de Infraestructuras Ferroviarias, ADIF)**, and the services and activities provided on that network. The scope of the report excludes:

- a) metros, trams and other light rail systems,
- b) networks whose operation is functionally separate from the RFIG run by the Rail Infrastructure Manager or from the other Spanish railways systems and which are intended only for urban, suburban, local or regional passenger transport services, and railway undertakings which operate only on that type of network,
- c) privately-owned rail infrastructure for use exclusively by the owner of the infrastructure for its own freight operations.

The report also excludes the State-owned metric gauge rail network managed by FEVE (metric gauge network) which, although part of the RFIG, is not regarded

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<sup>1</sup> Defined by Ley 39/2003 del Sector Ferroviario of 17 November (Rail Sector Act), Article 4.

as covered by Directive 2001/12/EC and, according to Spanish law, requires the approval of a specific set of rules.

## **A.2. English summary**

This report has been drawn up by the Railways Department (Dirección General de Ferrocarriles), within the Ministry of Transport, the entity currently in charge of the Spanish National Safety Authority functions, in accordance with the provisions set out in the legislation in force.

Nevertheless, it is a temporary measure. Act 28/2006 (Act on State Agencies for the improvement of public services) of 18 July provided for the creation of the **Land Transports Safety Agency** (Agencia Estatal de Seguridad de Transporte Terrestre), which will take over the powers and responsibilities of the National Safety Authority on a definitive basis.

For the next years, the organisational priorities with regards to safety are the consolidation of the structure of the National Safety Authority, reinforcing its increasing role in the national railway sector and its participation in the various national and international forums.

Other priority actions for the coming years are as follows:

- From a regulatory point of view, to finalise the drafting of technical specifications for the approval of rolling stock, incorporating the TSIs into national rules.
- To ensure suitable maintenance of the railway vehicles. This can be achieved through closer attention to the rolling stock maintenance workshops.
- To continue with the plans to eliminate or protect level crossings, as well as the fencing and the elimination of improper access points to tracks, given that they represent the largest percentage of accidents involving rolling stock.
- After an accident, to monitor compliance with the safety recommendations of NIB, as well as to include the occurrence of incidents and accidents in the procedures of the Railway Undertaking.
- To promote the progressive implementation of the Common Safety Methods of risk analysis, through regulatory and diffusion measures.
- To promote a safety culture through active involvement in the different European Working Groups -particularly in the European Railway Agency- and the dissemination of its results to the national railway sector.

Moreover, regarding the accidents, the measures must be aimed at achieving a reduction in the quantity of accidents and incidents occurring in the national railways network.

## **B. General aspects**

### **1. INTRODUCTION TO THE REPORT**

As established in Rail Safety Directive 2004/49, the National Safety Authority must annually prepare a report to be forwarded to the European Railway Agency with a view to its:

- use as basic information for the Agency from which to draw up the biannual report on safety.
- publication by the European Agency on its website.

The report is therefore addressed to the various actors in the rail sector and to the public in general by means of its dissemination by the European Railway Agency.

In order for the National Safety Authority to produce this report, the above-mentioned Directive provides that:

*‘Each year all infrastructure managers and railway undertakings shall submit to the safety authority before 30 June an annual safety report concerning the preceding calendar year.’*

Therefore, by means of those reports the various actors in the national rail sector must provide the information required by Directive 2004/49.

Royal Decree 810/2007 of 22 June, approving the Reglamento sobre seguridad en la circulación de la Red Ferroviaria de Interés General (Rules on Traffic Safety in the General Interest Rail Network), which transposes into national law Directive 2004/49, states in its **First Additional Provision** that 2008 would be the reference year for the preparation of the first annual safety report, making 2008 the first year that the national operators would be required to submit their annual safety reports.

Therefore, there is still some information missing from the various reports received by the Railways Department and this missing information will need to be provided over the course of time.

As at 31 December 2008, the applicable Spanish legislation was:

- Ley 39/2003 del Sector Ferroviario of 17 November (Rail Sector Act).
- Royal Decree 2387/2004 of 30 December, approving the Reglamento del Sector Ferroviario (Rail Sector Rules), implementing the Act referred to above.
- Royal Decree 810/2007 of 22 June, approving the Rules on Traffic Safety in the General Interest Rail Network.

Under those provisions, the functions of a national safety authority lie with the Railways Department of the Ministry for Development. However, **it is performing those functions transitionally until conclusion of the**

**process to create the Road and Rail Transport Safety Agency (Agencia Estatal de Seguridad del Transporte Terrestre)** which will, in the near future, perform amongst other functions those assigned to the National Safety Authority in the Safety Directive.

The Agency will be set up within the Ministry for Development, and will have its own legal personality and structure, independent of other bodies of the Ministry such as the Railways Department (Dirección General de Ferrocarriles) or the Accident Investigation Commission (Comisión de Investigación de Accidentes).

The process of creating the Agency began with the Act on State Agencies for the Improvement of Public Services, Act 28/2006 of 18 July, which authorised creation of the **Road and Rail Transport Safety Agency**, with the following areas of competence:

*'the detection, analysis and evaluation of safety risks in road and rail transport under State responsibility, and **inspection and supervision of the safety of the rail system, both in relation to infrastructure and rail operation, in the areas under State responsibility***

## **2. INFORMATION ON THE STRUCTURE OF THE RAIL SYSTEM (ANNEX A)**

### **2.1. THE NETWORK**

The Spanish UIC standard and Iberian gauge General Interest Rail Network is run by the public undertaking ADIF (Rail Infrastructure Manager).

**Annex A.1** contains various plans of the network. For more detail one can see the **Network Statement** drawn up by ADIF available in Spanish and English on the following website:

[http://www.adif.es/es\\_ES/conoceradif/declaracion\\_de\\_la\\_red.shtml](http://www.adif.es/es_ES/conoceradif/declaracion_de_la_red.shtml)

This Statement is the document provided by ADIF to the rail undertakings and other candidates to inform them of the characteristics of the infrastructure and terms for accessing the network, ensuring transparency and non-discriminatory access.

### **2.2. LIST OF RAIL UNDERTAKINGS AND INFRASTRUCTURE MANAGERS**

#### **2.2.1. Infrastructure Manager**

- ADIF (Rail Infrastructure Manager)



### 2.2.2. Rail undertakings

On 31 December 2008 the following undertakings held safety certificates:

- RENFE Operadora
- Continental Rail
- Acciona Rail Services
- Comsa Rail Transport
- Tracción Rail
- English Welsh and Scottish Railway International Ltd. (EWS)

**Annex A.2** contains the particulars of those undertakings which operate under the Safety Directive.

As well as these, at the end of 2008, the following undertakings holding rail undertaking licences were in the process of obtaining their safety certificates:

- Activa Rail
- Arcelormittal Siderail
- Logitren Ferroviaria
- FESUR – Ferrocarriles del Suroeste

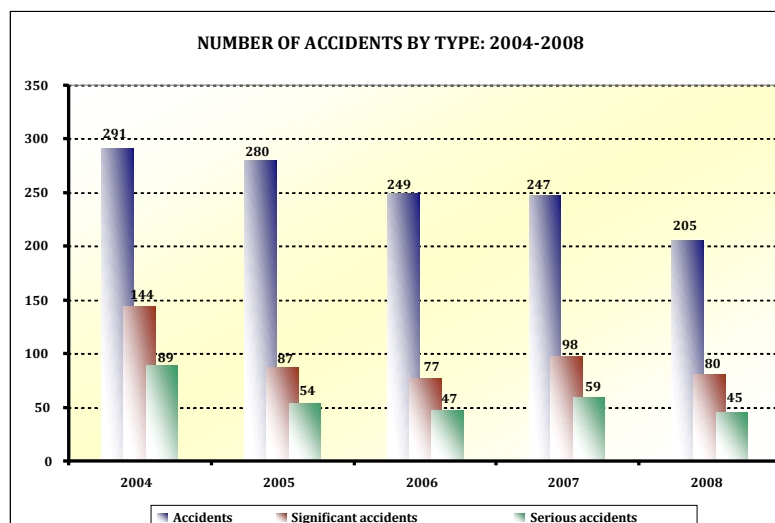
## 3. SUMMARY – GENERAL ANALYSIS OF TRENDS

The following graphs describe evolution of the accident rate in recent years on the General Interest Rail Network (RFIG) run by the Rail Infrastructure Manager (ADIF).

The first graph shows a **downward trend in the total number of accidents in recent years**, the total having fallen by 86 between 2004 and 2008 (i.e. a 29 % reduction).

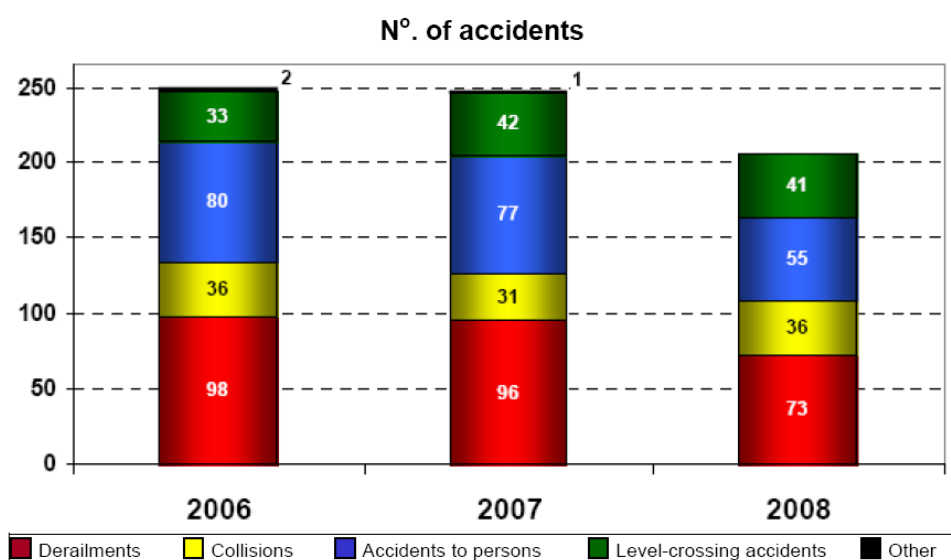
With regard to **significant and serious accidents** in 2008, the trend is less stable, with the number of such accidents falling in 2008 following a slight increase in the number of both types of accident in 2007:





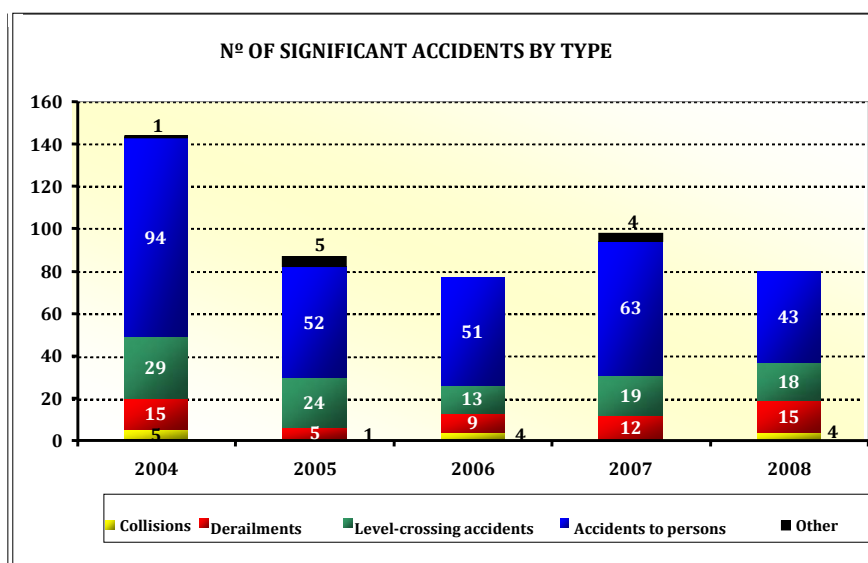
By **accident type**, over the period 2006-2008, there was a reduction in derailments and accidents to persons. This was not the case with the number of collisions, which fell in 2007, but then increased the following year.

By contrast, the number of level-crossing accidents increased in 2007 and subsequently stabilised, thus making it impossible to observe a clear trend:



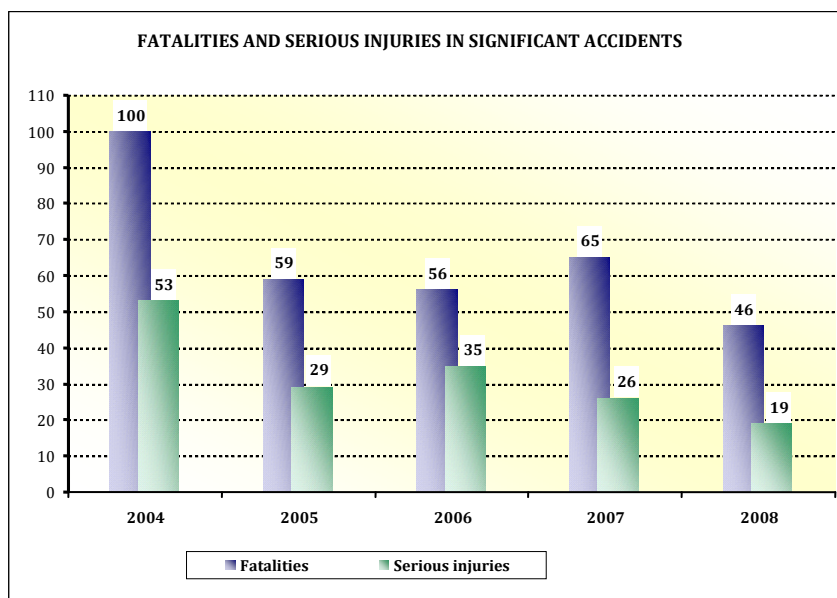
The third graph shows the number of **significant accidents categorised according to the type** of accident. By way of a general conclusion, no steady trend can be observed for any type of accident.

