

Austria

Annual Report of the National Safety Authority for the year 2009

in accordance with Article 18 of Directive 2004/49/EC
“Directive on safety on the Community’s railways”
transposed by Section 13a of the Railways Act 1957

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A.1. Scope of the report

This annual report, within the meaning of Directive 2004/49/EC of 29 April 2004, OJEU L164 of 30 April 2004 “Directive on safety on the Community’s railways” as last amended by Directive 2009/149/EC of 27 November 2009, OJEU L313 of 28 November 2009 and transposed by Section 13a of the Railways Act 1957 (Eisenbahngesetz (EisbG)), Federal Law Gazette (Bundesgesetzblatt (BGBl.)) No 60/1957 last amended by BGBl. I No 25/2010, covers the activities of the national safety authority (NSA) in respect of the operation of main line railways and minor railways connected to them, the operation of rail vehicles on such railways and traffic on such railways in Austria in the year 2009.

A.2. Summary

In Austria, general duties for railway undertakings and infrastructure managers are laid down in the Railways Act 1957, published in BGBl No 60/1957, as last amended by BGBl. I No 25/2010. Railway undertakings’ detailed regulations for the training and behaviour of staff concerned with safety critical tasks are subject to authorisation by the Railway Safety Authority (Eisenbahnsicherheitsbehörde).

The Accident Investigation Bureau (Unfalluntersuchungsstelle (UUS)) set up in accordance with the regulations in the Accident Investigation Act (Unfalluntersuchungsgesetz), published in BGBl I No 123/2005 started its work as an independent body to investigate accidents and incidents in accordance with Article 21 of the Safety Directive on 1 January 2006.

The UUS collects safety indicators relating to accidents, incidents and near-misses, and relating to the technical safety of infrastructure and its implementation.

Safety performance at Member State level is controlled at different levels e.g. by approval processes for subsystems, maintenance rules, by accident and incident investigation. Railway undertakings and infrastructure managers have to fulfil obligations for periodic checking, reviewing and inspections as well as internal controls. Furthermore safety performance is individually checked in the event of certain incidents.

The Federal Ministry of Transport, Innovation and Technology (Bundesministerium für Verkehr, Innovation und Technologie (BMVIT)) as NSA authorises putting subsystems into

service, controls the operation of railway undertakings and infrastructure managers, supervises the compliance of technical equipment, authorises bringing new or substantially altered rolling stock into service and monitors, promotes and develops the safety regulatory framework, notwithstanding the general responsibility of the railway undertakings and infrastructure managers themselves.

An amendment to the Railways Act came into force on 27 July 2006. It transposed the Safety Directive and invested the Federal Ministry of Transport, Innovation and Technology with the functions of the national safety authority.

Existing, new and updated national safety rules are published on the website of the Federal Ministry of Transport, Innovation and Technology (www.bmvit.gv.at/en/verkehr/railway/index.html).

The Austrian National Safety Authority's Annual Report concerns its activities in the year 2009 in accordance with the Directive on safety on the Community's railways (Directive 2004/49/EC, Railway Safety Directive).

The report contains inclusive information on the railway system in Austria. This is shown in Parts A, B and C and also in the related annexes.

Safety recommendations as a result of investigation accidents, incidents and near-misses during the reporting year are listed in Part D.

Part E reports important changes in legislation and regulation concerning railway safety in the year 2009.

The development of safety certification and safety authorisation is shown in Part F. Annex E refers to safety certification.

A description of the results of and experience relating to the supervision of infrastructure managers and railway undertakings is given in Chapter G.

Part H provides initial comments on the application of the Common Safety Methods (CSM) to risk evaluation and assessment.

B. Introductory section

1. Introduction to the report

The national safety authorities within the meaning of the Railway Safety Directive were set up to support the creation of a unified railway system within the Community. They were given the task of ensuring a unified safety regime for specialised cross-border infrastructures.

In order to facilitate the assessment of the achievement of the common safety targets (CST) and to provide for the monitoring of the general development of railway safety, Member States collect information on common safety indicators (CSIs) through the annual reports of the safety authorities.

Article 18 of Directive 2004/49/EC of 29 April 2004, OJEU L164 of 30 April 2004 “Directive on safety on the Community's railways” as last amended by Directive 2009/149/EC of 27 November 2009, OJEU L313 of 28 November 2009 and transposed by Section 13a of the Railways Act 1957, BGBl. No 60/1957 last amended by BGBl. I No 25/2010 provides the statutory basis for drawing up the annual report.

Annual report

***Section 13a.** (1) The Federal Minister for Transport, Innovation and Technology shall prepare a report every year on his activities during the previous year in respect of the operation of main line railways and minor railways connected to them, the operation of rail vehicles on such railways and traffic on such railways. The annual report shall be published on the internet on the website of the Federal Minister for Transport, Innovation and Technology at the latest by 30 September of the calendar year following the year to which the report refers and shall also be submitted to the European Railway Agency.*

(2) The annual report shall contain the following information:

- 1. an aggregation of the common safety indicators in accordance with Annex I to Directive 2004/49/EC;*
- 2. important changes in federal legislation and regulations made on the basis of federal law which relate to the construction or operation of the railways listed in paragraph 1, the operation of rail vehicles on such railways and traffic on railways;*
- 3. the development of safety certification and safety authorisation;*
- 4. results of and experience relating to the supervision of infrastructure managers and railway undertakings.*

The annual report within the meaning of the Directive is based on an evaluation of the federal Accident Investigation Bureau's data in accordance with Section 13a (3) of the Railways Act:

“Section 13a (3) The Accident Investigation Bureau (Section 3 Investigation Bureau Act, BGBl. I No 123/2005) shall make available the data necessary for aggregating the common safety indicators for the year to the Federal Minister for Transport, Innovation and Technology at the latest by 30 June of the calendar year following in an electronic form.”

together with evaluation of the safety reports in accordance with Section 39d of the Railways Act:

Safety report

Section 39d. Railway undertakings which have their registered office in Austria and infrastructure managers which have their registered office in Austria shall submit a safety report every year for the previous calendar year to the authorities before 30 June which shall contain the following:

- 1. information on how the organisation's corporate safety targets are met;*
- 2. the Austrian and common safety indicators is so far as they are relevant to the railway undertaking in question;*
- 3. the results of internal safety auditing;*
- 4. observations on deficiencies and malfunctions which have compromised the safety of railway operations, the operation of rail vehicles on the railway or traffic on the railway.*

The annual report is prepared in accordance with documents issued by the European Railway Agency:

- Template - Structure for the content of the NSA Annual Safety Report
- Guideline for the use of the template - Structure for the content of the NSA Annual Safety Report

2. Railway structure information

- Annex A.1. shows the rail network map.
- Annex A.2. shows a list of the railway undertakings (RU) and infrastructure managers (IM).

3. Summary – general trend analysis

The following paragraphs summarise the development of the common safety indicators for the years 2006 to 2009 insofar as the data available allows that.

Eighty-eight severe accidents within the scope of the Railway Safety Directive were reported in 2009. This indicates a slightly falling trend by comparison with the previous years (2006: 106; 2007: 104 and 2008: 97).

The total number of persons seriously injured increased from 53 in 2008 to 60 in 2009. The number of fatalities fell from 39 in 2008 to 34 in 2009. As in previous years, the “users of level crossings” and “trespassers on railway property” categories formed the largest constituent of persons seriously injured and killed.

Annex C.1. contains data on the individual CSIs for the years 2006 to 2009 and notes referring to the various common safety indicators.

C. Organisation

1. Introduction to the organisation

National safety authority for safety authorisation and safety certification

(for railway infrastructure managers of main line railways and railway undertakings which are authorised to operate on main line railways and minor railways connected to them):

Federal Ministry of Transport, Innovation and Technology (BMVIT)

Sektion IV

Radetzkystraße 2,

A-1030 Wien (Vienna)

Tel.: +43-1-71162-652800

Fax: +43-1-71162-652899

E-mail: iv-sl@bmvit.gv.at

Web: www.bmvit.gv.at/verkehr/eisenbahn

Section 12(3) of the Railways Act contains the provisions precisely defining the competence of the Federal Ministry of Transport, Innovation and Technology as a safety authority.

Other safety authorities:

(in every case, the Governor (Landeshauptmann) of the relevant one of the nine Federal Provinces is the railway safety authority for infrastructure managers who only manage connected minor railways):

Governor of Burgenland (Landeshauptmann von Burgenland),

Landhaus,

A-7000 Eisenstadt

Governor of Carinthia (Landeshauptmann von Kärnten),

Arnulfplatz 1,

A- 9021 Klagenfurt

Governor of Lower Austria (Landeshauptmann von Niederösterreich),
Landhausplatz 1,
A-3109 St. Pölten

Governor of Upper Austria (Landeshauptmann von Oberösterreich),
Klosterstraße 7,
A- 4020 Linz

Governor of Salzburg (Landeshauptmann von Salzburg),
Chiemseehof,
A-5010 Salzburg

Governor of Styria (Landeshauptmann der Steiermark),
Burg,
A-8011 Graz

Governor of the Tyrol (Landeshauptmann von Tirol),
Landhaus,
A-6020 Innsbruck

Governor of Vorarlberg (Landeshauptmann von Vorarlberg),
Landhaus,
A-6900 Bregenz

Governor of Vienna (Landeshauptmann von Wien),
Rathaus,
A-1082 Wien (Vienna)

The provisions precisely defining the competence of the Governor as a safety authority are to be found in Section 12(2) of the Railways Act.

Labour Inspectorate:

Federal Ministry of Transport, Innovation and Technology
Section IV/Transport Labour Inspectorate Group (Sektion IV / Gruppe Verkehrs-
Arbeitsinspektorat)
Radetzkystraße 2,
A-1030 Wien (Vienna)
Tel.: +43-1-71162-654500
Fax: +43-1-71162-654499
Email: v1@bmvit.gv.at
Web: www.bmvit.gv.at/vai

Federal Accident Investigation Bureau:

A Rail Section in the Federal Accident Investigation Bureau was established for independent investigation of railway operating accidents and incidents as defined by the principles in Directive 2004/49/EC of the European Parliament and the Council of 29 April 2004 (“Directive on safety on the Community’s railways”) (see Annex B.2 for the organisation chart):

Federal Office of Transport (Bundesanstalt für Verkehr)
Accident Investigation – Rail Section (Unfalluntersuchung Fachbereich Schiene)
Lohnergasse 9
A-1210 Wien (Vienna)
Tel.: +43-1-27760-7500
Fax: +43-1-27760-9298
E-mail: uus-schiene@bmvit.gv.at
Web: versa.bmvit.gv.at

The statutory bases are contained in the Accident Investigation Act (BGBl. I No 123/2005) and Rail Accident Reporting Regulation 2006 (MeldeVO-Eisb 2006) (BGBl. II No 279/2006).

The Reporting Regulation governs:

Section 1. ... the scope and form of reports of accidents and incidents which arise during the operation of a main line or minor railway (Section 4 of the Railways Act 1957, BGBl. No 60), a connecting railway (Section 7 of the Railways Act 1957, BGBl. No 60) or a tramway which operates exclusively on its own formation, such as underground railways (Section 5(1)(2), of the Railways Act 1957, BGBl. No 60), and the operation of rail vehicles on such railways.

Rail Regulator:

Rail Control Commission (Schienen-Control Kommission (SCK)),
Rail Control, Austrian Company for Rail Market Regulation (Schienen-Control,
Österreichische Gesellschaft für Schienenverkehrsmarktregulierung mbH (SCG))
Frankenberggasse 9/5
A-1040 Wien (Vienna)
Tel.: +43-1-5050707-0
Fax: +43-1-5050707-17
E-mail: office@scg.gv.at
Web: www.scg.gv.at

The SCG is the Austrian railway regulator in accordance with Directive 2001/14/EC Article 20 and was established by the Railways Act in 1999.

2. Organisational flow

Annex B.1. shows the organisation chart for the Federal Ministry of Transport, Innovation and Technology.

Annex B.2. shows the organisation chart for the Federal Office of Transport's Federal Accident Investigation Bureau.

