

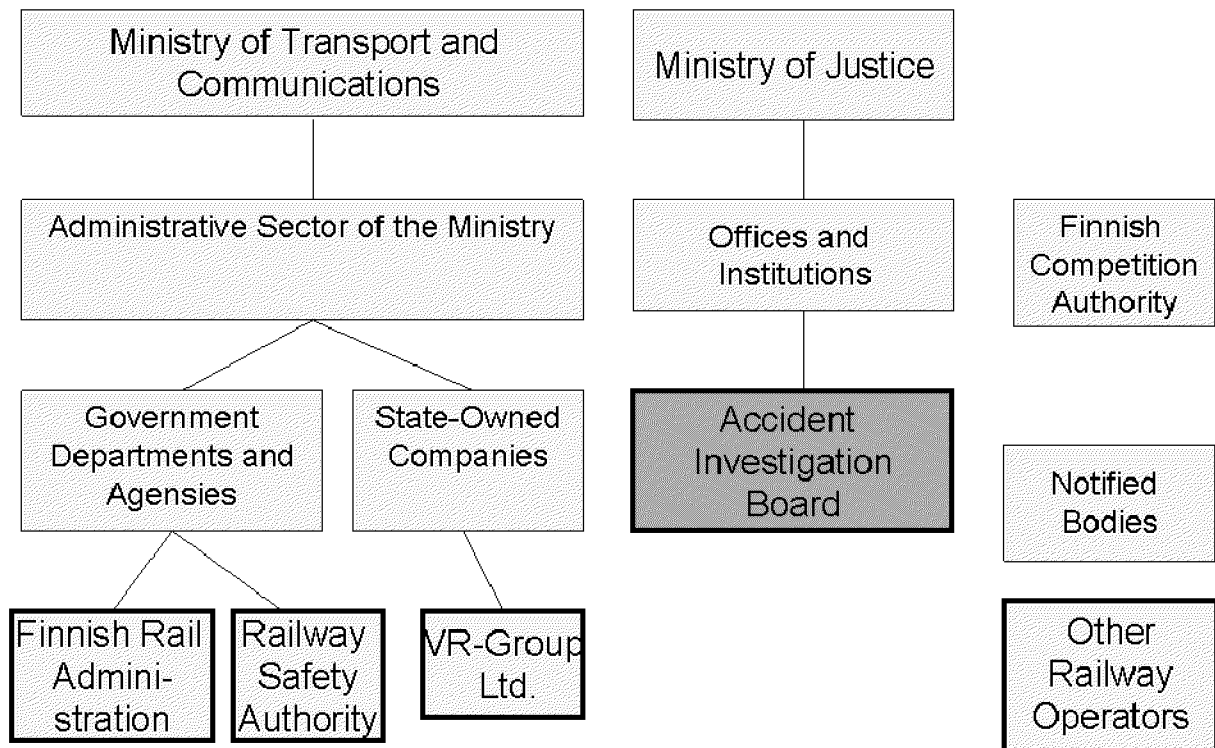
Appendix to the Annual Report

B4 The Safety Directive - Stage of implementation

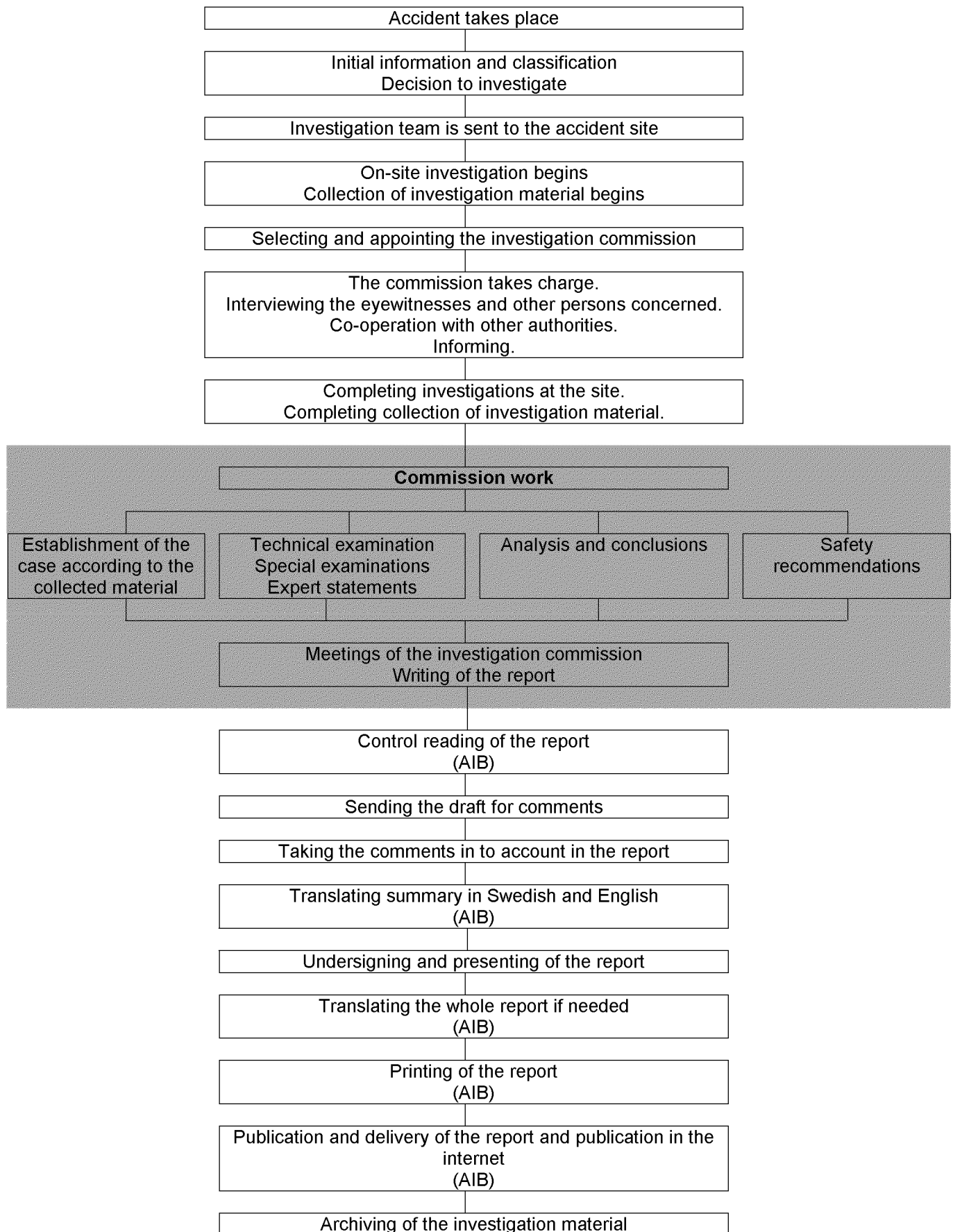
In Finland the investigation of rail accidents is based on the EU Railway Safety Directive. The New Rail Act came into force the 1 September 2006. The New Finnish Rail Agency started work the same day. The current accident investigation act is close to the Safety Directive. Making changes to the accident investigation act will start in 2007.

C2 Organisational chart

Organisation of Railway Sector in Finland



D3 Chart of the investigation process



G2 Recommendations 2006

S208 Shunting operations for wagons designed for the transportation of dangerous goods should not be carried out on railway yards which have no system for the monitoring of the turnout position. ([C 6/2005 R](#), 5.7.2006) RHK, VR, LVM

-

S207 Also for the control of manually operated turnouts, a system should be designed to control route safety. Whenever requisite, the system should emit a warning signal if the position of a turnout is erroneous and it should even prevent an entry to a turnout in an erroneous position. ([C 6/2005 R](#), 5.7.2006) RHK

-

S206 Communications on movements, to Rautaruukki works, as well, should be carried out by a recorded radiophone connection used by VR in shunting work. ([C 6/2005 R](#), 5.7.2006) RHK

-

S205 The responsibility for the maintenance of signalling equipment should entirely be bestowed on one single party. ([C 9/2002 R](#), 5.7.2006) RHK

-

S204 Mobile police and vehicle inspectors should increase dynamometric condition brake monitoring. ([C 1/2005 R](#), 26.4.2006) SM

-

S203 The Central Motor-Vehicle Register should increase training and supervision of repair workshops with Grade A brake repair licence. In addition to current repair workshop permit requirements, repairs to the brakes of heavy vehicles should be made subject to personal licence. ([C 1/2005 R](#), 26.4.2006) LVM

-

S202 The Railway Technical Rules and Regulations (RAMO) should also include instructions on rail fastening by means of a j-form flat bar iron. ([C 2/2004 R](#), 26.4.2006) RHK

-

S201 Privately-owned tracks operating dangerous goods carryings should be submitted to an annual inspection of the condition of the tracks and turnouts by a competent expert. ([C 2/2004 R](#), 26.4.2006) RHK

-