It is interesting to note that the number of accidents to persons has fallen considerably over the last year, and that the number of level-crossing accidents has remained stable. Derailments and collisions have risen slightly over the period 2004-2008.



The graph below shows the number of **fatalities** between 2004 and 2008. Although there was a slight rise in 2007, the number of fatalities has fallen considerably and there is clearly a downward trend. There was a 54 % drop in the number of fatalities between 2004 and 2008.

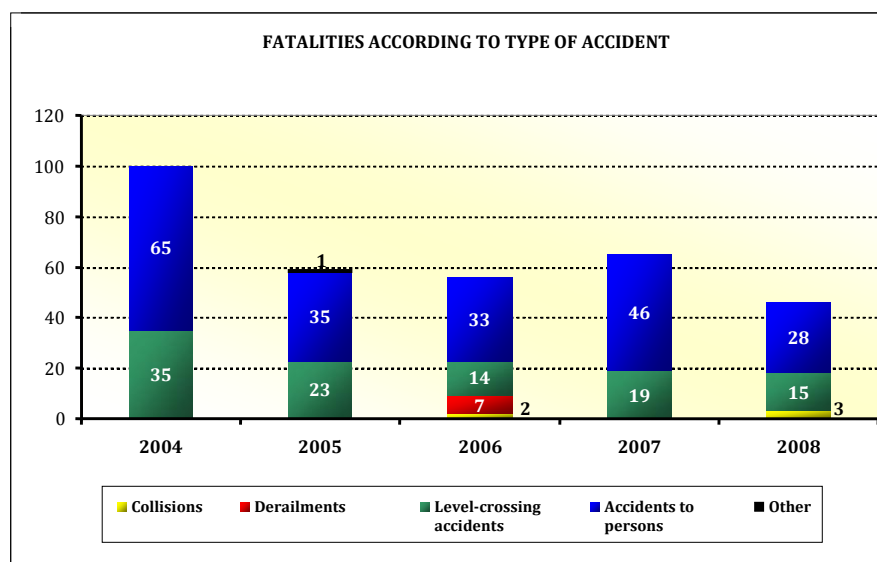
A similar trend can be observed in the case of **serious injuries**, although there was a rise in 2006. There has been a 64 % reduction in the number of serious injuries since 2004.



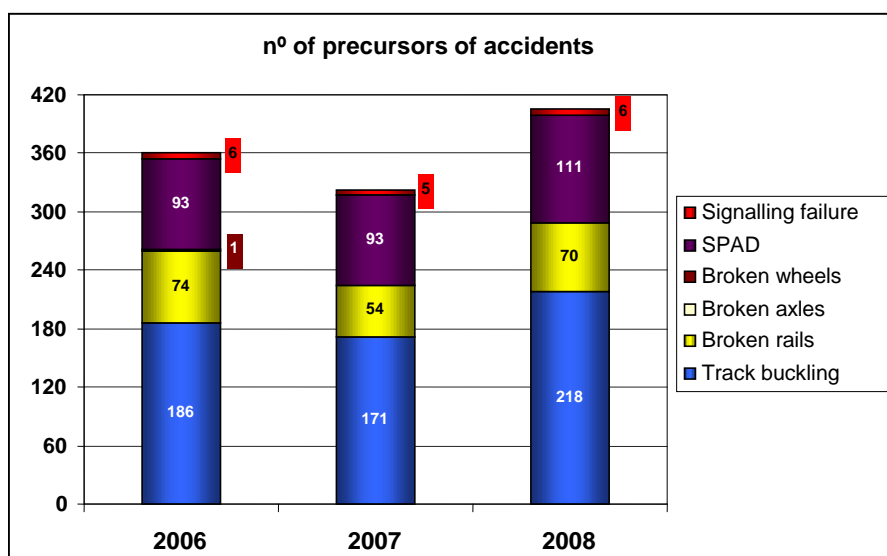
Below is a breakdown of the number of **fatalities by type of accident**. A clear reduction in the number of fatalities resulting from accidents to persons and level-crossing accidents can be observed.

It can also be seen that, in some years, there were isolated incidents where there were victims of rail collisions, but this seems to be uncommon.

It should be pointed out that there were seven victims of derailments in 2006, but these can be considered to be isolated incidents since there were no fatalities resulting from this category of accident in any other year.



Finally, the graphical comparison below shows the number of different **precursors of accidents** observed in recent years. The graph illustrates that there is no clear trend in the different types of precursor. It is worth noting that there have been hardly any instances of broken axles and/or wheels, with just one isolated incident having occurred in the last three years.



## C. Organisational aspects

### 1. ORGANISATIONAL STRUCTURE - INTRODUCTION

Within the Government of Spain, the Ministry for Development is the department responsible for the rail sector as a whole. Under Rail Sector Act 39/2003 of 17 November, its main areas of competence are:

- strategic planning of the rail sector, both of infrastructure and supply of services.
- general organisation and regulation of the rail system, in particular in all matters relating to safety and interoperability and to relations between actors in the sector.
- setting targets and supervising the activity of the public rail undertakings, ADIF and RENFE, and their financing arrangements.

Further information on its areas of competence and structure can be found at: [www.fomento.es](http://www.fomento.es)

Within the Ministry for Development, the **Railways Department (Dirección General de Ferrocarriles)** is responsible for exercising powers and responsibilities in relation to railways<sup>2</sup>.

The Railways Department comprises the following bodies:

- The Subdirectorate for Plans and Projects (Subdirección General de Planes y Proyectos)
- The Construction Subdirectorate (Subdirección General de Construcción)
- The Rail Transport Regulation, Inspection and Standards Division (División de Regulación, Inspección y Normativa del Transporte Ferroviario), responsible transitionally for performance of the functions covered by this report. Specifically, under Royal Decree 1476/2004, it has been allocated the following functions:

*'e) Drawing up draft general provisions relating to railways and coordination with other government bodies and public entities on rail matters.*

*f) Regulating, organising and inspecting rail transport, in accordance with the legislation in force, and monitoring the management contract (contrato programa) with RENFE and FEVE.'*

<sup>2</sup> Article 5 of Royal Decree 1476/2004 of 18 June implementing the basic organisational structure of the Ministry for Development specifies the competences of the Railways Department. The organisational structure described is that which was in place at the end of 2008. During 2009, the names of sections within the Department and its responsibilities have changed.

**Annex B.1** contains an organisational chart of the Railways Department.

Those powers are exercised on a transitional basis by the Railways Department while the Road and Rail Transport Safety Agency, which will take on the role of the National Safety Authority, is being set up.

It has approximately 260 members of staff (counting all of the Railway Department's staff, including staff whose functions are unrelated to the National Safety Authority).

Furthermore, for activities which are related to the functions performed by the National Safety Authority, there are an additional 30 members of staff from other undertakings and organisations to provide support to the Railways Department.

## **2. RELATIONSHIP BETWEEN THE NATIONAL SAFETY AUTHORITY AND OTHER NATIONAL BODIES.**

In 2008, in addition to the Railways Department, the main actors in the rail system have been:

- **Rail Infrastructure Manager (ADIF)**

This was created by the Rail Sector Act, Act 39/2003 of 17 November. The statutes of ADIF were laid down in Royal Decree 2395/2004 of 30 December 2004. It began operation on 1 January 2005. ADIF is a public enterprise, with managerial autonomy within the limits laid down by its governing regulations and exists within the Ministry for Development. It has its own legal personality, full capacity to work for the achievement of its ends, and its own assets. Its principal objectives are to manage and construct rail infrastructure.

ADIF runs the general interest rail network (RFIG), with the exception of the network under FEVE. As well as managing (operation and maintenance) of that rail infrastructure, it is responsible for the construction of any lines commissioned by the State, funded either from its own resources, if it owns them, or out of the State budget, where State-owned.

Further information about its powers and structure can be found at: [www.adif.es](http://www.adif.es)

- **RENFE-Operadora**

The existing undertaking RENFE-Operadora was created by Rail Sector Act, Act 39/2003 of 17 November, as a public enterprise. RENFE's

articles of association were established in Royal Decree 2396/2004 of 30 December 2004. It commenced operation on 1 January 2005.

RENFE-Operadora was created by splitting off the rail service provision business units and other commercial activities from the former rail undertaking.

RENFE-Operadora is a public enterprise, with managerial autonomy within the limits laid down by its governing regulations and exists within the Ministry for Development. It has its own legal personality, full capacity to work for the achievement of its ends, and its own assets. Its objects are the provision of passenger and freight rail services and other services or activities complimentary or linked to rail transport.

Further information about its powers and structure can be found at: [www.renfe.es](http://www.renfe.es)

#### ▪ **Other operators**

As a result of liberalisation of the freight transport sector new operators are gradually joining the rail sector. In 2006 and 2007, in addition to RENFE-Operadora, three undertakings obtained the requisite safety certificate. In 2008 two more undertakings obtained a safety certificate, and commenced operation during that year.

#### ▪ **Comité de Regulación Ferroviaria (Rail Regulation Committee)**

This is the rail sector regulator. It is a collegiate body under the Secretariat of State for Infrastructure and Planning of the Ministry for Development. It is composed of officials from the Ministry for Development and its principal mission is:

- to ensure plurality in the supply of rail services;
- to guarantee equality for all operators in the terms of access to the market;
- to resolve disputes between ADIF and the rail undertakings.

Further information about its competences and structure can be found at: [http://www.fomento.es/MFOM/LANG\\_CASTELLANO/DIRECCIONES\\_GENERALES/ORGANOS\\_COLEGIADOS/CRF/](http://www.fomento.es/MFOM/LANG_CASTELLANO/DIRECCIONES_GENERALES/ORGANOS_COLEGIADOS/CRF/)

- **Comisión de Investigación de accidentes ferroviarios (Rail Accident Investigation Commission).**

The Rail Accident Investigation Commission (CIAF) was created in 2007, under the Ministry for Development, but independent of the National Safety Authority, of ADIF and of the operators, as set out in Royal Decree 810/2007, and complies fully with the provisions of Directive 2004/49.

**Annex B.2** contains an organisational chart setting out the relationships between the main actors in the system.



## **D. Evolution of railway safety**

### **1. INITIATIVES TO MAINTAIN/IMPROVE SAFETY**

#### **1.1. GENERAL SAFETY IMPROVEMENT POLICIES**

The reference framework for infrastructure and transport in Spain is the Strategic Infrastructure and Transport Plan (**Plan Estratégico de Infraestructuras y Transporte (PEIT)**), approved by the Government on 15 July 2005.

Its basic objectives include expressly that of improving the already high levels of railway transport safety, paying particular attention to eliminating and improving the safety of level crossings.

In accordance with the PEIT objectives, the **main safety measures of the Ministry for Development** during 2007 have been a continuation of the medium-term activities initiated in previous years:

- **2005-2012 Level Crossings Safety Plan**, with planned investment of EUR 1 080 million aimed at:
  - eliminating more than 50 % of the 3 764 public crossings in operation (including the FEVE network, not covered by this report)
  - improving the protection system of the remaining crossings
- **2006-2010 RENFE-Operadora Strategic Safety Plan**, intended to reduce the 'TRA' (Tasa de Riesgo Aceptable), that is, the acceptable rate of risk to 0.030 accidents/million train-kilometres as compared with 0.075 in 2005 (under the previous administration the average was 0.78). Planned investment is EUR 291 million.
- **2006-2010 ADIF Strategic Plan**, intended in the safety field to reduce the rate of train accidents attributable to infrastructure by 60 % in relation to the annual average of the preceding administration.

In order to achieve this target the **Programme of Actions to Improve the Safety and Functionality of the Network** is being implemented which, in the timeframe of the Strategic Plan, has planned investment of EUR 638 million.
- Introduction of the **ASFA Digital** system, approval having been given to prototype tests on 2 500 km and a contract having been awarded for the manufacture, supply and assembly of 2 650 sets of equipment.

#### **1.2. OTHER STEPS TO IMPROVE SAFETY**

In addition to implementing the main strategies referred to in the preceding section, other specific work has been done during 2008,

focused on solving particular problems arising from accident rates and the investigation of events which have occurred.