D. The development of railway safety

1. Initiatives to maintain/improve safety performance

The following section lists the most important safety recommendations¹ issued in 2009:

Table D.1 – Safety recommendations made on the basis of an accident/a precursor to an accident

Accidents/precursors to accidents which triggered the measure			Safety recommendation ¹⁾
Date	Place	Description of the event	
16.12.08	Carinthia, Rosenbach	Derailment of train 40667	<ul style="list-style-type: none"> • It is recommended that the immediate action limit for twisted track in the infrastructure manager's maintenance plan DB IS 2 is checked, and where necessary amended to provide a greater safety margin against the derailment of vehicles. This recommendation applies particularly to twisted track in the case of constant twist limits for European vehicles in accordance with ERRI (ORE) B55 RP8 (limit 3.7 mm/m). • It is recommended to draw up a catalogue of measures which lay down the maximum permitted reduction in speed which could be prescribed on the basis of the actual cant in a curve or transitional curve for low speed sections of curves and transition curves. This should prevent speed reductions taking place in the canted section of low speed sections. Speed reductions in the canted section cause a shortfall in free lateral acceleration which has an unfavourable effect on the wheel load and a negative effect on the derailment coefficient Y/Q and therefore affects the tendency to derail unfavourably. • Vehicle twist should be regarded as a parameter which must be included in the current work of preparing the all-Europe vehicle maintenance regulations. It should be laid down from what vehicle age, at what intervals and to what extent the actual vehicle twist must be checked and those stipulations must then be implemented in maintenance workshops. This should ensure that the vehicle twist permitted under the approval criteria for a rail vehicle is actually kept to.
18.12.08	Styria, Wollsdorf	Collision on level crossing	<ul style="list-style-type: none"> • Investigation of road and rail aspects of the level crossing. This particularly includes the type of protection (e.g. as a function of a regulation, protection available as a function of existing traffic conditions and of possible changes to the parameters and so on), the situation of technical equipment and signs/signals for


¹⁾ the Accident Investigation Bureau's safety recommendations which were available at the time the report went to press are shown, they do not yet represent decisions on safety measures however.

Accidents/precursors to accidents which triggered the measure			Safety recommendation ¹⁾
Date	Place	Description of the event	
			road traffic (e.g. their positioning, visibility of installations, stop-lines, countdown markers, and so on).
20.12.08	Salzburg, between Seekirchen am Wallersee and Hallwang-Elixhausen	Derailment of train 44852	<ul style="list-style-type: none"> Investigation of whether the distance from each Austrian defect detector to its defined stopping point is kept as short as possible. Justification: Had train 44852 been able to stop at an earlier (still to be defined) location the consequences of the accident could have been reduced with a probability bordering on certainty. Investigation of the procedural instructions to see if the stopping point defined for identifying the problem could not be brought forward by the train driver. Justification: Had train 44852 been able to stop at an earlier (still to be defined) location the consequences of the accident could have been reduced with a probability bordering on certainty. Investigation of whether an electronic message giving information about hot boxes to the train driver can be initiated. In this respect, how this information can be handled through ETCS should be investigated. Justification: Had train 44852 been able to stop at an earlier (still to be defined) location the consequences of the accident could have been reduced with a probability bordering on certainty. Inclusion of Annex 1 of the procedural instructions for defect detectors in the "List of defined stop signals, stations at which trains may be shunted, stations for examining vehicles, defect detectors passed, locations for inspecting trains and protection measures for drivers on multiple track sections of the open line" in the operating job description for Hallwang–Elixhausen station. Justification: This omission has already been recognised by ÖBB Infrastruktur AG and resolved. Recording and rectification of defects of all vehicles derailed during shunting to avoid subsequent damage to wheelsets and to be able to understand the circumstances subsequently. Justification: serious accidents may result from untreated damage to wheelsets. To be able avoid a repeat of this type of event in future, the following measures were implemented by technical services: - increasing the dimensions of the overlap of the components in the press fit between the inner ring of the bearing and the axle stub when reconditioning wheelsets in Knittelfeld Works; - improving the quality of the grease used in the bearing; - investigation of whether there can be any point in testing the quality of the grease before an IS 3 wheelset reconditioning. Justification: improvement of production processes. Investigation of whether the procedural instructions for defect detectors should be subject to approval by the authorities. Justification: These procedural instructions in part govern the behaviour of staff members.
20.01.09	Vorarlberg, Dornbirn	Fire in traction unit 2068 004-7 of train 91790	<ul style="list-style-type: none"> Currently, hand fire extinguishers are provided in traction units in accordance with the 1999 agreement between ÖBB-Traktion GmbH and the Transport Labour Inspectorate. They do not however fulfil the requirements of UIC leaflet 642. Investigation of whether a directive for the equipping of traction units (and

Accidents/precursors to accidents which triggered the measure			Safety recommendation ¹⁾
Date	Place	Description of the event	
			<p>driving trailers) with hand fire extinguishers should be drawn up to replace the agreement which currently applies.</p> <ul style="list-style-type: none"> • This directive should lay down the number, the mass (contents) and the extinguishing medium of the hand fire extinguishers to be provided. It should relate to the fire load of the vehicle in question and take account of the protection of individuals and/or property. • Investigation of whether the annual safety briefing for particular rail staff (e.g. train driver, train and shunting staff) in accordance with Section 14 of the Employee Protection Act (Arbeitnehmerschutzgesetz (AschG)) should not be extended to include the use of hand fire extinguishers. In this connection whether the ÖBB-DV B 28 "Fire Prevention Regulations" is still valid should be investigated and whether it should be replaced by a new edition. • Investigation of whether a serviceable and inspected hand fire extinguisher is [always] available where an "F" (for fire extinguisher) is marked on traction units. • Investigation of whether the regular cleaning of the drip-tray in the course of vehicle check 2 (every 40 to 60 days) would reduce the build-up of fire load or if a warning of leaks is called for. • Investigation of whether the data element "Geringste Fz-Vmax" [lowest maximum speed of a vehicle] in the ARTIS train list should also take account of the maximum speed of the traction unit.
02.02.09	Vorarlberg, Feldkirch	Collision of train 78402 with a shunting movement	<ul style="list-style-type: none"> • Incident information and focus on shunting (routes to be shunted over, compliance with shunting speed limits, ...) in the continuous training programmes of all train driving staff. • Sample monitoring of adherence to the speed permitted for shunting by analysis of the records from the recording equipment in the traction unit. • Sample monitoring of adherence to the speed permitted for shunting by external measurement (e.g. by radar equipment). • Correction of the Vorarlberg province website, the line from Feldkirch to state frontier at Feldkirch (Buchs) is a main line. • Investigation of whether a main line railway regulation (Hauptbahn-VO) (high capacity line, trans-European networks, ...) in accordance with Section 4 of the Railways Act is necessary for unambiguous clarification of administrative competence. • Correction of operating documentation such as the operating job description (Betriebsstellenbeschreibung), list of locally permitted speeds (Verzeichnis örtlich zugelassener Geschwindigkeiten), individual train timetables (Buchfahrpläne), ... taking the descriptions laid down by statute into account.
09.04.09	Lower Austria, St. Peter-Seitenstetten	Derailment of train 45904	<ul style="list-style-type: none"> • Investigation of whether the axleload of vehicles with wheelsets fitted with type BA 088 axles or type BA 188 axles which are identically constructed and have similar technical parameters (height of centre of gravity and brake block contact force) should be reduced below 20t for reasons of fatigue and as a function of the wheel seat diameter. Both axles comply with Type A of UIC

Accidents/precursors to accidents which triggered the measure			Safety recommendation ¹⁾
Date	Place	Description of the event	
			<p>leaflet 510-1. Justification: In the ERA Maintenance of Freight Wagons Task Force the following permitted masses for fatigue were laid down as a function of the wheel seat diameter (values still have to be checked): 182 mm → 19.3 t and 188 mm → 20.6 t. Note: the use of a provision made to safeguard existing standards may be regarded as negligent in a judicial procedure.</p> <ul style="list-style-type: none"> • Creation of a uniform European maintenance directive which would be state of the art (inclusion of a mandatory automatic mechanical ultra-sound examination for cracks, testing of the wheel centre for residual stress, ... related to the distance run or wear parameters or following particular events such as overloading, protruding brake blocks, ...). Note: The ERA has set up a Maintenance of Freight Wagons Task Force. • Certification of maintenance workshops by the ERA together with recurrent inspection by the ERA or by the various foreign safety authorities or organisations it nominates. Note: The ERA has set up a Maintenance of Freight Wagons Task Force. • Investigation of the load limit tables and all agreements on derogations across Europe. Justification: it cannot be excluded that despite the action taken, vehicles are running with too high an axleload (e.g. rail service vehicles). • Investigation of whether the conditioning (cleaning) of the axle surface by sand blasting to allow the proper contact of the ultrasonic testing head in accordance with DIN 27201-7, point 5.2 conflicts with the requirement for surface roughness not to exceed a maximum of 6.3 µm in accordance with [DB AG] RiLi 984.0400. Note: The ERA has set up a Maintenance of Freight Wagons Task Force. • Investigation of whether a modified design for axles (e.g. hollow-drilled as for traction unit axles) would allow them to be tested more easily. Note: The ERA has set up a Maintenance of Freight Wagons Task Force.
29.04.09		Escape of dangerous goods and 28 fatalities because of the derailment of train 50327 in Viareggio (Italy)	<ul style="list-style-type: none"> • Fitting of wheelsets which can demonstrate a fatigue limit in accordance with • EN 13103 (amongst them are vehicles which may run with an axleload of 20.5t on category "C" lines instead of 20.0t in accordance with UIC leaflet 700 point 3.2.1). BMVIT has made a safety recommendation dated 2 July 2009 on this matter - GZ. BMVIT-224.067/0001-IV/SCH5/2009. • Appropriate storage and handling of axles when fitting them (see EBA General Decree). • Testing axles for crack formation by means of mechanised ultrasound testing equipment. • Testing of the wheel centre for crack formation and residual stresses above the permitted values.

Accidents/precursors to accidents which triggered the measure			Safety recommendation ¹⁾
Date	Place	Description of the event	
			<ul style="list-style-type: none"> • Exchange the steel-riveted brass cages of axle bearings for plastic ones (since the elastic deflection of the track is too slight, increased movement causes the steel rivets in the brass cages to break and this leads to hot boxes, broken axles and derailments). • Calculation of derailment safety for wagons in accordance with UIC leaflet 530-2 or ORE B55/RP8 has an uncertainty of 5% ($2\sigma = 95\%$ confidence level).
29.04.09		Technical examination of vehicles after a derailment in Germany	<ul style="list-style-type: none"> • Repair of defects and reporting the repair to the Hungarian railway safety authority. • Examination of staff instruction (Dienstbehelfen) DB 662 to check if the welded variant of these components (e.g. brake block hangers) should be subject to planned replacement e.g. (after) 13 or 18 years, since on every braking it is subject to tension or to a combined loading of compression, buckling and bending forces. • Consideration of whether, given the potential danger for wheels, a rule for protruding brake blocks must be laid down in ÖBB staff instructions DB 662 and DB 663 analogous to the DB AG directives (e.g. testing for residual stress). • Creation of a uniform European set of regulations for the maintenance of rail vehicles to ensure a high level of safety.
22.05.09	Salzburg, Piesendorf	Collision of train 3309 with a lorry on a level crossing	<ul style="list-style-type: none"> • The supplementary "beware of whistle" signs mounted on the post for the "halt" road sign before the level crossing at km 7.995 are to be removed on both sides of the railway. • The signalling (using the existing whistle posts, the list of locally permitted speeds and the level crossing data sheet) is to be aligned with the method of protecting the level crossing • The road markings for road traffic are to be applied/renewed in particular the "halt" line at the "halt" sign. • Whether the crossing angle for [road] vehicles from the deceleration lane on B 168 from the Mittersill direction complies with the crossing angle of 90° in accordance with the level crossing regulation needs to be checked and if necessary changes in the method of protecting the level crossing are to be laid down. • Implementation of the executive forces' [police etc.] "focused action campaign" on site at the level crossing at km 7.995 • The content of training for the award of a [road vehicle] driving licence needs to be examined and, if necessary, appropriate changes need to be made. • The existing national regulations on level crossings as the interface between rail and road traffic are to be evaluated and amended if necessary (e.g. level crossing regulations, road traffic regulations and specific rail regulations). In this regard, it is also recommended that the supplementary "beware of whistle" sign is added to the [Road] Traffic Regulations and Traffic Signs Regulations (StVO and StVZO).

Accidents/precursors to accidents which triggered the measure			Safety recommendation ¹⁾
Date	Place	Description of the event	
			 <ul style="list-style-type: none"> Implementation of publicity campaigns on level crossings in general and on the proper behaviour of road users in particular (e.g. through the media, authorities, drivers' associations, and so on).
06.08.09	Carinthia, Villach Seebach	Derailment of train 48286	<ul style="list-style-type: none"> Whenever construction work which has an effect on the stability of the formation is being carried out in the area around the track, there must be certainty that a further check on the track bed will be made after the first loading of the track by a train.
04.11.09	Vienna, Süßenbrunn	Derailment of train 47046	<ul style="list-style-type: none"> An immediate workplace risk assessment in Süßenbrunn signal box in conjunction with the Transport Labour Inspectorate is recommended. If changes in work-flow or working processes make it necessary, this assessment should be regularly repeated to correspond with the phases of rebuilding. After the new Süßenbrunn signal box comes into service a final risk assessment should be made. Workplace risk assessment and in particular assessment of signal boxes when being extended, altered or new-built should not only take place in Süßenbrunn station but, taking account of the ongoing construction work on the railway, in all the installations concerned since there are particular operational difficulties for operations work during building activities. Workplace risk assessment should make a significant contribution to safety in ongoing operations work. During the investigation in the night hours of 28 October and in a follow-up investigation of the accident in the night hours of 30 October 2009 it was noted that only two staff members were engaged in operations work in Süßenbrunn signal box although four work stations were available. Because of the, in part significant, operating difficulties in the staged commissioning of EBO 2 (the electronic user interface) (e.g. disruption of the safety equipment) and the continuous changes in the methods of working, it is recommended to have three staff members to carry out operations work in Süßenbrunn signal box. This should avoid the EBO 2 work station being temporarily or periodically unoccupied. In addition, it will prevent continuous change of work station being necessary to manage operations.

2. Detailed data trend analysis

This section contains an analysis of the data in respect of all the CSI categories:

- Number of accidents;

- Number of fatalities;
- Number of injured;
- Number of incidents and near misses
- Costs of all accidents; hours worked on safety
- Technical safety of the infrastructure and its implementation, safety management

Annex C gives details of the coverage of the statistics, the definitions adopted and the data on the Common Safety Indicators (CSI).

3. Results of safety recommendations

The following measures, in particular, were decided by the authorities during the year 2009 as a result of safety recommendations made by the Accident Investigation Bureau:

Date	Place	Description of the incident	Safety recommendation(s)	Implementation of the safety recommendations
01.12.2008	Lower Austria, Wr. Neudorf	Collision on level crossing at km 13.265	8.1 Investigation of the road and rail aspects of the level crossing at km 13.265. This in particular includes evaluation of the decision (of 1996) in relation to the provisions which apply currently.	8.1. When it evaluated this level crossing, the Lower Austria Provincial Government prescribed an additional backlight in decision RU6-E-2783/001-2009.
18.12.2008	Styria, Gleisdorf – Weiz	Collision and derailment on level crossing at km 4.935	7.1 Investigation of the road and rail aspects of the level crossing. This in particular includes the type of protective relationships and possible changes to the parameters and so on.	7.1. The railway authority (Office of the Styrian Provincial Government) examined the level crossing at km 4.935 on the secondary line from Gleisdorf – Weiz on 23.2.2009. The requirements set down in decision GZ.FA 18 E-81.30-49/2009-2 of 24.2.2009 were implemented within the timescale laid down.
04.03.2009	Lower Austria, Himberg	Collision light engine 85609 with an implement	5.2. Investigation of the existing guidelines for training signalmen and amendment as necessary.	5.2. Drawing up a directive for training, examination and deployment of staff with operations tasks on the network of ÖBB Infrastruktur AG (Fdl RiLi). (Approval by means of decision GZ.BMVIT-222.112/0002-IV/SCH5/2009 dated 2.12.2009).
09.04.2009	Lower Austria, St. Peter-Seitenstetten	Derailment train 45904	17.1 The axleload for the wagon type in question together with DB AG wagons fitted with type BA 088 axles or type BA 188 axles which are identically constructed and have similar technical	17.1. Letter dated 2 July 2009 from BMVIT to all railway undertakings 224.067/0001-IV/SCH5/2009: The axleload for the wagon type in question together with DB AG wagons fitted with type BA 088

			parameters (height of centre of gravity and brake block contact force) is to be reduced to 20t. Both axles comply with Type A of UIC leaflet 510-1.	axles or type BA 188 axles which are identically constructed and have similar technical parameters (height of centre of gravity and brake block contact force) is to be reduced to 20t.
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E. Important changes in legislation and regulation

All three Directives listed below were transposed in their entirety into domestic law by the amendment to the Railways Act, BGBl. I No 125/2006:

- a) Directive 2004/49/EC on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive).
- b) Directive 2004/50/EC amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system
- c) Directive 2004/51/EC amending Council Directive 91/440/EEC on the development of the Community's railways

The table in Annex D contains a list of the most important amendments to statutes and rules made in the year 2009.

The Federal Ministry of Transport, Innovation and Technology (BMVIT) submitted an initial list of the national technical rules to the European Commission in 2004. This list was expanded in 2005 with amendments which had been made in the meantime and re-submitted to the European Commission. This procedure was in accordance with Article 16(3) of Directive 96/48/EC (high-speed rail system) and 2001/16/EC (conventional rail system) which had both

been amended by Directive 2004/50/EC. A revised catalogue of Austrian safety rules for traffic by rail was submitted on 20 June 2009 in accordance with Article 8 of Directive 2004/49/EC:

<http://www.bmvit.gv.at/verkehr/eisenbahn/recht/eu/normen.html>

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing safety certificates in accordance with Article 10 of Directive 2004/49/EC (making a distinction between Part A and Part B in so far as it is necessary)

The 2006 amendment to the Railways Act, which entered into force on 27 June 2006, (Section 37 et seq of the Railways Act) created the statutory basis for granting safety certification in accordance with Article 10 of Directive 2004/49/EC.

The national transitional provisions on the necessity of safety certification are to be found in Section 175(5) and (6) of the Railways Act:

Section 175 (5) Safety certificates for an indefinite period or with a validity extending beyond the end of 31 December 2010 issued by infrastructure managers to railway undertakings with their registered office in Austria before the end of the day of publication of Federal Act BGBl. I No 125/2006 shall be valid until the end of 31 December 2010 as safety certificates part A and B provided they have not been revoked earlier. Safety certificates with a validity not extending beyond the end of 31 December 2010 issued by infrastructure managers to railway undertakings with their registered office in Austria before the end of the day of publication of Federal Act BGBl. I No 125/2006 shall be valid until the end their validity as safety certificates part A and B provided they have not been revoked earlier. If an application for the issue of a safety certificate parts A and B is made to the Federal Ministry of Transport, Innovation and Technology six months before the expiry of the safety certificate such safety certificates shall have their validity as safety certificates part A and B extended but nevertheless not beyond the end of 31 December 2010 provided they have not been revoked earlier and provided no decision is made on the application.

(6) Safety certificates issued by infrastructure managers to railway undertakings with their registered office in another Member State of the European Union, in another contracting party of the European Economic Area or in the Swiss Confederation before the end of the day of publication of Federal Act BGBl. I No 125/2006 shall be valid until the end of their validity but nevertheless not beyond the end of 31 December 2010 as safety certificates part B provided they have not been revoked earlier. In addition, safety certificates issued to such railway undertakings in the states of their registered offices before the end of the day of publication of Federal Act BGBl. I No 125/2006 shall be valid as proof of a safety certificate part A and B until the end their validity but nevertheless not beyond the end of 31 December 2010 provided they have not been revoked earlier.

- 1.2. Starting date for issuing safety authorisations in accordance with Article 11 of Directive 2004/49/EC.

The 2006 amendment to the Railways Act, which entered into force on 27 June 2006, (Section 37 et seq of the Railways Act) created the statutory basis for granting safety authorisations in accordance with Article 11 of Directive 2004/49/EC.

Section 175(7) of the Railways Act contains the national transitional provisions on the requirement for a safety authorisation:

Section 175 (7) Operations approvals issued as safety authorisations within the meaning of Section 38 shall be valid for bringing main line railways and minor railways connected to them into service and for changes to them until the end of 30 June 2009.

- 1.3. Availability of national safety rules and other national legislation to railway undertakings and infrastructure managers (website, paper documentation on request, etc).

Federal Ministry of Transport, Innovation and Technology (BMVIT)

Sektion IV

Radetzkystraße 2,

A-1030 Wien (Vienna)

Tel.: +43-1-71162-652800

Fax: +43-1-71162-652899

Websites:

www.bmvit.gv.at/verkehr/eisenbahn/recht/index.html

www.bmvit.gv.at/verkehr/eisenbahn/recht/eu/normen.html

www.bmvit.gv.at/verkehr/eisenbahn/recht/downloads/notifizierung

The general federal legal information system provides details of national statutes and regulations:

Website: www.ris.bka.gv.at

A guidebook, the “Guide to Applying for a Safety Certificate” (Leitfaden zum Antrag auf Ausstellung einer Sicherheitsbescheinigung, [available only in German]), has been drawn up to assist in the preparation of supporting papers for applications for safety certification within the meaning of Article 12 of the “Directive on safety on the Community’s railways”. This may be found on:

Website:

<http://www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/sicherheitsbescheinigung/leitfaden.html>

A guidebook, the “Guide to Applying for Safety Authorisation” (Leitfaden zum Antrag auf Ausstellung einer Sicherheitsgenehmigung, [available only in German]), has been drawn up to assist in the preparation of supporting papers for applications for safety authorisation within the meaning of Article 11 of the “Directive on safety on the Community’s railways”:

http://www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/leitfaden_genehmigung.html

2. Numerical data

Annex E contains numerical data on the development of safety certification and authorisation.

3. Procedural aspects

3.1. Safety certificates – Part A

3.1.1. Reasons for the updating/amendment of Part A Certificates (e.g. variation in the type of service, extent of traffic, size of the undertaking)

Not applicable to the year 2009 (see point F.2. and Annex E.2.)

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all the information necessary), was more than the 4 months foreseen in Article 12(1) of the Safety Directive.

Not applicable to the year 2009.

- 3.1.3. Overview of the requests from other national safety authorities to verify or access information relating to the Part A Certificate of a railway undertaking which has been certified in your state, but which applies for a Part B Certificate in the other Member State.

No enquiries were made by other national safety authorities on this subject in the year 2009.

- 3.1.4. Summary of problems with the mutual recognition of the Part A Certificate which is valid in the whole European Community

There were no problems with mutual recognition in the year 2009.

- 3.1.5. Charges made by the national safety authority for issuing a Part A Certificate (yes/no – charges)

Charges are raised in accordance with the Charges Act 1957 (Gebührengesetz) (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the documents submitted with the application.

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

No major problems arose in connection with the use of the harmonised document.

- 3.1.7. Summary of the common problems and difficulties for national safety authorities in application procedures for Part A Certificates

No particular problems with the application procedures for Part A Certificates arose in the year 2009.

- 3.1.8. Summary of the problems reported by railway undertakings when applying for a Part A Certificate

No major problems arose apart from the delays as a consequence of setting up the safety and quality management system within the meaning of Section 175 of the Railways Act.

3.1.9. Feedback procedure (e.g. questionnaire) that allows railway undertakings to express their opinion on issuing procedures and practices or to make complaints

There was no formal feedback procedure in the year 2009.

3.2. Safety certificates – Part B

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

Not applicable to the year 2009 (see point F.2. and Annex E.2.)

- 3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to those mentioned in Annex E and after having received all the information necessary), was more than the 4 months foreseen in Article 12(1) of the Safety Directive.

Not applicable to the year 2009.

- 3.2.3. Charges made by the national safety authority for issuing a Part B Certificate (yes/no – charges)

Charges are raised in accordance with the Charges Act 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the documents submitted with the application.

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

No major problems arose in connection with the use of the harmonised document.

- 3.2.5. Summary of the common problems and difficulties for national safety authorities in application procedures for Part B Certificates.

No particular problems with the application procedures for Part B Certificates arose in the year 2009.

- 3.2.6. Summary of the problems reported by railway undertakings when applying for a Part B Certificate

No major problems with applications for Part B certification were reported in the year in question.

3.2.7 Feedback procedure (e.g. questionnaire) that allows railway undertakings to express their opinion on issuing procedures and practices or to make complaints

There was no formal feedback procedure in the year 2009.

3.3. Safety authorisations

3.3.1. Reasons for updating/amending safety authorisations

Not applicable to the year 2009 (see point F.2. and Annex E.2.)

3.3.2. Main reasons if the mean issuing time for safety authorisations (restricted to those mentioned in Annex E and after having received all the information necessary), was more than the 4 months foreseen in Article 12 (1) of the Safety Directive

After the safety and quality management system within the meaning of Section 175 of the Railways Act was set up successfully the timescales were not exceeded in the year 2009 once all the information necessary was received.

3.3.3. Summary of the problems and difficulties which arose regularly in application procedures for safety authorisations

Because of the separation of powers, the process of considering applications is undertaken by several safety authorities. (In accordance with Section 12 of the Railways Act 1957 the Federal Ministry of Transport, Innovation and Technology is competent as the authority for safety authorisation of infrastructure managers who manage main lines as well as minor lines connected to them; on the other hand provincial governors are competent as the authorities for safety authorisation of infrastructure managers who exclusively manage minor lines).

3.3.4. Summary of the problems reported by infrastructure managers when applying for a safety authorisation

No particular problems with the application procedures for safety authorisation arose in the year 2009.

- 3.3.5. Feedback procedure (e.g. questionnaire) that allows infrastructure managers to express their opinion on issuing procedures and practices or to make complaints

There was no formal feedback procedure in the year 2009.

- 3.3.6. Charges made by the national safety authority for issuing safety authorisation (yes/no – charges)

Charges are raised in accordance with the Charges Act 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the documents submitted with the application.

G. Supervision of railway undertakings and infrastructure managers

1. Description of the supervision of railway undertakings and infrastructure managers

The general tasks of railway authorities and means they use for supervision are laid down comprehensively in Section 13 of the Railways Act. The Railways Act, as amended, gives railway organisations a high degree of autonomy in the ongoing supervision of construction and operation.