### 1.2.1. Actions by the Rail Infrastructure Manager (ADIF).

- **MEASURES RELATING TO IMPROVING THE MANAGEMENT OF RAILWAY OPERATION.**

- a. Organisational measures:

- Rigorous adaptation of work programmes (weekly work reports) to the actual situation of the work planned, establishing processes for the regular audit of those Reports.

- b. Human factors:

- Launch awareness-raising campaigns in the media targeted at the public to address the issue of careless behaviour which causes accidents.
    - Extraordinary Programme of Inspections to rectify any breaches of the regulations for carrying out work and establish corrective measures for any breaches detected.
    - Train all of the actors involved in carrying out work on and around the tracks in order to raise their awareness of the importance of strict compliance with the rules.

- **SIDINGS IMPROVEMENT PLAN**, promoted by ADIF, is still being implemented, as it has been since 2007, by the Conventional Network Executive (Dirección Ejecutiva de Red Convencional). This plan is reducing the number of rail accidents caused by railway facilities.

### 1.2.2. Actions carried out by the rail undertaking RENFE – Operadora.

- **SAFETY TARGETS.** Operational Objectives have been set for each strategic line to reduce the number of accidents and incidents caused by human or technical error, by introducing new technologies enabling the risk of accidents to be eliminated or reduced, particularly in the context of the driving of rail vehicles.

Listed below are the Operational Objectives which were set and the extent to which they have been met.

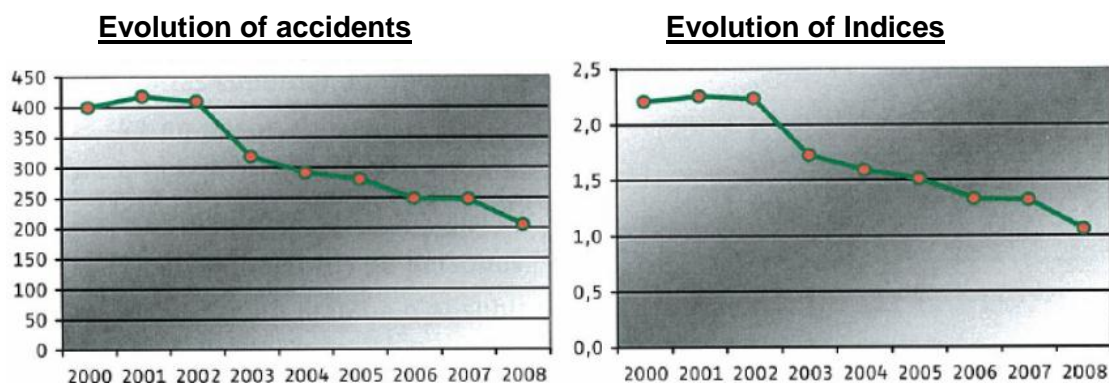
- Procedure for the inspection and assessment of the safety management system.
  - Check compliance with the regulations on driving.
  - Review the framework of relations.
  - Develop tools for the management of human factors:
    - **ASFA Digital:** this year, 592 devices have been installed in 314 locomotives and self-propelled vehicles. In total, including the previous year's facilities, 638 devices have been installed in 343 vehicles. There are plans to install a total of 2 650 devices.
    - **ASFA Support:** this year, 554 devices have been installed in 277 locomotives and self-propelled vehicles. In total, including the facilities installed the previous year, 554 devices have been installed in 368 vehicles.
  - Reduce technical faults in rolling stock.
  - Monitor 'safe kilometre' operations:
    - **ERTMS/ETCS - LZB:** this automatic driving system has been installed in 195 trains.
  - Meet the requirements of Ministerial Decrees.
  - Develop tools for knowledge management.
  - Further develop the safety culture.
  - Reduce human error in manoeuvring.
- **SAFETY METHODS: SAFETY PLAN – PROGRAMME OF ACTION**
- Safety methods are established to explain how to assess safety levels, how to improve them and how to define the extent to which safety objectives have been met and other safety requirements have been fulfilled.
- Inspection activities by RENFE's Traffic Safety Department (DCSC) and areas of activity:
- A total of 26 700 inspections have been carried out.
  - Two different analyses of speed recorders have been carried out: by number of speed recorders analysed (49 741) and by distance in millions of kilometres (4.2).

## 2. TREND ANALYSIS GIVING DETAILED DATA

This report sets out statistics on significant accidents<sup>3</sup> occurring on the General Interest Rail Network (RFIG) run by the Rail Infrastructure Manager (ADIF) during 2008. A series of graphs have been prepared representing the trend for each of the Common Safety Indicators, using the criteria and formats supplied by the European Railway Agency.

**Annex C** gives a breakdown of the statistics.

Looking at the total number of accidents (not only significant accidents), there were 205 accidents during 2008 as compared with 247 in the preceding year, which represents a fall of 17 %. The accident rate (number of accidents per million train-kilometres) was 1.06, less than the figure for the preceding year which was 1.32, representing a fall of 19.7 %.



<sup>3</sup> **Accident:** [as defined by Directive 2004/49]: 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.

**Significant accident** [as defined by Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics, applicable under Directive 2004/49]: any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded.

**Serious accident** [as defined by Directive 2004/49]: any train collision or derailment of trains, resulting in the death of at least one person or serious injuries to five or more persons or extensive damage to rolling stock, the infrastructure or the environment, and any other similar accident with an obvious impact on railway safety regulation or the management of safety; 'extensive damage' means damage that can immediately be assessed by the investigating body to cost at least EUR 2 million in total.

### 3. RESULTS OF SAFETY RECOMMENDATIONS

The investigation of accidents and incidents occurring on the network is a fundamental tool in detecting and preventing risk. That investigation must include accidents or precursors of accidents which, although without serious personal or economic repercussions, display particular characteristics such as recurring in time or in a geographical area or the fact that their causes may be attributable to rail management.

Every accident investigated therefore generates a report in which the causes are ascertained and particular recommendations made with a view to improving railway facilities, seeking possible guidelines for the conduct of the people involved and, in short, preventing it from recurring.

In 2008 the Accident Investigation Commission (Comisión de Investigación de Accidentes) investigated a total of 54 accidents and 3 serious incidents on the entire national network, of which 35 were classified as accidents to persons, 14 as level-crossing accidents, 2 as derailments, 3 as collisions, 2 as near-collisions and 1 as passing a signal.

Of the above-mentioned totals, in 2008 51 accidents and 1 serious incident were investigated within the General Interest Rail Network run by the Rail Infrastructure Manager (ADIF), to which this report relates, according to the definition given in the Safety Directive (2004/49/EC). Of those, 14 were classified as level-crossing accidents, 33 as accidents to persons, 2 collisions, 2 derailments and 1 near-collision.

The majority of the accidents are not caused solely by railway operation: they result from the actions of third parties (level-crossing users or third parties accessing rail facilities).

Set out below in summary form are **the most important safety recommendations** issued as a result of the investigation of those occurrences.

- Recommendations resulting from **level-crossing** accidents:
  - Look at eliminating level-crossings.
  - Where plans to eliminate a level-crossing already exist, endeavour to expedite such a measure as far as possible.
  - Where the through-traffic (road and railway) and its level of protection comply with legislation and there is no reason, according to the legislation, to remove the crossing, the recommendation is to notify the road authorities of the need to equip the crossing with appropriate signage.

- Promote educational campaigns emphasising the need to obey level-crossing signals.
  - Recommendations resulting from **accidents to persons**:
    - Check for the existence of any 'black spot' crossings (unauthorised walkways) in order to eliminate them.
    - Strengthen and/or repair fencing.
    - Promote awareness-raising campaigns targeted at the public to encourage responsible use of rail facilities.
    - Check compliance with the safety legislation applicable to carrying out work near railway lines in order to ensure that the work is carried out in such a way as to minimise the risk to persons and railway traffic.
    - Assess the safety of level-crossings between platforms at railway stations and establish whether to improve the signing, equip the crossing with protection or construct an alternative crossing at a different level.
  - Recommendation resulting from **collisions**:
    - Take the necessary steps to ensure that drivers adhere to the General Traffic Regulations (Reglamento General de Circulación).
  - Recommendations resulting from **derailments**:
    - Supervise more closely wheel turning processes and, in relation to the wheel lathes themselves, establish inspection procedures and records to:
      1. Check for the presence of marks or indentations in the lathe chuck,
      2. Inspect the affected area by video recording it to check that there are no cracks,
      3. Eliminate the above-mentioned marks.
      4. Check the results and feedback on the maintenance plans.
- These procedures will be set out in the Maintenance Plans of every group of vehicles affected.

- Recommendation resulting from the incident investigated and classified as a **near-collision**:
  - Where major work on safety facilities is being carried out whilst trains are still running, the different departments involved in the work must establish a common protocol for action to guarantee that the activities to be carried out are perfectly coordinated with the chain of command between the party whose role is to communicate with the person responsible for traffic management and those carrying out the work.

It is, therefore, necessary to set out clearly the responsibilities of the different departments involved.

Due to the large number of people involved in carrying out this type of work, there is a high risk of human error. It is therefore necessary either to arrange for work to be carried out during scheduled maintenance periods or even to consider suspending all rail traffic on the section of track affected by the work and look into alternative routes for the trains. If that is not possible, block signalling methods must be used in order to ensure that only one train can operate on that section of track.

These measures were developed according to the appropriate instructions and briefings.



## **E. Main changes in the legislation and rules**

As already indicated in earlier sections of this report, regulatory implementation of the basic legislation established in preceding years continued in 2008 with approval during the year of the procedure for the technical investigation of rail accidents (Procedimiento para la investigación técnica de accidentes ferroviarios).

The only piece of safety-related legislation drawn up and approved in 2008 was the following:

- **DECISION AT THE 28 OCTOBER 2008 PLENARY MEETING OF THE RAIL ACCIDENT INVESTIGATION COMMISSION APPROVING THE PROCEDURE FOR THE TECHNICAL INVESTIGATION OF RAIL ACCIDENTS.**

The aim of the above-mentioned procedure is to set the core rules for the investigation of rail accidents by the Rail Accident Investigation Commission (CIAF) and help to define the process.

The procedure is also intended to define the relationships between the various bodies carrying out the investigation.

Details of the above legislation can be found in **Annex D**.

## **F. Evolution of safety certification and authorisation**

### **1. SPANISH PROVISIONS ON THE ISSUANCE OF SAFETY CERTIFICATES AND AUTHORISATIONS UNDER DIRECTIVE 2004/49/EC.**

Until 7 September 2007 it was the Rail Sector Act, Act 39/2003, which provided that rail undertakings had to have **SAFETY CERTIFICATES** prior to providing the service.

From that date Royal Decree 810/2007 has been in force, and provides in Title II:

*‘Title II, on safety authorisation and safety certificates, lays down the requirements and conditions for the grant, maintenance, suspension and revocation of those documents’*

Since entry into force of Royal Decree 810/2007, which transposes the Safety Directive, Directive 2004/49/EC, into Spanish law, safety certificates have therefore been issued in accordance with Article 10 of that Directive.

On the basis of the foregoing, **in 2008, four safety certificates were issued** to the following rail undertakings:

- Tracción Rail, on 20/02/2008;
- Tracción Rail, on 28/03/2008 (extension of a certificate);
- EWS, on 27/06/2008;
- Comsa Rail Transport, on 26/09/2008 (extension of a certificate);

With regard to the Infrastructure Manager’s obligation to have a **SAFETY AUTHORISATION**, in 2008, since the implementation of Royal Decree 810/2007, its Transitional Provision One has applied:

*‘From entry into force of this royal decree the Rail Infrastructure Manager shall, for the purposes of performing its functions, be treated as having the safety authorisation referred to in Article 9 of the Rules on Traffic Safety in the General Interest Rail Network.*

*Notwithstanding the foregoing, the Rail Infrastructure Manager shall, within no more than two years from the date of entry into force of this royal decree, take the appropriate actions to comply with those rules and to apply formally for the relevant safety authorisation in accordance with the rules, submitting the documents referred to therein’.*

## **2. ACCESS TO SPANISH SAFETY RULES AND ALL OTHER RELEVANT NATIONAL LEGISLATION FOR RAIL UNDERTAKINGS AND MANAGERS**

Information about Spanish safety rules and all other related national legislation can be found on the website of the Ministry for Development:

[http://www.fomento.es/MFOM/LANG\\_CASTELLANO/DIRECCIONES\\_GENERALES/ FERROCARRILES/ INFORMACION/NORMATIVA/](http://www.fomento.es/MFOM/LANG_CASTELLANO/DIRECCIONES_GENERALES/ FERROCARRILES/ INFORMACION/NORMATIVA/)

That information can also be found in ADIF's Network Statement, which can be accessed in Spanish and English at:

[http://www.adif.es/es\\_ES/conoceradif/declaracion\\_de\\_la\\_red.shtml](http://www.adif.es/es_ES/conoceradif/declaracion_de_la_red.shtml)

The full text of the Spanish safety rules and laws can also be accessed on the website of the Official State Gazette (Boletín Oficial del Estado, BOE), as they are published there before coming into force:

[www.boe.es](http://www.boe.es)

## **G. Supervision of rail undertakings and infrastructure managers**

Until now, the auditing and monitoring of rail undertakings' safety management systems have been carried out indirectly by inspecting their operations rather than by means of direct audits of the safety management system.