Amongst other methods, railway undertakings and infrastructure managers are supervised following exceptional events (see also point D.1.) e.g. by the authorities making random inspections of operating documentation on railway undertakings' sites followed by documentation of the results and specifying measures to correct deficiencies (on-site supervisory activity).

On-site inspections using checklists were carried out on behalf of the national safety authority in connection with the issue of safety certificates and safety authorisation in the year 2009.

2. Submission of all annual safety reports produced by infrastructure managers and railway undertakings in accordance with Article 9(4) of the Railway Safety Directive within the statutory time limits

The reports listed below were submitted to the national safety authority (BMVIT) for the year 2009. BMVIT also called for further statistical data:

thirteen safety reports from infrastructure managers,

twenty safety reports from railway undertakings,

data from the Federal Office of Transport (Federal Accident Investigation Bureau),

together with supplementary data from railway undertakings.

3. Number of inspections (on-site inspections) of RU/IM in the year 2009

Inspections (on-site inspections)		Issued Safety certification (Part A)	Issued Safety certification (Part B)	Issued Safety authorisations	Other activities (to be specified)
Number of inspections (on- site inspections) of RUs/IMs in 2009	planned		1	1	
	unscheduled				
	Carried out		1	1	

4. Number of audits of RU/IM in the year 2009

The number of internal audits which were carried out by railway organisations as set out in the documentation of their safety management systems in the year 2009 was:

Infrastructure managers: 76 (planned 78) and of
Railway undertakings: 144 (planned 160).

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

No relevant corrective measures in the year in question

6. Complaints from IMs about RUs related to conditions in their Part A or Part B Certificates

No complaints in the year 2009

7. Complaints from RUs about IMs related to conditions in their safety authorisation

No complaints in the year 2009

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

Article 10(2) of Regulation (EC) No 352/2009 provides for the mandatory application of a staged plan starting on 19 July 2010. There was therefore no experience of the use of CSM for risk evaluation and assessment in the year 2009. Initial discussions with railway undertakings showed that there was already a need for national guidelines for their use. It is planned to draw this up in 2010.

I. Annexes

ANNEX A: Railway structure information

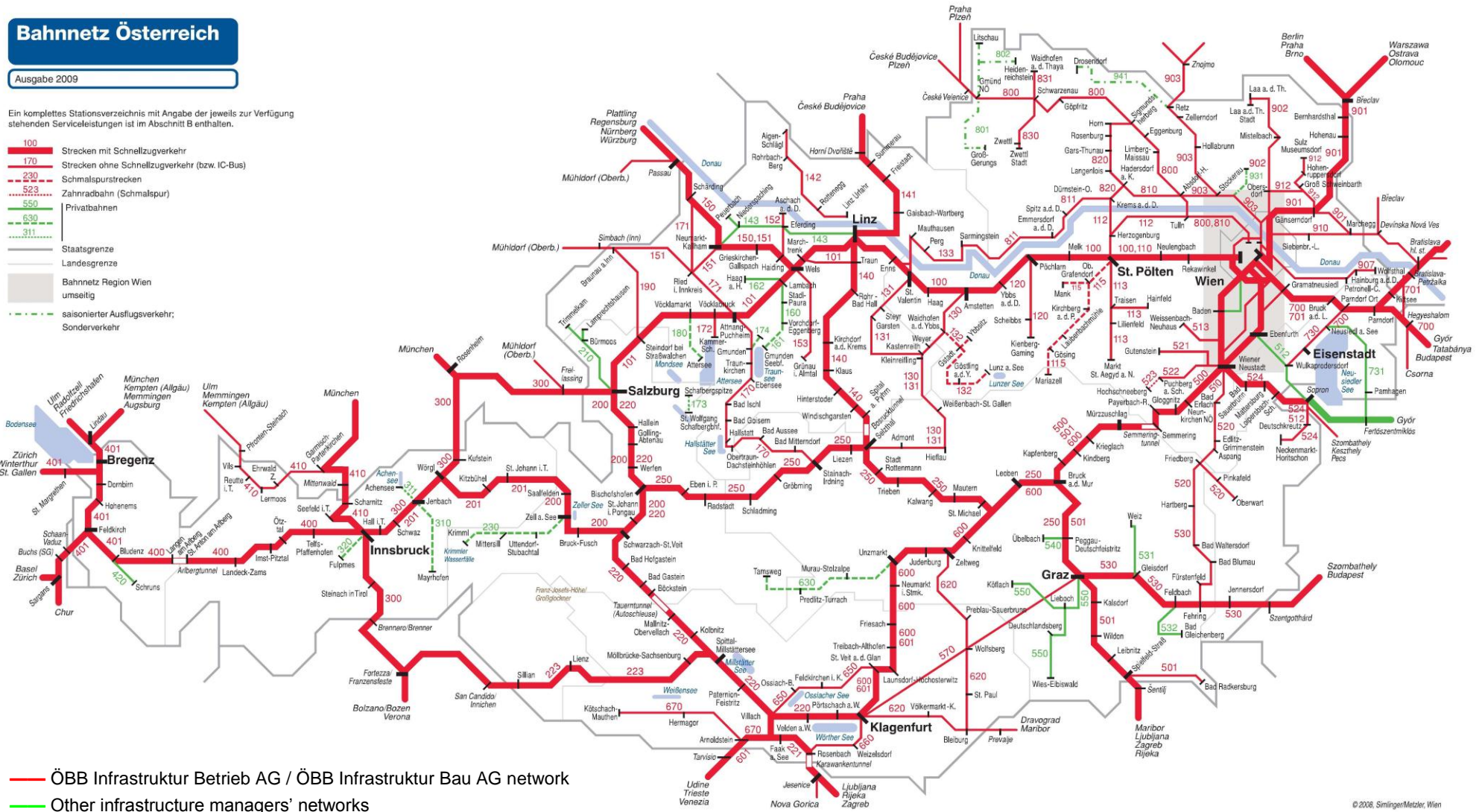
A.1. Network map

Bahnnetz Österreich

Ausgabe 2009

Ein komplettes Stationsverzeichnis mit Angabe der jeweils zur Verfügung stehenden Serviceleistungen ist im Abschnitt B enthalten.

- 100 Strecken mit Schnellzugverkehr
- - - 170 Strecken ohne Schnellzugverkehr (bzw. IC-Bus)
- · · · · 230 Schmalspurstrecken
- · - · - 523 Zahnradbahn (Schmalspur)
- 550 Privatbahnen
- - - 630 Staatsgrenze
- · - · - 311 Landesgrenze
- Bahnnetz Region Wien umseitig
- · - · - saisonierter Ausflugsverkehr; Sonderverkehr



- ÖBB Infrastruktur Betrieb AG / ÖBB Infrastruktur Bau AG network
- Other infrastructure managers' networks

A.2. List of railway undertakings and infrastructure managers

A.2.1. Infrastructure managers (infrastructure managers on main lines and minor lines connected to them)

Name	Address	Website/Network Statement link
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1 1120 Wien (Vienna)	www.wlb.at
Cargo-Center-Graz Betriebsgesellschaft m.b.H. & Co KG	Terminal 1 8402 Werndorf	www.cargo-center-graz.at
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41 8020 Graz	www.gkb.at
Lokalbahn Lambach- Vorchdorf- Eggenberg AG Betriebsführung: Stern & Hafferl Verkehrs- gesellschaft mbH	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at
Linzer Lokalbahn AG Betriebsführung: Stern & Hafferl Verkehrs- gesellschaft mbH	Rathaus 4041 Linz	www.stern-verkehr.at
Montafonerbahn AG	Bahnhofstraße 15 a+b 6780 Schruns	www.montafonerbahn.at
Neusiedler Seebahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.nsb-ag.at
ÖBB Infrastruktur AG (w.e.f 1 January 2009) (previously ÖBB Infrastruktur Bau AG and ÖBB Infrastruktur Betrieb AG)	Vivenotgasse 10 1120 Wien (Vienna)	www.oebb.at/infrastruktur
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.raaberbahn.at
Salzburg AG für Energie, Verkehr und Telekommunikation	Plainstraße 70 5020 Salzburg	www.salzburg-ag.at
Steiermärkische Landesbahnen	Eggenberger Str. 20 8020 Graz	www.stlb.at
Stern & Hafferl Verkehrsgesellschaft mbH	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at
Süd Burgenländische Regionalbahn GmbH (operations not yet commenced)	Bahnstraße 1 7508 Großpetersdorf	www.schuch-reisen.at

A.2.2. Railway undertakings with a traffic authorisation in accordance with Article 15 or Section 16 of the Railways Act

Name	Address	Website
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1 1120 Wien (Vienna)	www.wlb.at
City Air Terminal Betriebsg.m.b.H.	Office Park 1300 Wien (Vienna) Flughafen	www.cityairporttrain.com

Name	Address	Website
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41 8020 Graz	www.gkb.at
Logistik Service GmbH	Lunzerstraße 41 4031 Linz	www.voestalpine.com/logserv
LTE-Logistik- und Transport GmbH	Reininghausstraße 3 8020 Graz	www.lte.at
Majestic Emperor Train de Luxe Waggon Charter Ges.m.b.H. (operations not yet started)	Opernring 4/8 1010 Wien (Vienna)	www.imperialtrain.com
Montafonerbahn AG	Bahnhofstraße 15 a+b 6780 Schruns	www.montafonerbahn.at
ÖBB Personenverkehr AG	Wagramer Straße 17-19 1220 Wien (Vienna)	www.oebb.at/pv
ÖBB Technische Services GmbH	Grillgasse 48 1110 Wien (Vienna)	www.oebb.at/ts
ÖBB Produktion GmbH (ÖBB Traktion GmbH until 17 December 2009)	Langauer Gasse 1 1150 Wien (Vienna)	www.oebb-produktion.at
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.raaberbahn.at
Rail Cargo Austria AG	Erdberger Lände 40-48 1030 Wien (Vienna)	www.railcargo.at
Rail Professionals Stütz GmbH (operations not yet started)	Pallenbergstraße 31d 1130 Wien (Vienna)	www.railprofi.at
RTS Rail Transport Services GmbH	Puchstraße 184a 8055 Graz	www.rts-austria.at
Salzburg AG für Energie, Verkehr und Telekommunikation	Plainstraße 70 5020 Salzburg	www.salzburg-ag.at
Steiermarkbahn Transport und Logistik GmbH	Eggenberger Straße 20 8020 Graz	www.steiermarkbahn.at
Steiermärkische Landesbahnen	Eggenberger Straße 20 8020 Graz	www.stlb.at
Stern & Hafferl Verkehrsgesellschaft mbH	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at
TX Logistik Austria GmbH	Am Concorde-Park E/13 2320 Schwechat	www.txlogistic.de
WESTbahn Management GmbH (operations not yet started)	Mariahilfer Straße 103/25 1060 Wien (Vienna)	www.westbahn.at
Wiener Lokalbahnen Cargo GmbH	Eichenstraße 1 1121 Wien (Vienna)	www.wlb.at/cargo

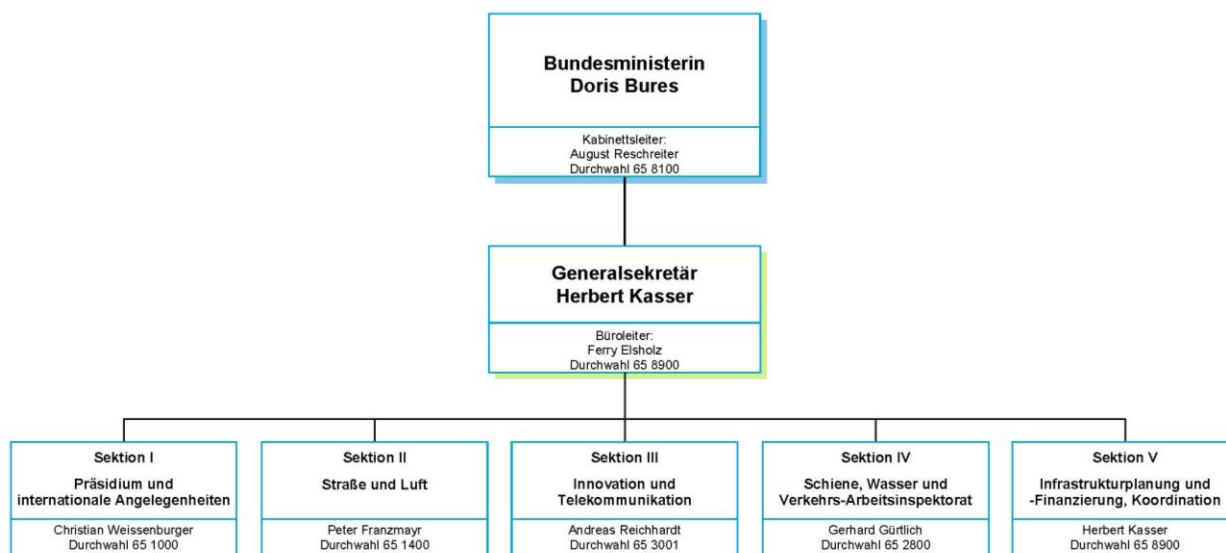
ANNEX B: Organisation chart

B.1. Organisation chart for the Federal Ministry of Transport, Innovation and Technology as the national safety authority:



Bundesministerium für
Verkehr, Innovation und Technologie

Telefon: +43 (0) 1 711 62 + Durchwahl



Federal Minister: Doris Bures, Head of Chancellery August Reschreiter, direct line 65 8100

General Secretary: Herbert Kasser, Office Manager Ferry Elsholz, direct line 65 8900

Department I Executive Committee and International Affairs: Christian Weissenburger, direct line 65 1000

Department II Roads and Aviation: Peter Franzmayr, direct line 65 1400

Department III Innovations and Telecommunications: Andreas Reichhardt, direct line 65 3001

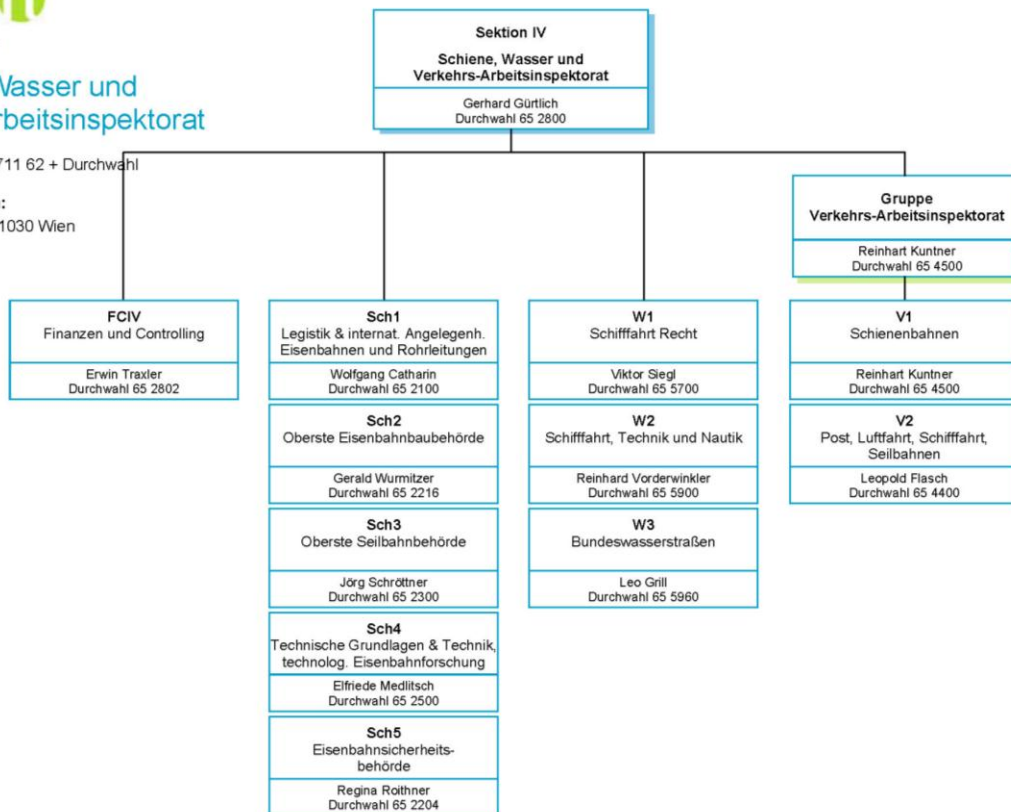
Department IV Rail, Water Transport and Transport Labour Inspectorate: Gerhard Gürtlich, direct line 65 2800

Department V Infrastructure Planning and Financing, Coordination: Herbert Kasser, direct line 65 8900

bm v f
Sektion IV
Schiene, Wasser und
Verkehrsarbeitsinspektorat

Telefon: +43 (0) 1 711 62 + Durchwahl

Besuchsadressen:
Radetzkystraße 2, 1030 Wien



Stand April 2009

Department IV Rail, Water Transport and Transport Labour Inspectorate: Gerhardt Gürtlich, direct line 65 2800
 Sch 1 Parliamentary drafting & international affairs, railways and pipelines, Wolfgang Catharin, direct line 65 2100
 Sch 2 Supreme railway construction authority, Gerald Wurmitzer, direct line 65 2216
 Sch 4 Technical principles & technology, technical railway research, Elfriede Medlitsch, direct line 65 2500
 Sch 5 Railway safety authority, Regina Roithner, direct line 65 2204
 Transport Labour Inspectorate Group, Reinhard Kuntner, direct line 65 4500
 V1 Railways, Reinhard Kuntner, direct line 65 4500

Extract from the organisation:

DEPARTMENT IV - RAIL, WATER TRANSPORT AND TRANSPORT LABOUR INSPECTORATE

Infrastructure and traffic matters for the supreme rail and cableway authority and the supreme marine authority; transport labour inspectorate

Section Sch 1 - Parliamentary drafting & international affairs, railways and pipelines

Domestic parliamentary drafting including general secondary parliamentary drafting and coordination of statutory regulations for railways and pipelines; legal matters for rail reform and for the regulation of the market for rail services including training and testing

services; matters concerning state commissioners; involvement in drawing up and transposing Community law and international legislation in intergovernmental treaties concerning rail and pipelines including representation of these matters in EU bodies and other international and national groups; enforcement of the Pipeline Act.

Section Sch 2 - Supreme railway construction authority (processes in the railway field)

Statutory and administrative matters (including those railway operational and technical matters with similar procedures) including technical safety aspects of railway equipment and rolling stock, in particular all the work on the relevant administrative procedures (in so far as they are not allocated to section Sch 5) such as procedures for construction approval, type approval and operations approval; train path approval procedures, procedures under the Environmental Impact Assessment Act (UVP-G 2000); lineside property procedures compulsory purchase procedures under railway law; procedures for the remodelling or protection of level crossings; appeal procedures in the railway field including technical safety aspects of railway equipment and rolling stock and trolley bus routes; management of the lists in accordance with Section 40 of the Railways Act; matters concerning other construction authorities' means of supervision; drafting of secondary legislation with similar procedures (relevant regulations including decrees and implementation circular letters on procedural matters).

Section Sch 4 - Railway technical principles and technology, technical railway research

General technical matters concerning construction, safety, telecommunications and machinery for railways including the technical aspects of equipment to ensure railway safety and rolling stock of all types; domestic and international technical standards and specifications and other sets of regulations on the state of the art; safeguarding railway technical fundamentals in domestic bodies, in EU bodies particularly in the Article 21 Committee, ERA, CEN and in other international bodies; matters concerning the listing of standards, technical specifications and other sets of regulations in accordance with Section 19(4) and (5) of the Railways Act; involvement in accreditation, evaluation and publication of the results of relevant research in the railway field including insights gained in railway procedures and involvement in research projects and external publications; involvement in the work of sections Sch 1, 2, and 5 in all railway technical matters within the remit of section Sch 4.

Section Sch 5 - Railway safety authority

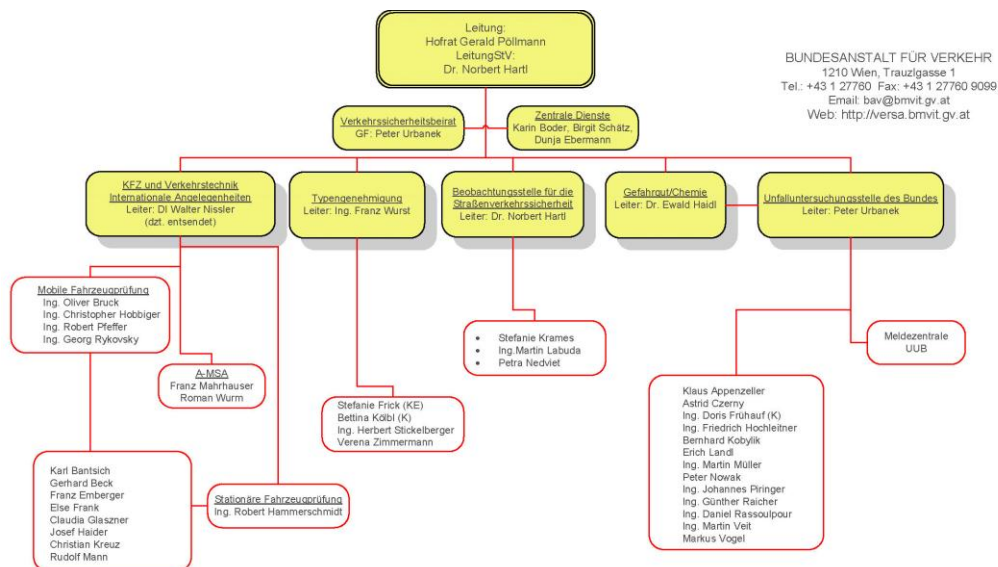
Safeguarding legal, administrative and operational matters for railway safety such as concessions, traffic authorisations and traffic concessions, safety authorisations and safety certification, matters concerning safety authority reporting and representation of these matters in all international bodies and organisations; setting up and closing down of railways; involvement in the affairs of the Federal Accident Investigation Bureau; regulations and approval of general decrees to railway staff, authorisation of the appointment of signalling staff; matters concerning other safety authority related supervisory activity.

Transport Labour Inspectorate Group

Section V1 - Railways

Safeguarding the statutory protection of employees of railway organisations within the meaning of the Railways Act 1957 (main line and minor railways, tramways, underground railways, trolley bus operations, connecting railways, industrial railways) of sleeping cars, couchette coaches, buffet and restaurant cars including maintenance (vehicle workshops), of railway organisations' social and welfare institutions, of railway organisations' road operations and of transfer installations for railway purposes and for accompanied freight traffic; further development of worker protection within the scope of the section; drafting and international matters concerning worker protection and working time and rest-time regulations for workers in transport organisations, within the scope of the section, provided questions of transport law are not involved; involvement in administrative penalty procedures as a result of infringements of worker protection regulations; involvement in administrative procedures to safeguard worker protection, in particular in procedures connected to railway law; railway accident matters and evaluation of accidents from the viewpoint of worker protection; representation of the department in the accident prevention committee of the Austrian Railways Insurance Institution (Versicherungsanstalt der Österreichischen Eisenbahnen); involvement in international, European and national standard setting; involvement in the work of the Austrian Standards Institute and the Austrian Electrotechnical Association (Österreichischer Verband für Elektrotechnik).

B.2. Organisation chart for the Federal Office of Transport as the Federal Accident Investigation Bureau:



Stand: August 2009



Verkehrssicherheitsarbeit für Österreich

Manager: Hofrat Gerald Pölmann; Assistant Manager Dr Norbert Hartl

Transport Safety Adviser: Peter Urbanek; Central services (three staff members)

Dangerous goods/chemicals; Manager: Dr Ewald Haidl;

Federal Accident Investigation Bureau, Manager: Peter Urbanek

FAIB reporting centre

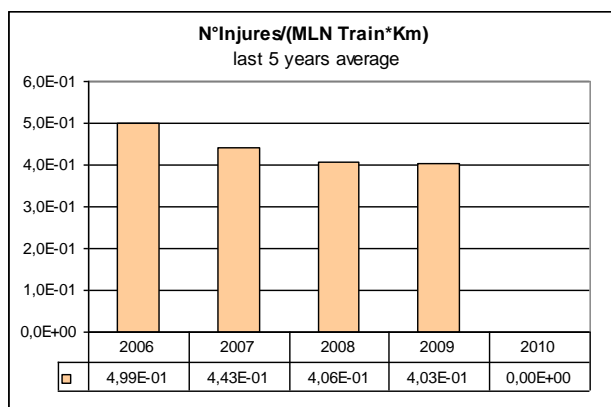
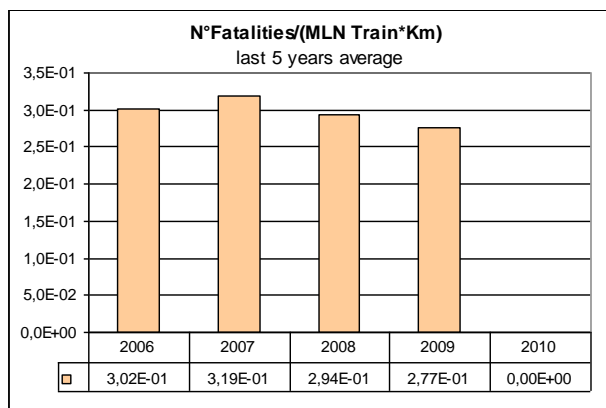
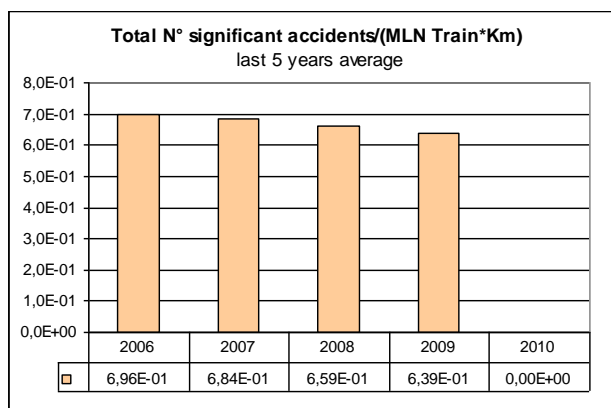
ANNEX C: CSI data – definitions used

The CSI data evaluated relates to the operation of main lines and minor lines connected to them, the operation of rolling stock on such railways and traffic on such railways on Austrian sovereign territory in the year 2009 including data from the annual reports for the years 2006 to 2009.

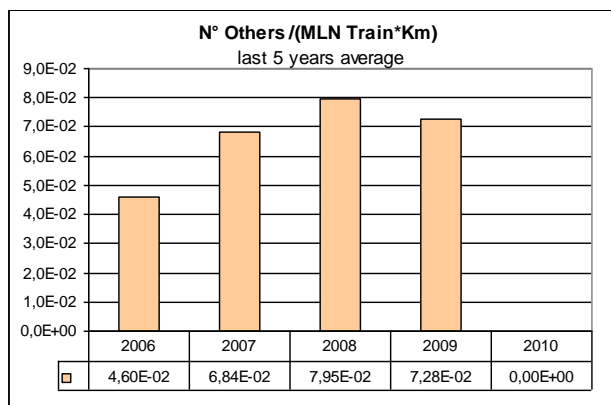
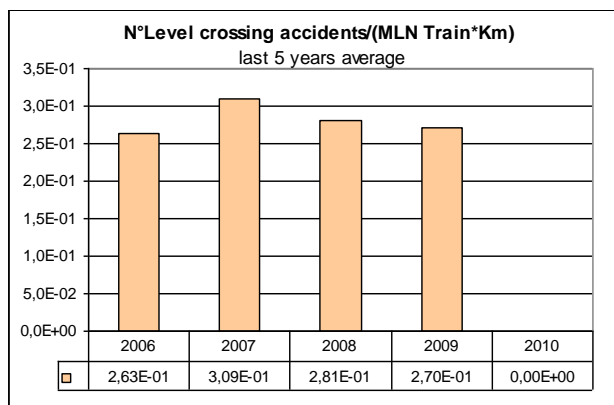
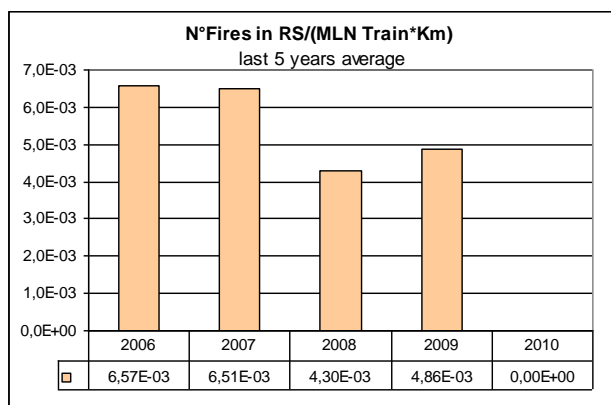
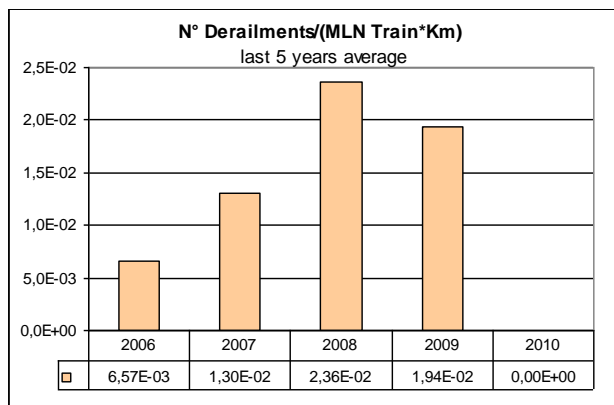
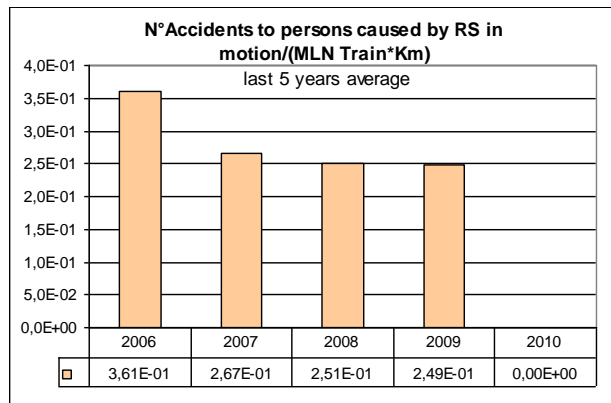
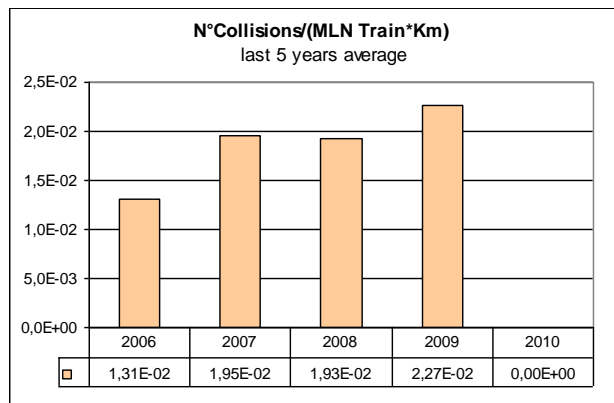
C.1. CSI data

Graphical presentation:

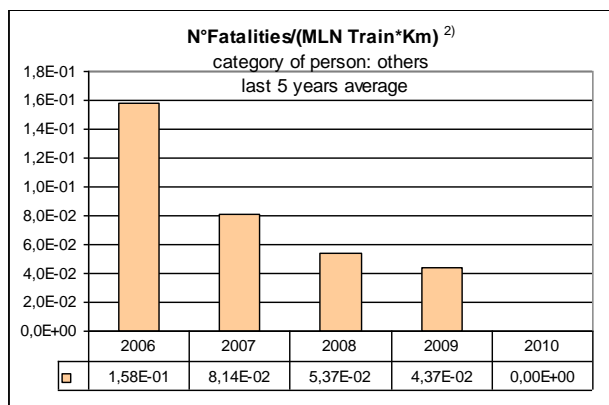
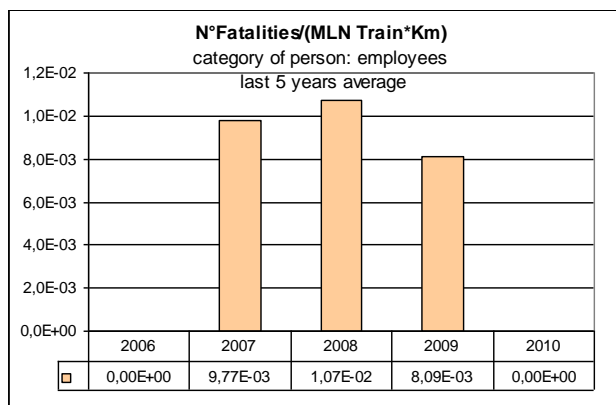
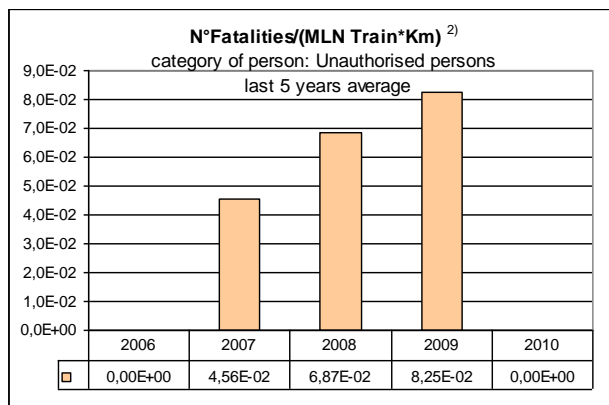
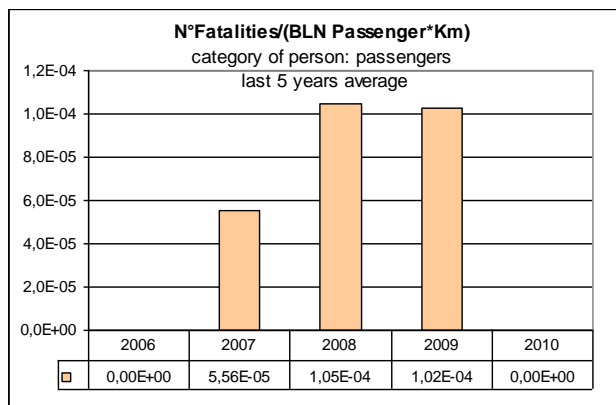
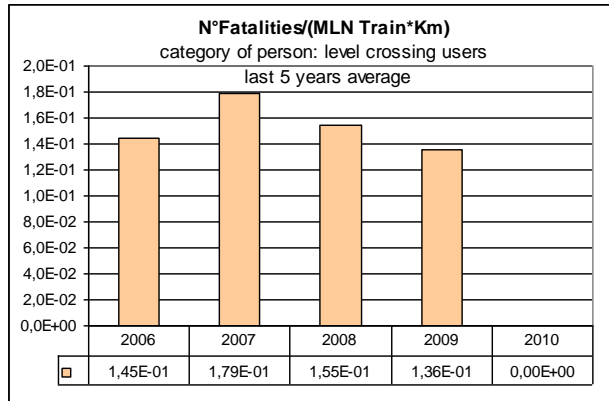
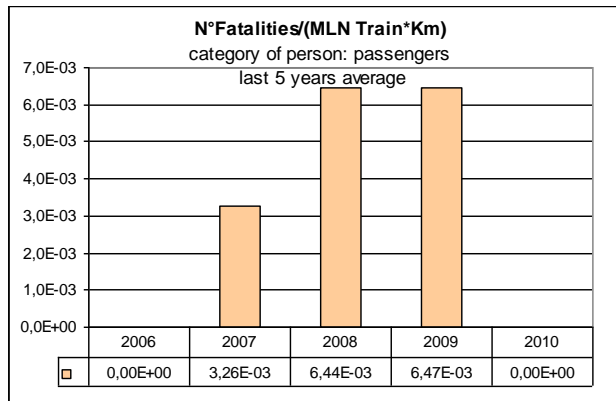
Performance at a glance