With regard to Part A safety certificates, given that they cover the safety management system, which comprises the company's operating methods, the following investigations were carried out while trains were in operation:

<b>INSPECTIONS</b>		<b>OF RAIL UNDERTAKINGS</b>	<b>OF THE INFRASTRUCTURE MANAGER</b>
<b>Number of inspections of rail undertakings and infrastructure managers in 2008</b>	Goods inspections:	418	-
	Dangerous goods inspections:	95	-
	Trains in operation (in-cab accompaniment)	527	-
	Speed recorders	218	-
	Breathalyser tests	250	646
	Rolling stock maintenance workshops	42	-
	Track works	-	205
	Level-crossing inspections	-	551
	Internal ADIF audits on safety visits	-	312

Inspections for the Part B safety certificate, which deals mainly with the existence of duly qualified staff and authorised rolling stock, are carried out by:

- Checking that staff are duly qualified before authorising operations.
- Inspecting rolling stock: 4 038 inspections have been carried out.

Approximately 95 % of these inspections are carried out in accordance with the safety plans.

In any event, in the course of 2008, no significant anomaly has arisen which could have led to:

- modification, revocation or suspension of or a significant warning under safety certificates;
- complaints by ADIF about operators or vice versa.

## **H. Report on the adoption of Common Safety Methods (CSMs) for risk evaluation and assessment**

In Spain, on 10 December 2008, the Railways Department produced an internal legal document based on the document entitled 'Primer Paquete de Métodos Comunes de Seguridad' [First Set of Common Safety Methods] (from the draft versions of Commission Regulation (EC) No 352/2009 which were available at the time):

- **Circular Decision (10/2008) on the validation procedure for applications for authorisation of the placing in service of modified rolling stock, in accordance with Order FOM/233/2006 on the conditions for approval of rolling stock.**

The above-mentioned Decision regulates the procedure for authorising the placing in service of rolling stock which has already been authorised and subsequently modified. This new procedure introduces the most important aspects of CSM risk analysis.

Any change to rolling stock must be analysed by an independent safety assessment body which, after carrying out the appropriate risk analysis, will reach a conclusion as to whether the change is sufficiently significant.

Thus, we are gradually implementing Commission Regulation (EC) No 352/2009, which will apply to changes to rolling stock as of July 2010.

However, since Decision 10/2008 was published at the end of 2008, there has been no experience of its implementation this year.

## **I. Conclusions of the NSA – Priorities**

During 2008, as in 2007, the functions of a National Safety Authority in Spain have been performed by the Railways Department. That task is transitional since the Act on State Agencies for the Improvement of Public Services, Act No 28/2006 of 18 July, provides for the creation of the Road and Rail Safety Agency, called to act on a definitive basis as the National Safety Authority.

During 2008, new rail undertakings have gradually continued to enter the Spanish market.

The organisational priorities in relation to safety for the coming years are to strengthen the structure of the National Safety Authority, reinforcing its growing role in the national rail sector and its involvement in various national and international forums.

Other priority actions for the coming years are as follows:

- in terms of legislation, finish drafting the technical specifications for rolling stock approval, incorporating TSIs into national law;
- ensure that railway vehicle maintenance is adequately carried out. This can be achieved by monitoring rolling stock maintenance workshops more closely;
- proceed with plans to eliminate or protect level crossings and fencing as well as plans to eliminate unauthorised track access points, since they are responsible for the majority of accidents involving rolling stock;
- monitor compliance with the CIAF's safety recommendations after accidents, and ensure that experiences of incidents and accidents are taken into account in the procedures of the railway undertakings;
- promote the progressive implementation of the Common Safety Methods of risk analysis, through regulatory and dissemination measures;
- promote the safety culture through active involvement in the different European Working Groups - particularly in the European Railway Agency - and the dissemination of its results to the national railway sector.

At the same time, in relation to accident rates, measures must be directed at promoting consolidation of a downwards, and therefore positive, trend in the number of accidents and incidents occurring on the General Interest Rail Network.

## **J. Sources of Information**

### Bibliography:

- [1] *CIRTRA 2008* – Traffic Operation Department, ADIF.
- [2] *Declaración sobre la Red 2009 - Actualización* – Infrastructure Operation Department, ADIF.
- [3] Directive 2004/49/EC of the European Council and of the Parliament of 29 April 2004.
- [4] *Informe Anual de Accidentes Año 2008* – Dirección Corporativa de Seguridad en la Circulación [Corporate Traffic Safety Department], RENFE Operadora.
- [5] *Informe Anual de los Accidentes Ferroviarios en la Red Ferroviaria de Interés General, Año 2008* – Dirección de Seguridad en la Circulación [Traffic Safety Department], ADIF.
- [6] *Informe de Seguridad año 2008* – Gestión de Seguridad en la Circulación [Traffic Safety Management], Continental Rail.
- [7] *Informe Anual de Seguridad año 2008* – Dirección de Formación y Selección [Training and Selection Department], EWS.
- [8] *Informe Anual 2008* – Comsa Rail Transport, S.A.
- [9] *Informe Anual de Seguridad 2008* – Tracción Rail, S. A.
- [10] *Plan Anual de Seguridad 2008* – Corporate Traffic Safety Department, RENFE Operadora.
- [11] *Plan Estratégico de Infraestructuras y Transporte (PEIT)* [Strategic Infrastructure and Transport Plan] – Ministerio de Fomento [Ministry for Development] – approved by the government on 15 July 2005.
- [12] *REAL DECRETO 810/2007*, de 22 de junio, por el que se aprueba el Reglamento sobre seguridad en la circulación de la Red Ferroviaria de Interés General [Royal Decree 810/2007 of 22 June, approving the Reglamento sobre seguridad en la circulación de la Red Ferroviaria de Interés General (Rules on Traffic Safety in the General Interest Rail Network)]

### Websites:

- [13] [www.fomento.es](http://www.fomento.es)
- [14] [www.adif.es](http://www.adif.es)
- [15] [www.acciona.es](http://www.acciona.es)
- [16] [www.comsa.com](http://www.comsa.com)
- [17] [www.continentalrail.es](http://www.continentalrail.es)
- [18] [www.renfe.es](http://www.renfe.es)
- [19] [www.azvi.es/ferroviario.php](http://www.azvi.es/ferroviario.php)
- [20] [www.eurocargorail.com](http://www.eurocargorail.com)



In addition to the foregoing references, information supplied by the various rail operators and by the rail infrastructure manager has been used in writing this report.

## **K. Annexes**

**ANNEX A: INFORMATION ON THE RAIL STRUCTURE**

**ANNEX B: ORGANISATIONAL CHART OF THE NATIONAL SAFETY AUTHORITY**

**ANNEX C: CSI DATA – DEFINITIONS USED**

**ANNEX D: SIGNIFICANT CHANGES IN LEGISLATION AND RULES**

**ANNEX E: EVOLUTION IN SAFETY CERTIFICATION AND AUTHORISATION - FIGURES**

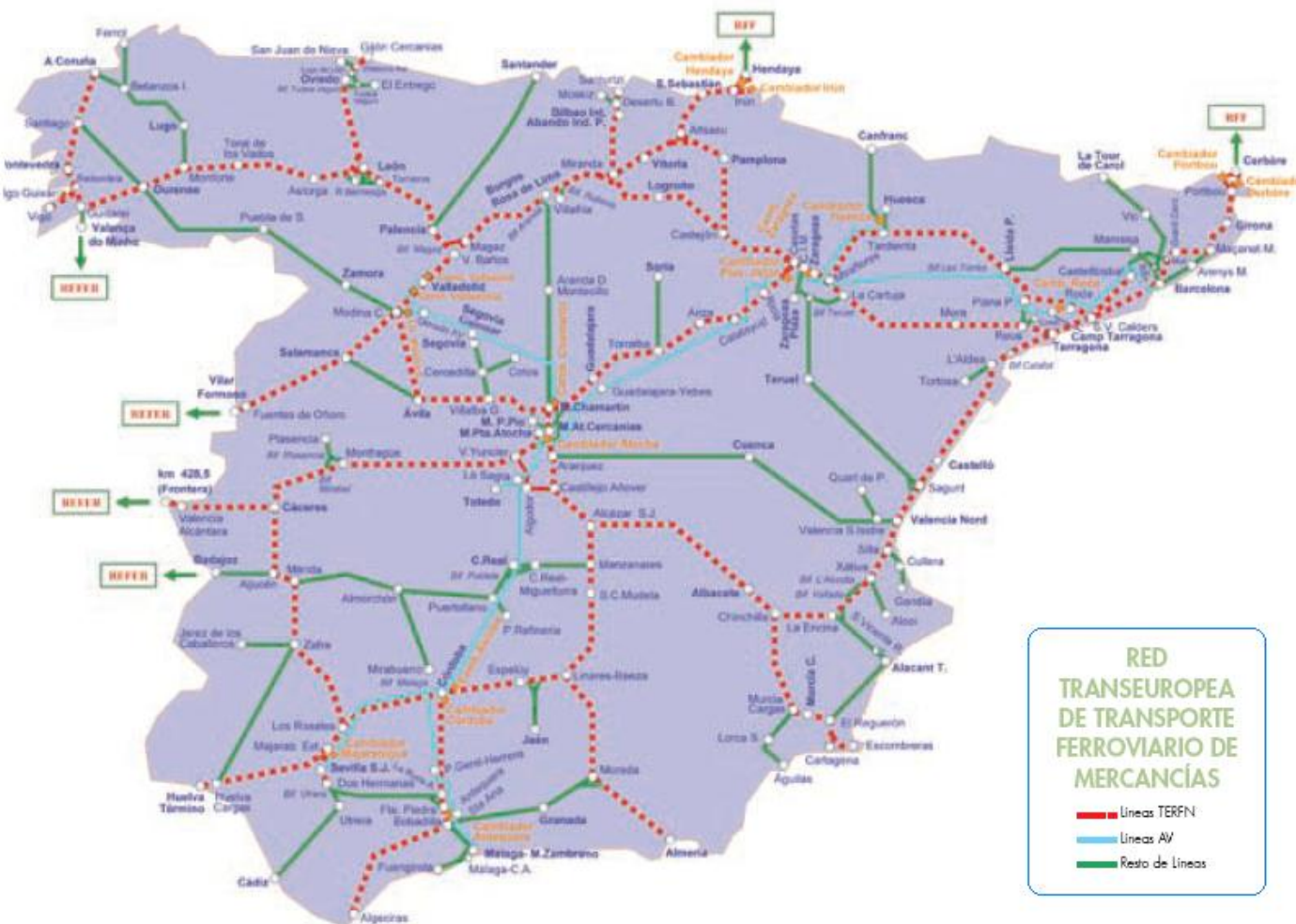
## ANNEX A: Information on the rail structure

## ANNEX A.1: Network plans



[DISTANCES IN KILOMETRES]

Source: 2009 Network Statement. ADIF



**[TRANS-EUROPEAN RAIL FREIGHT NETWORK**  
**TERFN lines**  
**AV lines**  
**Other lines]**

Source: 2009 Network Statement. ADIF

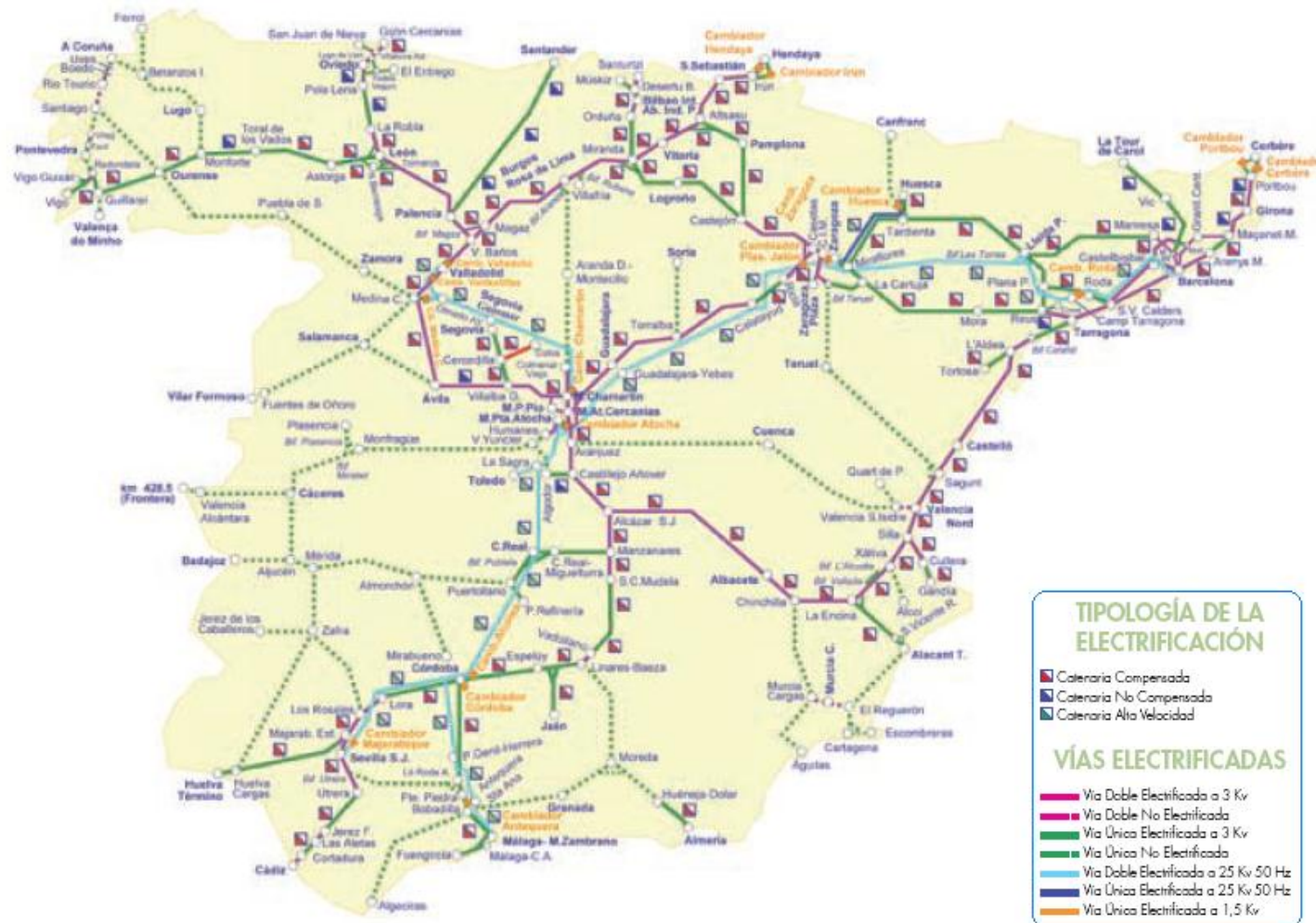




[MAXIMUM SPEEDS]