Serious accidents by type of accident

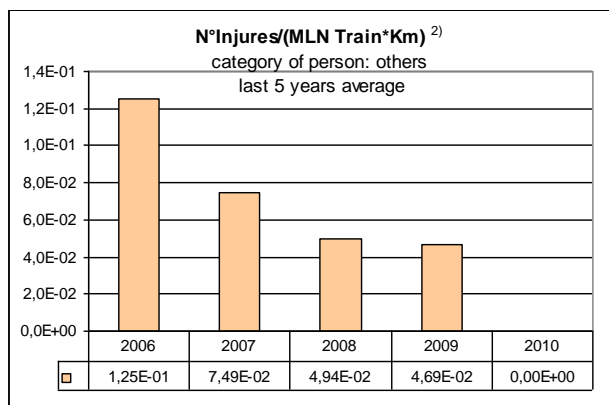
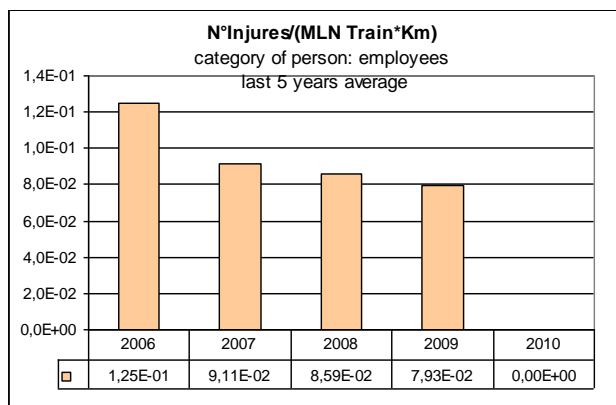
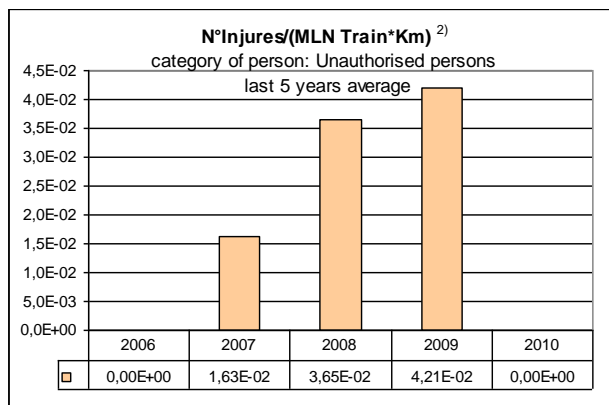
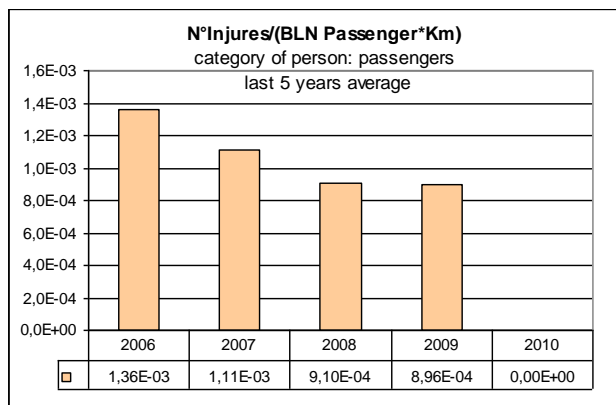
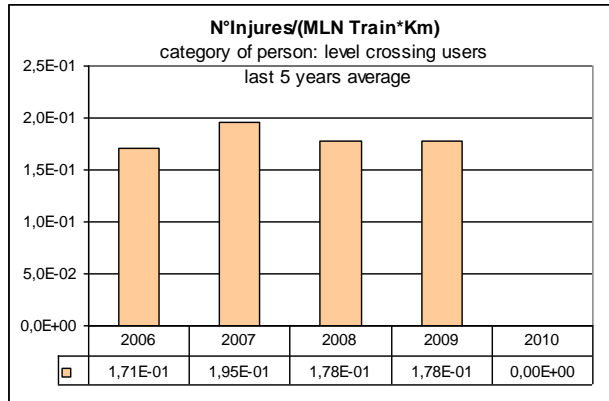
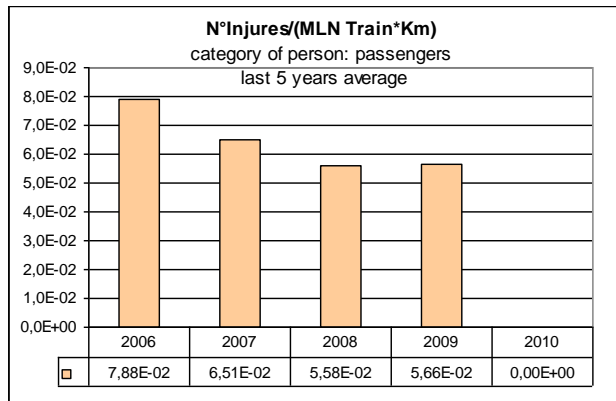


Fatalities by category of person involved



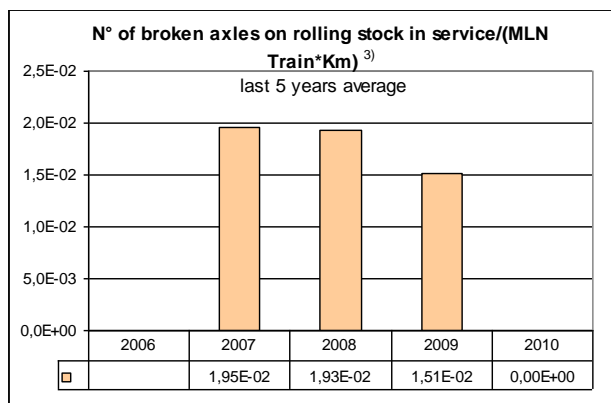
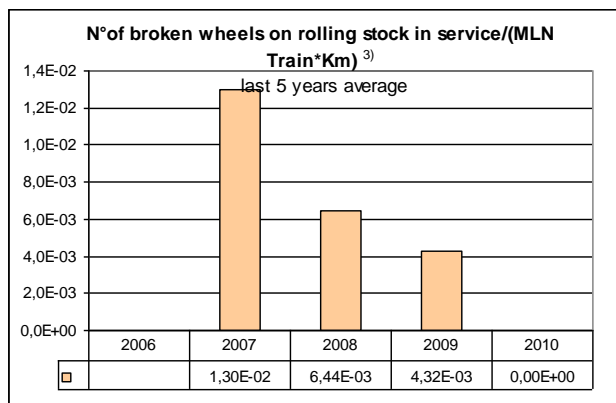
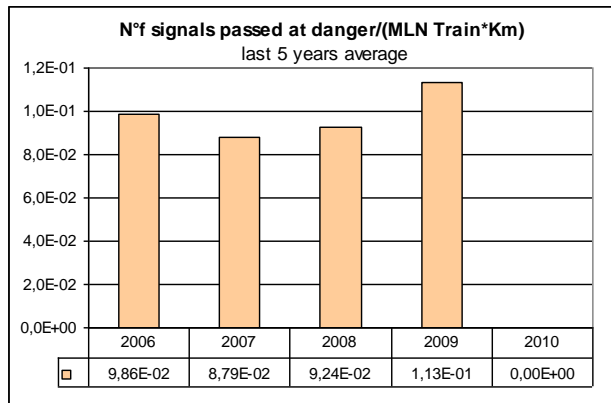
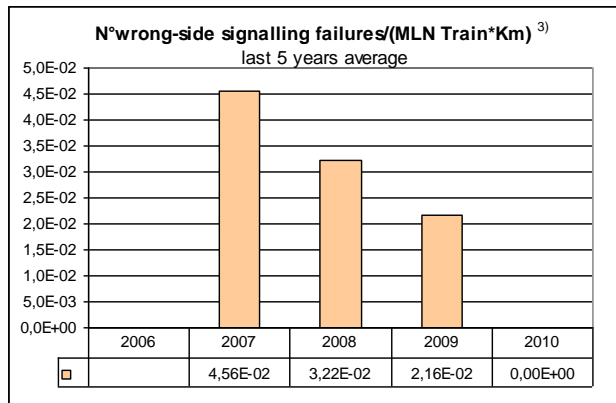
²⁾ In the year 2006, the “other persons” category also included unauthorised persons.

Injuries by category of person involved



²⁾ In the year 2006, the “other persons” category also included unauthorised persons.

Precursors to accidents



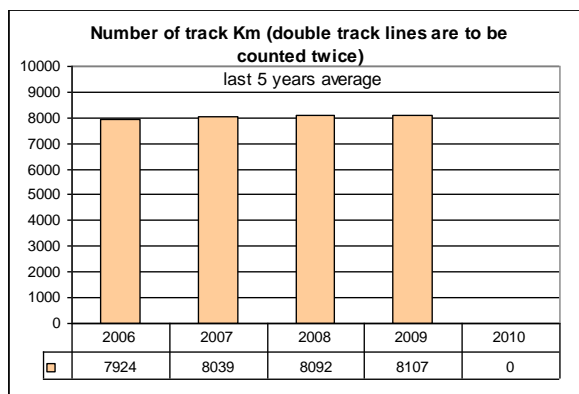
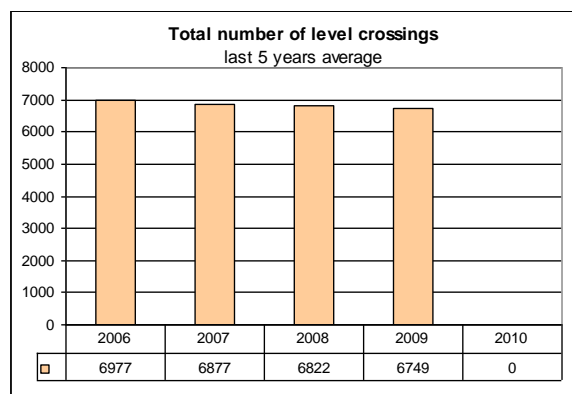
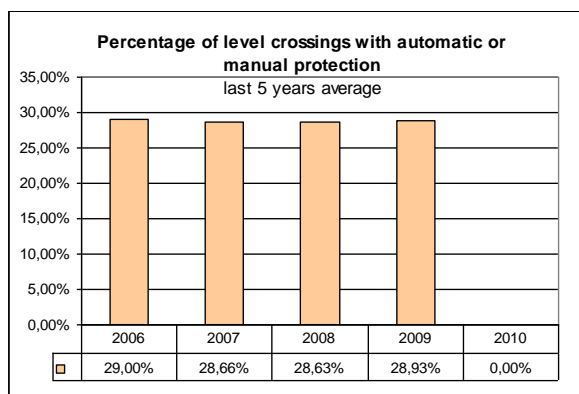
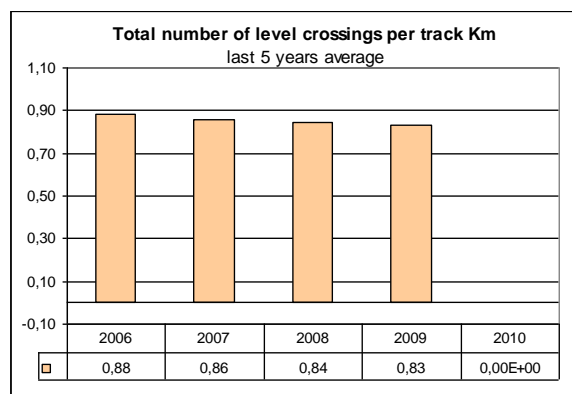
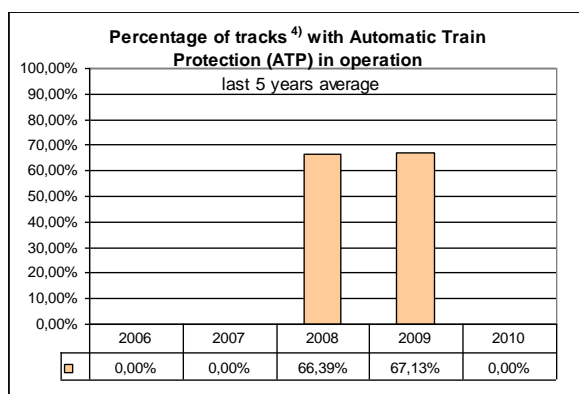
³⁾ No consistent distinction between broken and buckled rails, signalling failures and wheel and axle breaks in rolling stock in service can be made for incidents and near misses in the year 2006.

The number of broken and buckled rails for the years 2006 to 2009 was not available for all railway organisations and therefore national figures are not meaningful.

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

The costs of all accidents and the number of working hours lost were not available for all railway organisations and therefore national figures are not meaningful.

Technical safety of infrastructure and its implementation, management of safety



⁴⁾ The values refer to route kilometres. The indicators relating to automatic train protection for the years 2006 and 2007 were not available for all railway organisations and therefore national figures are not meaningful.

Tabular presentation:

Number of significant accidents and Train*Km

Year	Type of accident						Total	Train*Km (MLN)
	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others		
2006	2	1	40	55	1	7	106	152
2007	4	3	55	27	1	14	104	155
2008	3	7	36	35	0	16	97	158
2009	5	1	36	37	1	8	88	152
2010								
2011								
2012								
2013								
2014								
2015								

Number of accidents/Train*Km

Year	Type of accident						Total
	Collisions	Derailments	Level crossing accidents	Accidents to persons caused by RS in motion	Fires in RS	Others	
2006	1,31E-02	6,57E-03	2,63E-01	3,61E-01	6,57E-03	4,60E-02	6,96E-01
2007	1,95E-02	1,30E-02	3,09E-01	2,67E-01	6,51E-03	6,84E-02	6,84E-01
2008	1,93E-02	2,36E-02	2,81E-01	2,51E-01	4,30E-03	7,95E-02	6,59E-01
2009	2,27E-02	1,94E-02	2,70E-01	2,49E-01	4,86E-03	7,28E-02	6,39E-01
2010							
2011							
2012							
2013							
2014							
2015							

N° of fatalities, Train*Km and Passenger*Km ²⁾

Year	Category of persons						Passenger*Km (MLN)	Train*Km (MLN)
	Passengers	Employees	Level crossing users	Unauthorized persons	Others	Total		
2006	0	0	22	0	24	46	8830	152
2007	1	3	33	14	1	52	9149	155
2008	2	2	17	18	0	39	10600	158
2009	1	0	12	19	2	34	10500	152
2010								
2011								
2012								
2013								
2014								
2015								

N° of fatalities/Train*Km and Passenger*Km ²⁾

Year	Category of persons						Total
	Passengers	Passengers	Employees	Level crossing users	Unauthorized persons	Others	
2006	0,00E+00	0,00E+00	0,00E+00	1,45E-01	0,00E+00	1,58E-01	3,02E-01
2007	3,26E-03	5,56E-05	9,77E-03	1,79E-01	4,56E-02	8,14E-02	3,19E-01
2008	6,44E-03	1,05E-04	1,07E-02	1,55E-01	6,87E-02	5,37E-02	2,94E-01
2009	6,47E-03	1,02E-04	8,09E-03	1,36E-01	8,25E-02	4,37E-02	2,77E-01
2010							
2011							
2012							
2013							
2014							
2015							

related to Train*Km related to Passenger*Km related to Train*Km related to Train*Km related to Train*Km related to Train*Km related to Train*Km