Source: 2009 Network Statement. ADIF





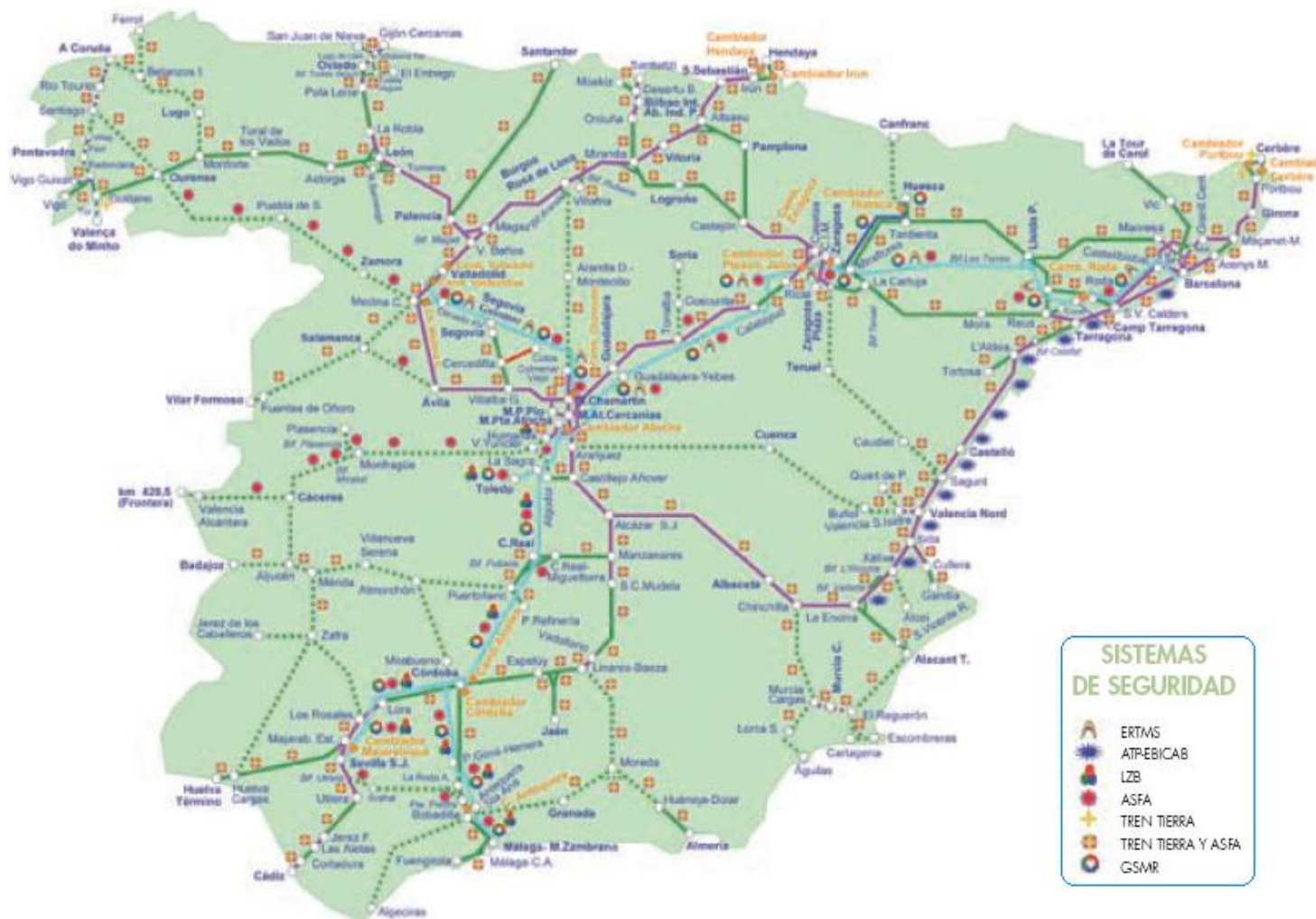
#### [TYPES OF ELECTRIFICATION

Compensated catenary  
Uncompensated catenary  
High speed catenary

#### ELECTRIFIED LINES

Double-track electrified at 3 kV  
Non-electrified double-track  
Single-track electrified at 3 kV  
Non-electrified single track  
Double-track electrified at 25 kV 50 Hz  
Single-track electrified at 25 kV 50 Hz  
Single-track electrified at 1.5 kV]

Source: 2009 Network Statement. ADIF



[SAFETY SYSTEMS: ERTMS, ATP-EBICAB, LZB, ASFA, TRAIN-TO-TRACK, TRAIN-TO-TRACK AND ASFA, GSMR]

Source: 2009 Network Statement. ADIF





**[TRACK GAUGE AND SWITCHING SYSTEMS]**  
 Spanish track gauge  
 European track gauge  
 Metric track gauge  
 Talgo gauge-switching system  
 CaF gauge-switching system  
 Transferra axle-switching system  
 (freight)

Source: 2009 Network Statement. ADIF

## ANNEX A.2: List of infrastructure managers and rail undertakings with safety certificates

## A.2.1. Infrastructure manager(s)

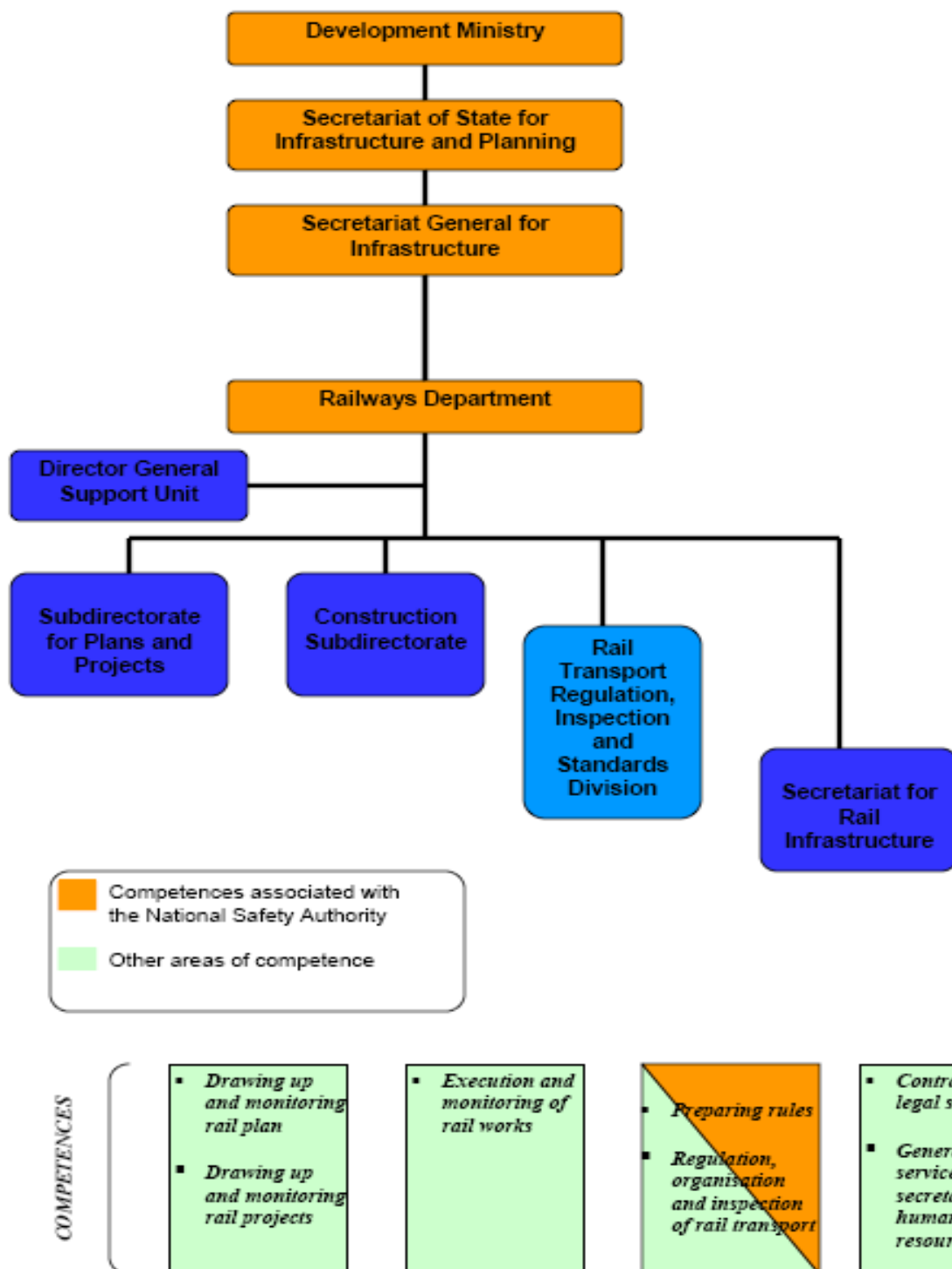
Name	Address	Website / Link to Network Statement	Safety authorisation (number/date)	Date of commencement of trading	Total track length/width	Length of electrified track/network voltage	Total length of double/single track	Total length of high-speed line	ATP equipment used	Number of level crossings	Number of signals
<b>ADIF</b>	C/ Sor Ángela de la Cruz, 3 28020 Madrid Spain	<a href="http://www.adif.es">www.adif.es</a>	Not available in 2008	01/01/2005	1 589km/1 435mm 11 755km/1 668mm 18 km /1 000mm 21 km/ mixed 13 383 km total	3 615 km single-track 4 503 km double-track  8 118 km electrified	8 806 km single-track 4 577 km double-track	1 589 km	ERTMS ASFA LZB ATP-EBICAB GSMR	2 699	[No data]

## A.2.2. Rail undertaking(s)

Name	Address	Website	2001/14/EC safety certificate (number/date)	2004/49/EC safety certificate A-B (number/date)	Date of commencement of trading	Type of traffic (freight, etc.)	Number of train sets	Number of train sets/ suburban train set elements	Number of coaches/ wagons	Number of drivers/safety personnel	Volume of passenger transport	Volume of freight transport
<b>RENFE Operadora</b>	Avenida Pio XII s/n, 28036 Madrid, Spain.	<a href="http://www.renfe.es">www.renfe.es</a>	30/06/2006	-	1/01/2005	Passengers Freight	537	1 156	coaches: 1 257 wagons: 13 718	Drivers: 4 873 Safety: 190	499 745 000	22 016 000 tonnes
<b>Continental Rail</b>	Avda América, 2-17B 28028 Madrid Spain	<a href="http://www.continentalrail.es">www.continentalrail.es</a>	29/06/2007	-	15/02/2007	Traction Freight	3	-	74 wagons	Drivers:14	-	256 223 tonnes
<b>Acciona Rail Services</b>	Avda. de Suiza 18-20 28820 Coslada (Madrid) Spain	<a href="http://www.acciona.es">www.acciona.es</a>	26/12/2006	-	28/01/2007	Freight	2	-	32 wagons	Drivers: 5 Safety: 4	-	463 113 tonnes
<b>Comsa Rail Transport</b>	C/ Viriato, 47 08014 Barcelona Spain	<a href="http://www.comsa.com">www.comsa.com</a>	-	26/09/2008 (extension)	15/01/2008	Freight Traction	7	-	40 wagons	Drivers: 18 Safety: 2	-	120 348 tonnes
<b>Tracción Rail</b>	C/ Almendralejo, 5 41019 Sevilla Spain	<a href="http://www.azvi.es/ferroviario.php">www.azvi.es/ferroviario.php</a>	-	28/03/2008 (extension)	23/04/2008	Freight	2	-	-	Drivers: 10 Safety: 1	-	14 143 tonnes
<b>EWS</b>	Pº Castellana, 95 – Pl. 15 – T Europa 28046 Madrid Spain	<a href="http://www.eurocargorail.com">www.eurocargorail.com</a>	-	27/06/2008	Final quarter 2008	Freight	30	-	12 wagons	51	-	-

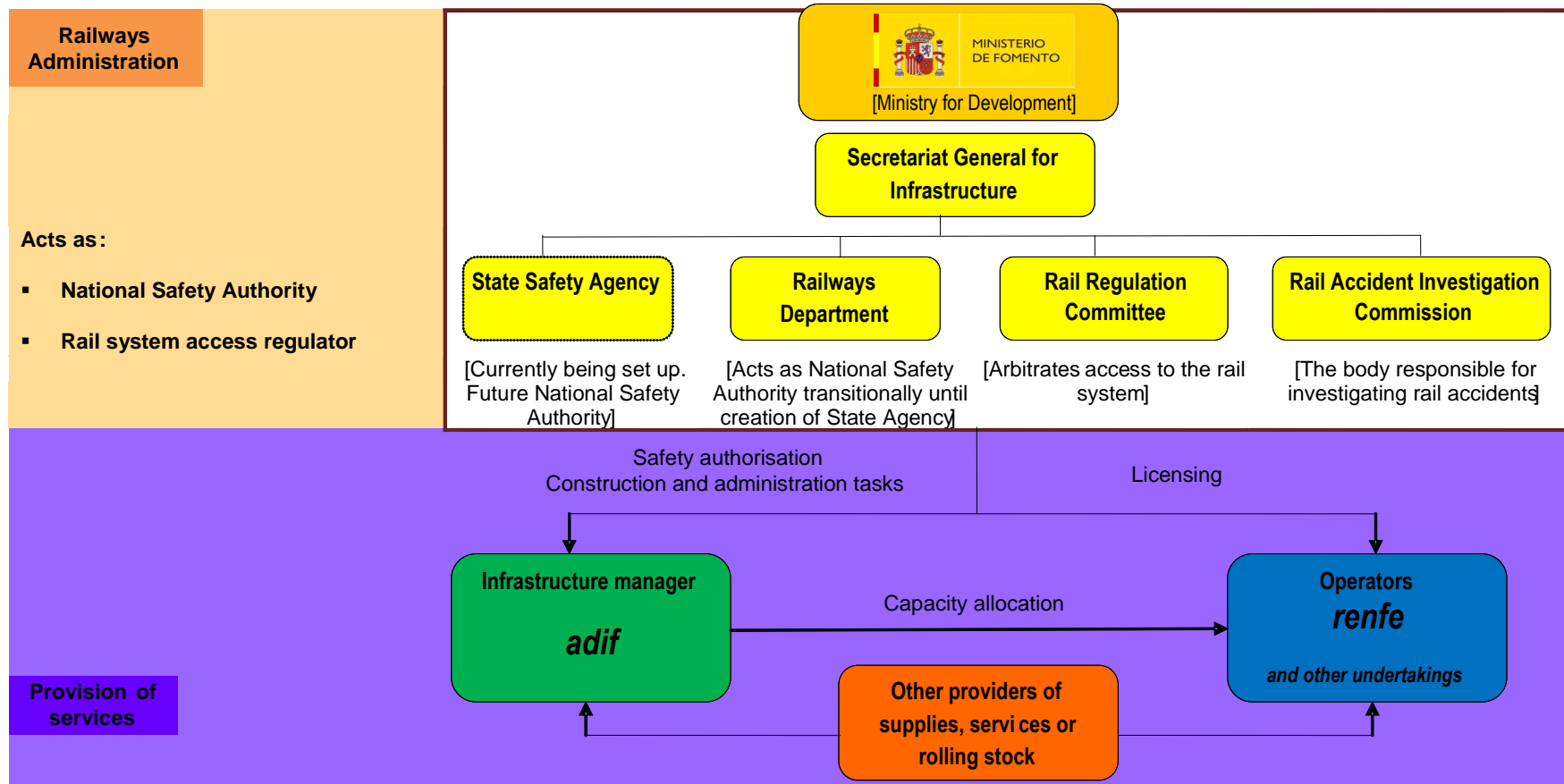
## ANNEX B: Organisational chart(s) of the National Safety Authority

### B.1. Diagram: Internal organisation



\* Organisational chart as at 31 December 2008.

## B.2. Diagram: Relationships with other national bodies



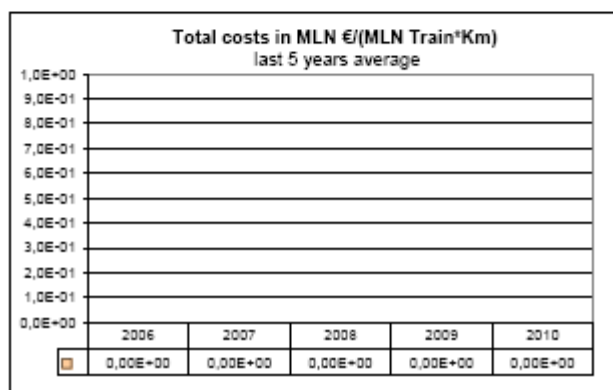
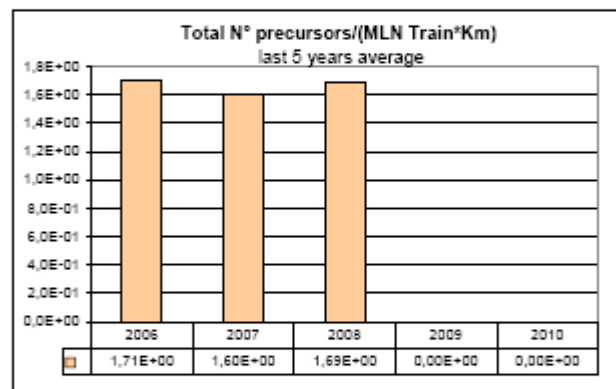
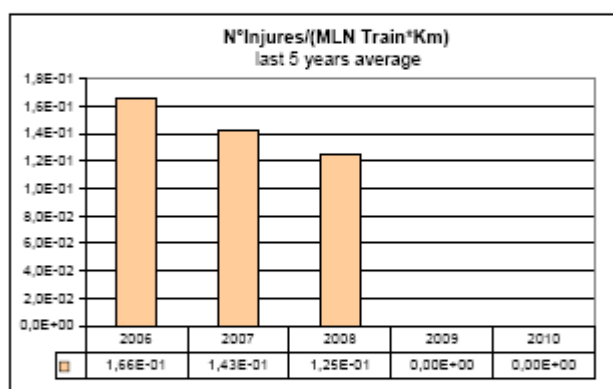
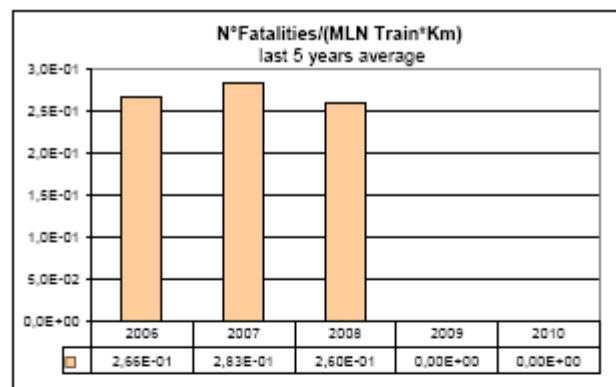
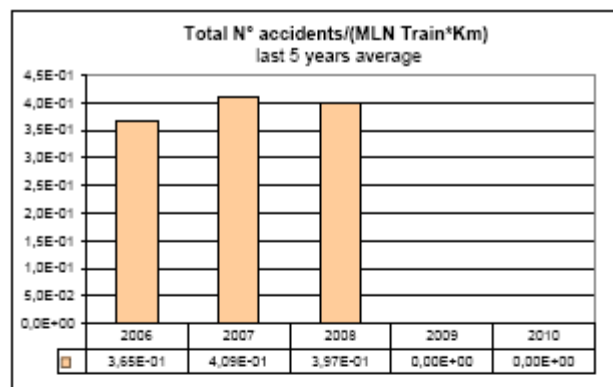
\*Organisational chart as at 31 December 2008



## ANNEX C: CSI Data – Definitions used

### C.1. CSI DATA

#### OVERVIEW OF RESULTS

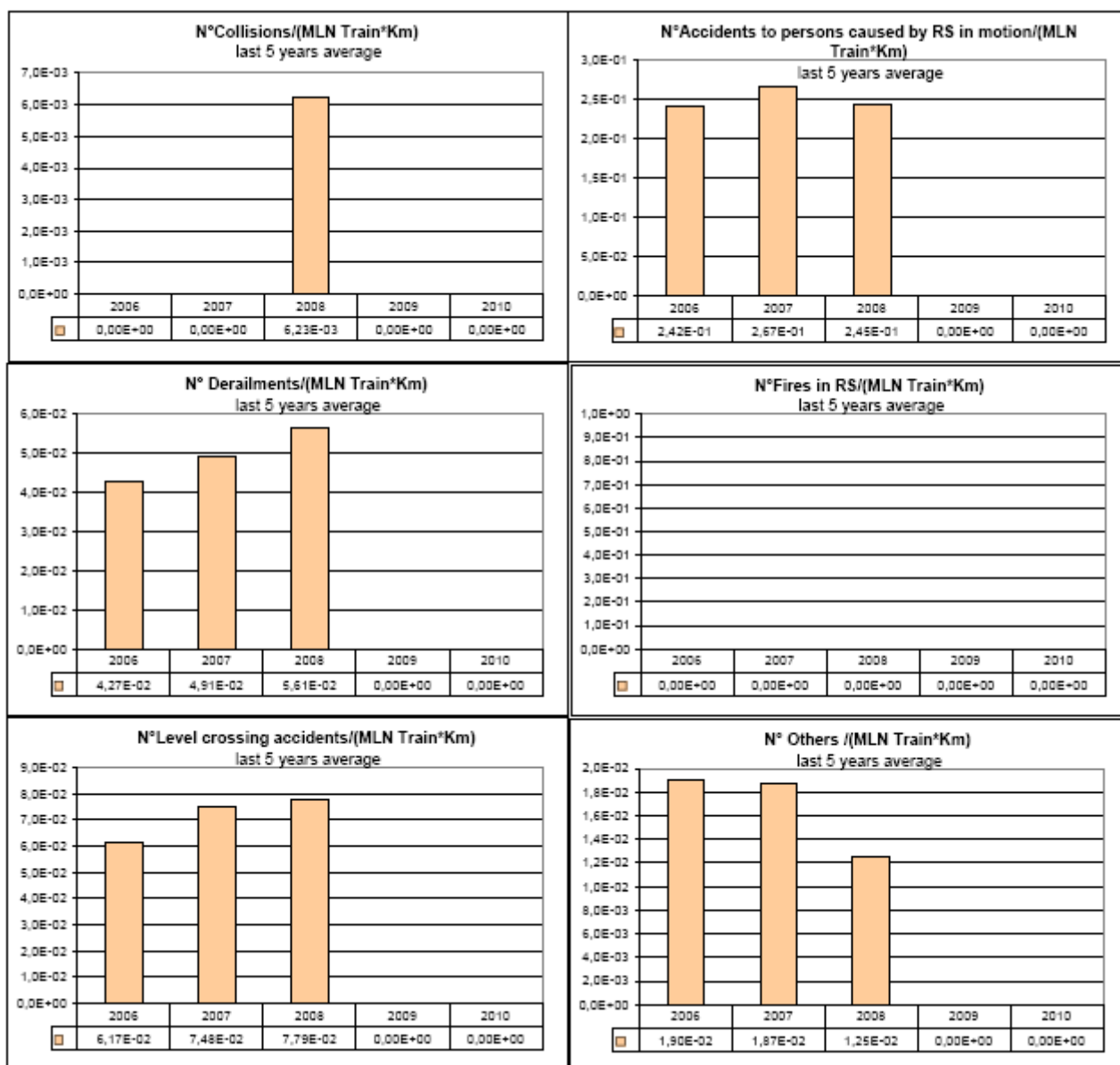


2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## ACCIDENTS, BY TYPE

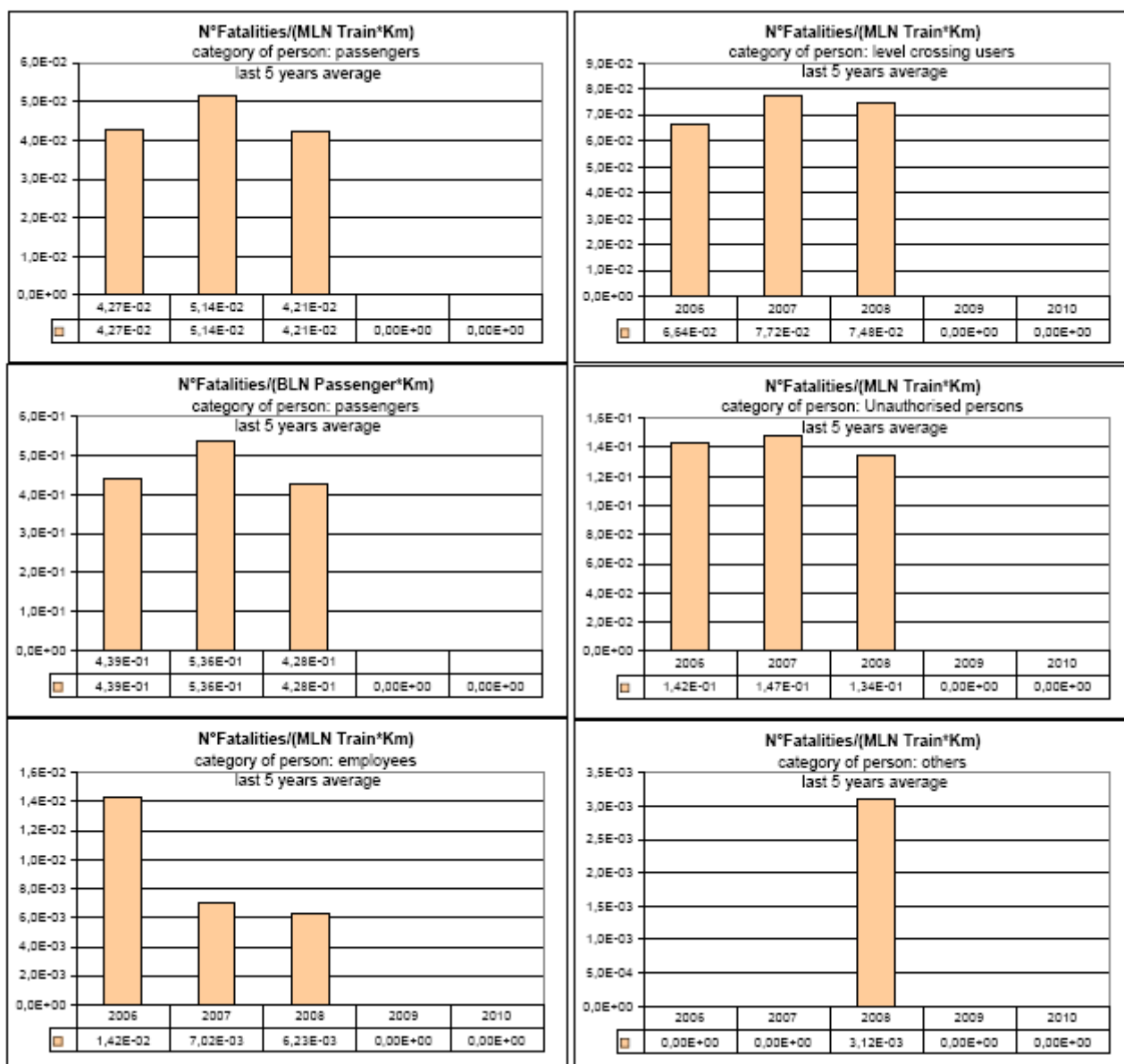


2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## FATALITIES, BY CATEGORY OF PERSONS INVOLVED

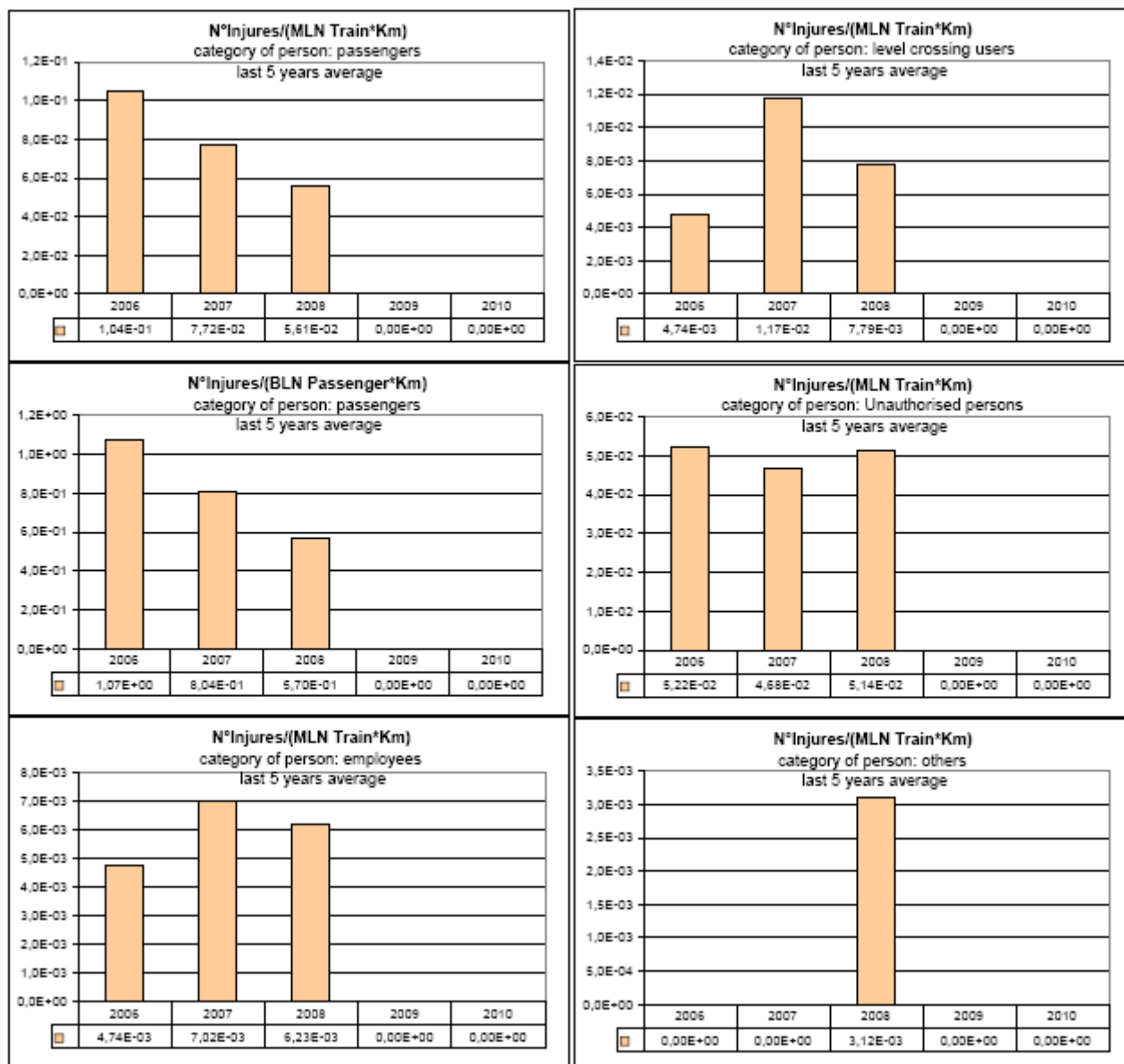


2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## INJURIES, BY CATEGORY OF PERSONS INVOLVED

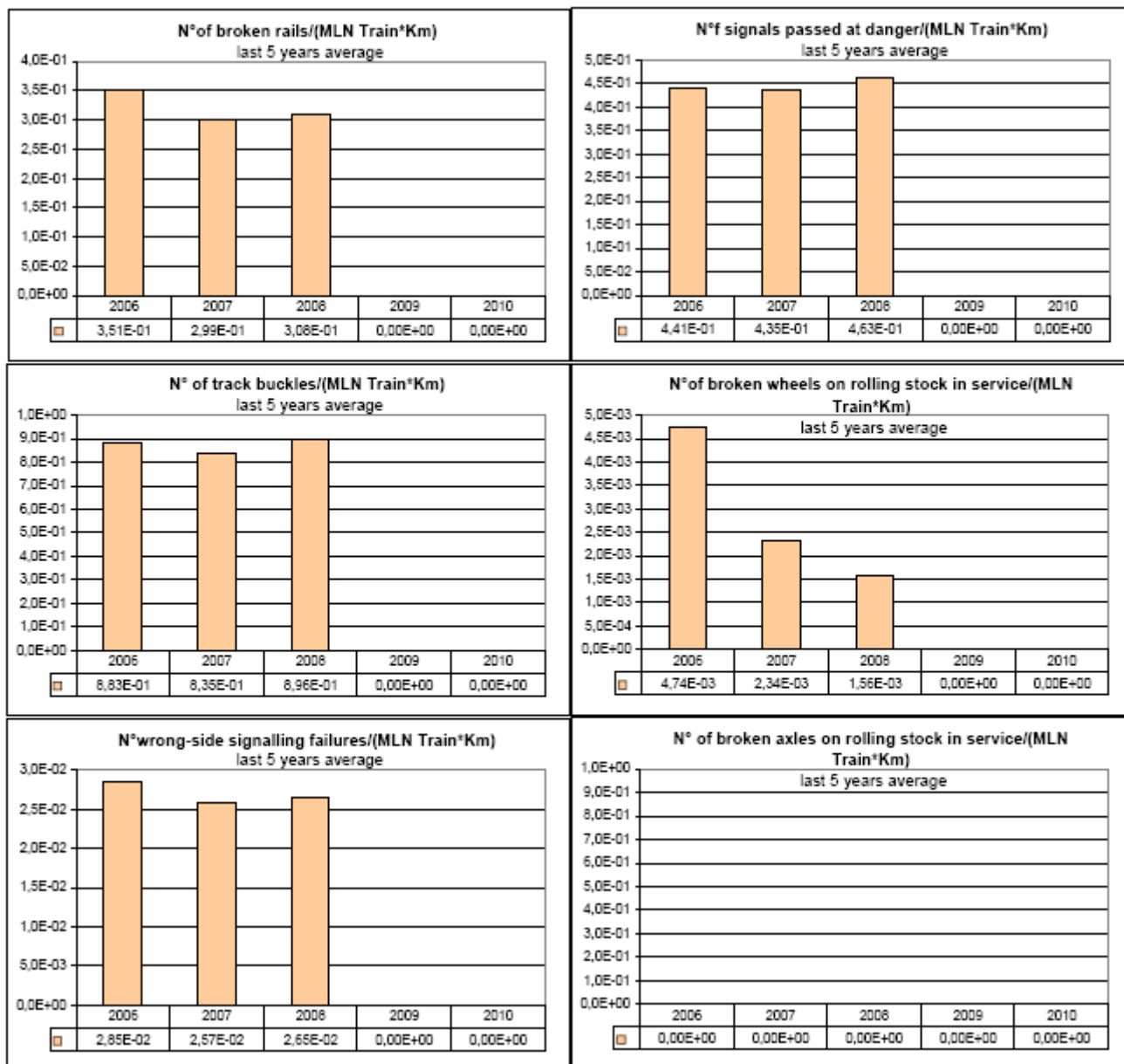


2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## ACCIDENT PRECURSORS

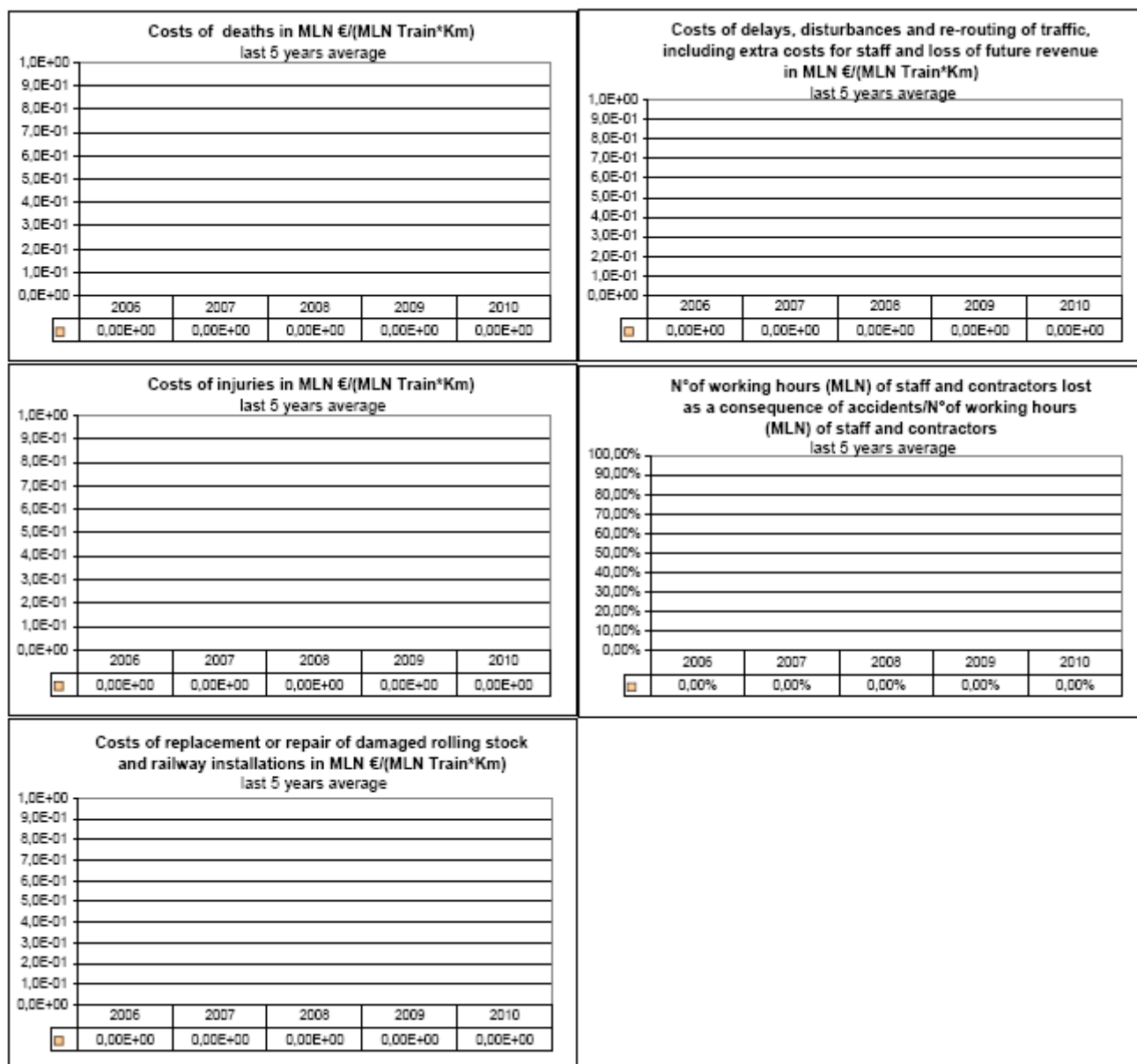


2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## TOTAL COST OF ACCIDENTS, NUMBER OF HOURS LOST BY PERSONNEL AND CONTRACTORS AS A RESULT OF ACCIDENTS

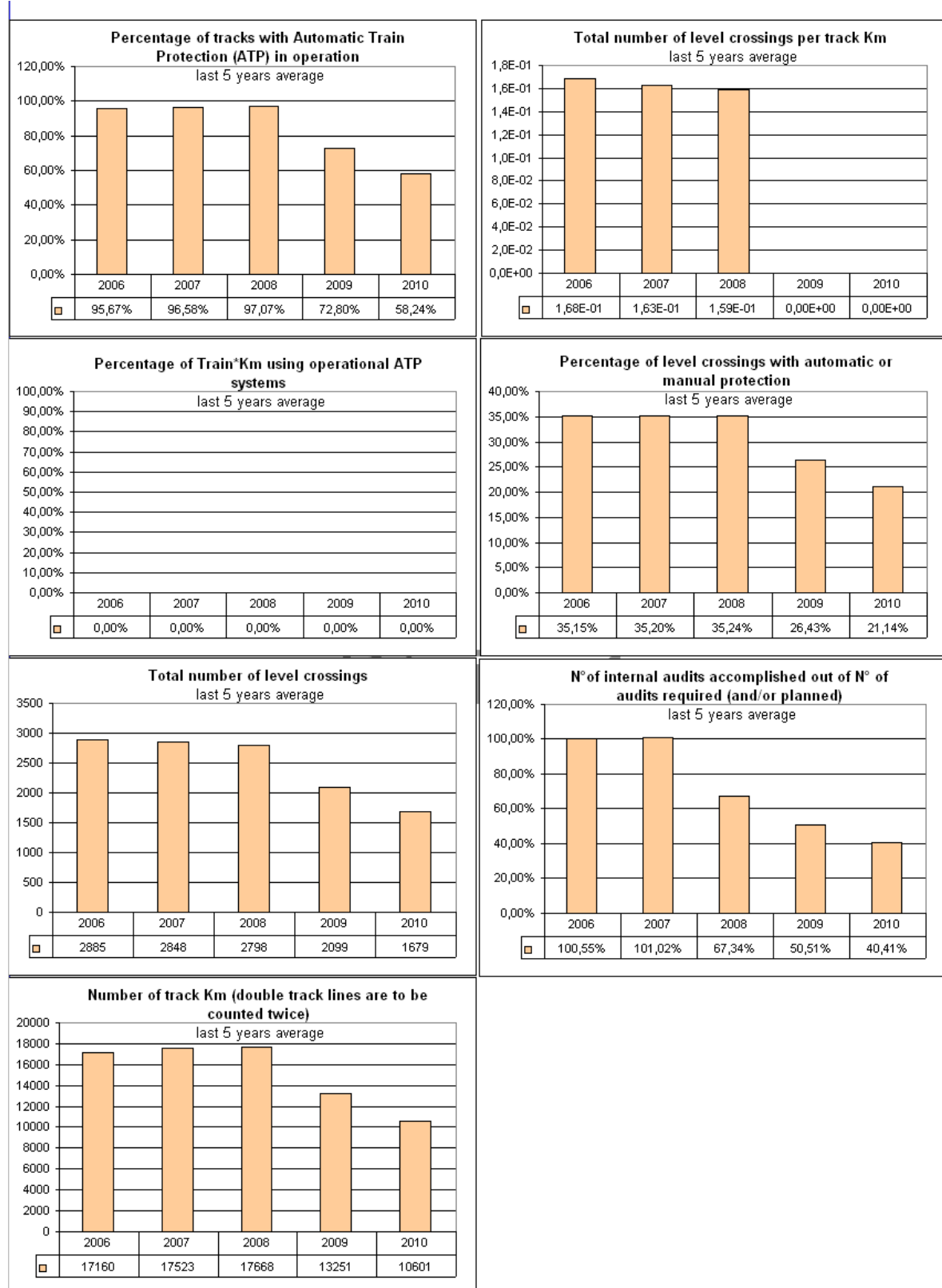


2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## TECHNICAL SAFETY OF INFRASTRUCTURE AND INFRASTRUCTURE EXECUTION; SAFETY MANAGEMENT



2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2009 report: values related to the average among 2006, 2007 and 2008.

## **C.2. DEFINITIONS USED IN THIS ANNUAL REPORT**

### **C.2.1. REGULATION (EC) No 91/03 DEFINITIONS WHICH SHOULD BE USED:**

**person killed**

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

**person seriously injured**

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

**passenger-km**

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;

**rail passenger**

any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included;

**suicide**

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

**significant accident**

any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded;

**train**

one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive travelling on its own, is not considered to be a train;

**train-km**

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.



## C.2.2. NATIONAL DEFINITIONS

A series of observations is made below based on the graphs contained in section C.1 of this annex:

- Only **significant accidents**, as defined in Regulation (EC) No 91/2003, occurring on the General Interest Rail Network (RFIG) run by the Rail Infrastructure Manager (ADIF) have been included.
- For 2006 and 2007, the data provided are the updated and revised data submitted to the European Railway Agency at the start of 2009 for the drafting of the Member States' biannual CSI Report.
- The **“Other persons”** category, as defined in Regulation (EC) No 91/2003, has been broken down into the following groups:
  - Level-crossing users.
  - Unauthorised persons.
  - Other persons.
- By way of information, CSI T01, i.e. the *‘percentage of tracks with ATP (automatic train protection) in service’*, is calculated according to the length of the lines in kilometres. Please see below for the different results that would be observed taking into account, on the one hand, line length in kilometres and, on the other hand, track length in kilometres:
  - Km. of track = 17 960 → T01= 73.06 %
  - Km. of lines = 13 383 → T01= 98.05 %
- National official statistics have no information on the economic repercussions of accidents:
  - Cost of deaths or injuries.
  - Cost of replacing or repairing damage to rolling stock and railway installations.
  - Cost of delays or disturbances to traffic.
  - Total hours worked as a result of accidents.

## ANNEX D: Significant changes to legislation and rules

	Legal text	Date of entry into force	Reason for introduction (state whether a new provision or amendment or an existing provision)	Description
General national rail safety legislation				
Legislation on the national safety authority				
Legislation on notified bodies and evaluating registration, examination, etc. bodies				
National rail safety rules				
Rules on national safety targets and methods				
Rules on the requirements applicable to safety management systems and to the safety certification of rail undertakings				
Rules on the requirements applicable to safety management systems and to safety authorisation of infrastructure managers				
Rules on the requirements applicable to wagon keepers				
Rules on the requirements applicable to maintenance workshops				
Rules concerning requirements for the authorisation 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.				
Common operating rules of the railway network, including				

	Legal text	Date of entry into force	Reason for introduction (state whether a new provision or amendment or an existing provision)	Description
rules relating to signalling and traffic management procedures				
Rules on the requirements applicable to any internal operating rules (company rules) that must be established by infrastructure managers and railway undertakings.				
Rules concerning the requirements applicable to staff carrying out safety-critical tasks, including selection criteria, medical fitness and vocational training and certification.				
Rules relating to the investigation of accidents and incidents, including the making of recommendations.	Decision at the 28 October 2008 plenary meeting of the CIAF	01/12/2008	Bring accident investigation procedures into line with those laid down in Royal Decree 810/2007	Advisability of establishing and developing in more detail the procedures to follow when investigating accidents, and of defining the relationships between the different bodies currently in existence.
Rules on the requirements applicable to national safety indicators, including the requirements relating to the method of gathering and analysing indicators.				
Rules on the requirements applicable to authorisation for putting infrastructure into service (tracks, bridges, tunnels, energy supply, automatic train protection, radio, signalling, interlocking, level crossings, platforms etc.).				

## ANNEX E: Evolution in safety certification and authorisation

### E.1. Safety certificates under Directive 2001/14/EC

Number of safety certificates issued in 2008 under Directive 2001/14/EC to licence-holding rail undertakings	In the Member State of the undertaking	0
	In a different Member State	0

### E.2. Safety certificates under Directive 2004/49/EC

		New	Updated or modified	Renewed
E.2.1. Number of valid Part A safety certificates issued in 2008 to registered rail undertakings	In the Member State	1	2	-
	In a different Member State	-	-	-

		New	Updated or modified	Renewed
E.2.2. Number of valid Part B safety certificates issued in 2008 to registered rail undertakings	In the Member State	1	-	-
	In a different Member State	-	-	-

			A	R	P
E.2.3. Number of applications in 2008 for Part A safety certificates by registered rail undertakings	In the Member State relating to	New certificates	1	-	3
		Updated/modified certificates	2	-	-
		Renewed certificates	-	-	-
	In a different Member State relating to	New certificates	-	-	-
		Updated/modified certificates	-	-	-
		Renewed certificates	-	-	-

			A	R	P
<b>E.2.4. Number of applications in 2008 for Part B safety certificates by registered rail undertakings</b>	In the Member State relating to	New certificates	1	-	-
		Updated/modified certificates	-	-	-
		Renewed certificates	-	-	-
	In a different Member State relating to	New certificates	-	-	-
		Updated/modified certificates	-	-	-
		Renewed certificates	-	-	-

A = Application accepted, certificate already issued  
R = Rejected applications, no certificate issued  
P = The case is pending, no certificate issued to date

#### E.2.5. List of countries in which rail undertakings applying for a Part B safety certificate in the Member State have already obtained their Part A safety certificate

The only rail undertaking which has applied for a Part B safety certificate in Spain was 'English Welsh and Scottish Railway International Limited' from the **United Kingdom**.

#### E.3. Safety authorisations under Directive 2004/49/EC

	New	Updated or modified	Renewed
<b>E.3.1. Number of valid safety authorisations issued in 2008 to infrastructure managers registered in the Member State</b>	-	-	-

		A	R	P
<b>E.3.2. Number of applications for safety authorisations submitted in 2008 by infrastructure managers registered in the Member State</b>	New authorisations	-	-	-
	Updated/modified authorisations	-	-	-
	Renewed authorisations	-	-	-

A = Application accepted, authorisation already issued  
R = Rejected applications, no authorisation issued  
P = The case is pending, no authorisation issued to date

#### E.4. Procedural aspects – Part A Safety Certificates

		New	Updated or modified	Renewed
Average period in 2008 between receipt of an application and final issue of a Part A safety certificate to rail undertakings, once all necessary information has been received	A licence issued by the Member State	6 months	-	-
	A licence issued by a different Member State	-	-	-

#### E.5. Procedural aspects – Part B Safety Certificates

		New	Updated or modified	Renewed
Average period in 2008 between receipt of an application and final issue of a Part B safety certificate to rail undertakings, once all necessary information has been received	A licence issued by the Member State	5 months	-	-
	A licence issued by a different Member State	-	-	-

#### E.6. Procedural aspects – Safety authorisations

		New	Updated or modified	Renewed
Average period in 2008 between receipt of an application and final issue of a safety authorisation to infrastructure managers, once all necessary information has been received	A licence issued by the Member State	-	-	-
	A licence issued by a different Member State	-	-	-