N° of injures, Train*Km and Passenger*Km ²⁾

Year	Category of persons						Passenger*Km (MLN)	Train*Km (MLN)
	Passengers	Employees	Level crossing users	Unauthorized persons	Others	Total		
2006	12	19	26	0	19	76	8830	152
2007	8	9	34	5	4	60	9149	155
2008	6	12	23	12	0	53	10600	158
2009	9	9	27	9	6	60	10500	152
2010								
2011								
2012								
2013								
2014								
2015								

N° of injures/Train*Km and Passenger*Km ²⁾

Year	Category of persons						Total
	Passengers	Passengers	Employees	Level crossing users	Unauthorized persons	Others	
2006	7,88E-02	1,36E-03	1,25E-01	1,71E-01	0,00E+00	1,25E-01	4,99E-01
2007	6,51E-02	1,11E-03	9,11E-02	1,95E-01	1,63E-02	7,49E-02	4,43E-01
2008	5,58E-02	9,10E-04	8,59E-02	1,78E-01	3,65E-02	4,94E-02	4,06E-01
2009	5,66E-02	8,96E-04	7,93E-02	1,78E-01	4,21E-02	4,69E-02	4,03E-01
2010							
2011							
2012							
2013							
2014							
2015							

related to Train*Km related to Passenger*Km related to Train*Km related to Train*Km related to Train*Km related to Train*Km related to Train*Km

Number of precursors and Train*Km ^{3), 5)}

Year	Type of accident						Total	Train*Km (MLN)
	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service		
2006	-	-	-	15	-	-	186	152
2007	-	-	7	12	2	3	24	155
2008	-	-	3	16	0	3	22	158
2009	-	-	0	27	0	1	28	152
2010								
2011								
2012								
2013								
2014								
2015								

Number of precursors/Train*Km ^{3), 5)}

Year	Type of accident						Total
	Number of broken rails	Number of track buckles	Number of wrong-side signalling failures	Number of signals passed at danger	Number of broken wheels on rolling stock in service	Number of broken axles on rolling stock in service	
2006				9,86E-02			1,22E+00
2007			4,56E-02	8,79E-02	1,30E-02	1,95E-02	6,84E-01
2008			3,22E-02	9,24E-02	6,44E-03	1,93E-02	4,98E-01
2009			2,16E-02	1,13E-01	4,32E-03	1,51E-02	4,21E-01
2010							
2011							
2012							
2013							
2014							
2015							

Technical safety of infrastructure and its impl., management of safety ^{4), 6)}

Year	Type of accident						
	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	N° of audits accomplished / N° of audits required (and/or planned)
2006	-	-	6977	7924	0,88	29,00%	-
2007	-	-	6776	8154	0,83	28,32%	-
2008	66,39%	-	6713	8197	0,82	28,57%	96,00%
2009	67,87%	-	6530	8154	0,80	29,82%	92,44%
2010							
2011							
2012							
2013							
2014							
2015							

Technical safety of infrastructure and its impl., management of safety ^{4), 6)}

Year	Type of accident						
	Percentage of tracks with Automatic Train Protection (ATP) in operation	Percentage of Train*Km using operational ATP systems	Total number of level crossings	Number of track Km (double track lines are to be counted twice)	Total number of level crossings per track Km	Percentage of level crossings with automatic or manual protection	N° of audits accomplished / N° of audits required (and/or planned)
2006	-	-	6977	7924	0,88	29,00%	-
2007	-	-	6877	8039	0,86	28,66%	-
2008	66,39%	-	6822	8092	0,84	28,63%	96,00%
2009	67,13%	-	6749	8107	0,83	28,93%	94,22%
2010							
2011							
2012							
2013							
2014							
2015							

²⁾ In the year 2006, the “other persons” category also included unauthorised persons.

³⁾ No consistent distinction between broken and buckled rails, signalling failures and wheel and axle breaks in rolling stock in service can be made for incidents and near misses in the year 2006.

⁴⁾ The values refer to route kilometres. The indicators relating to automatic train protection were not available for all railway organisations and therefore national figures are not meaningful.

⁵⁾ The number of broken and buckled rails for the years 2006 to 2009 in part was not available for all railway organisations and therefore national figures are not meaningful.

⁶⁾ The indicators relating to the safety management system are not applicable to the year 2008.

The costs of all accidents and the number of working hours lost were not available for all railway organisations and therefore national figures are not meaningful.

C.2. Definitions used in the annual report

C.2.1. Definitions to be adopted in accordance with Regulation (EC) No 91/2003 last amended by Regulation (EC) No 1192/2003:

Fatalities (person killed)

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

Injuries (person seriously injured)

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

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;

Rail passenger

means 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

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

Significant accident

means 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

means 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

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.

C.2.2. National definitions

National definitions and methods to calculate the data for the items listed in Annex 1 to Directive 2004/49/EC are to be reported in this paragraph whether or not they are defined in that legislation or in Regulation (EC) No 91/2003 last amended by Regulation (EC) No 1192/2003.

Accident

in accordance with Section 2(4) Accident Investigation Act, BGBl. I No 123/2005:

Section 2. (4) Any event in the rail field:

- 1. in which rail vehicles derail or collide with one another,*
- 2. in which persons are killed or seriously injured or,*
- 3. in which vehicles, infrastructure or the environment suffers significant damage and the rules for railway safety or the management of safety are clearly in question, is to be considered as an accident.*

Injured (severely injured persons)

in accordance with Section 2(10) Accident Investigation Act, BGBl. I No 123/2005:

Section 2. (10) An injury which a person has suffered in an accident and which

- 1. requires a stay in a hospital of more than 24 hours within a period of seven days of the injury, or*
- 2. results in broken bones (with the exception of simple breaks of fingers, toes or the nose), or*
- 3. results in lacerated wounds which cause severe bleeding or injury to nerves, muscles or tendons, or*
- 4. causes injuries to internal organs, or*
- 5. results in second or third degree burns or burns to more than 5% of the body surface, or*
- 6. is the consequence of proven exposure to infectious substances or dangerous radiation, is to be considered as a serious injury.*

Main line railways, minor railways

in accordance with Section 4 of the Railways Act 1957, BGBl. No 60/1957, as amended:

Section 4. (1) Main line railways are specific railway lines of greater traffic importance open for public traffic. Amongst them are those railway lines

- 1. which have been declared to be high capacity lines in accordance with Section 1 of the High Capacity Line Act (Hochleistungsstreckengesetz), BGBl. No 135/1989 as amended;*
 - 2. which the Federal Minister of Transport, Innovation and Technology has declared by means of a regulation to be main lines because a particular importance is attributed to them for high performance traffic or because they should be upgraded for such traffic – in particular for international services or for regional traffic.*
- (2) Minor lines are specific railway lines open for public traffic provided they are not main lines or tramways.*

Connected main and minor lines

in accordance with Section 1a of the Railways Act 1957, BGBl. No 60/1957, as amended:

Main and minor lines are connected if an exchange of vehicles can just take place over a local connection without a change of gauge and without technical aids (transporter wagon, for example). Main and minor lines are also considered as connected if they are connected across a frontier with another railway of the same type in a neighbouring state.

High capacity lines

in accordance with the High Capacity Line Act, BGBl. No 135/1989, as amended by BGBl. I No 81/1999:

***Section 1.** (1) The Federal Government may declare existing or planned railways (sections of lines or parts of sections of lines including the installations necessary) to be high capacity lines by regulation (High Capacity Line Regulation (Hochleistungsstreckenverordnung)). A precondition for this is that the line is considered to have a special importance for high performance with international connections or for local traffic.*

(2) Existing or planned railways may also be declared to be parts of high capacity lines if the characteristics in paragraph 1 do not apply to them but they have a direct relationship with high capacity lines and are required for rational railway operation or rail traffic on high capacity lines.

Infrastructure manager

in accordance with Section 1a of the Railways Act 1957, BGBl. No 60/1957, as amended:

Section 1a. An infrastructure manager is a railway organisation which covers the construction and operation of main line and minor railways excluding those minor railways which are not connected to main lines or other minor lines and is authorised to make them available.

Railway undertaking

in accordance with Section 1b of the Railways Act 1957, BGBl. No 60/1957, as amended:

Section 1b. A railway undertaking is a railway organisation which provides rail traffic services on main line or connected minor line rail infrastructure and provides the traction, this also includes those which only provide traction, and to which a traffic authorisation, a traffic concession or an authorisation or approval which is equivalent to a traffic approval in accordance with Section 41 has been granted.

C.3. Abbreviations

AschG	Employee Protection Act (Arbeitnehmerschutzgesetz)
ARTIS	Austrian Rail Transport Information System
BA	Betriebsanweisung
BGBI	Federal Law Gazette (Bundesgesetzblatt)
BMVIT	Federal Ministry of Transport, Innovation and Technology (Bundesministerium für Verkehr, Innovation und Technologie)
CSI	Common Safety Indicator
CSM	Common Safety Method
DB	Staff instruction (Dienstbehelf)
DB AG	Deutsche Bahn AG
Defect detector	On-site technical equipment (hot box/sticking brakes brake blocks/sticking brakes, disc brakes)
Dir.	Directive
DV	Staff regulation (Dienstvorschrift)
EBA	(German) Federal Railway Authority (Eisenbahnbundesamt)
EBO	Electronic user interface (Elektronische Bedienoberfläche)
EisbG	Eisenbahngesetz 1957 (Railways Act 1957)
EN	European Standard (Europäische Norm)
ERA	European Railway Agency
ERRI/ORE	European Rail Research Institute
ETCS	European Train Control System
Fdl	Signalman (Fahrdienstleiter)
Fz-Vmax	Maximum speed of a vehicle (Fahrzeughöchstgeschwindigkeit)
IM	Infrastructure manager
IS	Maintenance (Instandhaltung)
NSA	National Safety Authority
ÖBB	Austrian Federal Railway (Österreichische Bundesbahnen)
Reg	Regulation
RiLi	Directive (Richtlinie)
RU	Railway undertaking
SCK	Rail Control Commission (Schienen-Control Kommission)
SCG	Rail Control, Austrian Company for Rail Market Regulation (Schienen-Control, Österreichische Gesellschaft für Schienenverkehrsmarktregulierung mbH)
StVO	(Road) Traffic Regulations (Straßenverkehrsordnung)
StVzVO	Traffic Signs Regulations (Straßenverkehrszeichenverordnung)
UIC	International Union of Railways (Union internationale des chemins de fer)
UUS	Accident Investigation Bureau (Unfalluntersuchungsstelle)
VO	Verordnung
VzG	List of locally permitted speeds (Verzeichnis örtlich zugelassener Geschwindigkeiten)
w.e.f.	with effect from

ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
Legislation concerning the national safety authority				
Legislation concerning notified bodies, assessors, third-party bodies for registration, examination, etc.				
National rules concerning railway safety				
Rules concerning national safety targets and methods				
Rules concerning requirements for safety management systems and safety certification of railway undertakings	Employee Protection Regulation - Transport (Arbeitnehmerschutzverordnung Verkehr (AVO Verkehr)) BGBl. II No 52/2009	24 February 2009	Amendment of the existing regulation (extension to the concession process in railway law)	Governs the way in which railway organisations have to prove how they have satisfied the organisational provisions to protect workers in the context of the authorisation procedure used.
Rules concerning requirements for safety management systems and safety authorisation of infrastructure managers	Employee Protection Regulation - Transport (Arbeitnehmerschutzverordnung Verkehr (AVO Verkehr)) BGBl. II No 52/2009	24 February 2009	Amendment of the existing regulation (extension to the concession process in railway law)	Governs the way in which railway organisations have to prove how they have satisfied the organisational provisions to protect workers in the context of the authorisation procedure used.
Rules concerning requirements for wagon keepers				
Rules concerning requirements for 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	Employee Protection Regulation - Transport (Arbeitnehmerschutzverordnung Verkehr (AVO Verkehr)) BGBl. II No 52/2009	24 February 2009	Amendment of the existing regulation (extension to the concession process in railway law)	Governs the way in which railway organisations have to prove how they have satisfied the organisational provisions to protect workers in the context of the authorisation procedure used.

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
Common operating rules for the railway network, including rules relating to signalling and traffic procedures	Railway Construction and Operation Regulation (Eisenbahnbau- und betriebsverordnung (EisbBBV)), BGBl. II No 398/2009	1 January 2009	New regulation to create safety standards to cover the whole undertaking	Governs safety standards over the whole undertaking in accordance with the requirements of European and Austrian railway law. In this process the emphasis is on the interface between infrastructure managers and railway undertakings and the creation of a link between technical provisions and the operation of the railway.
Rules laying down requirements for additional internal operating rules (company rules) that must be established by the infrastructure managers and railway undertakings				
Rules concerning requirements for staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Railway Construction and Operation Regulation (Eisenbahnbau- und betriebsverordnung (EisbBBV)), BGBl. II No 398/2009	1 January 2009	New regulation to create safety standards to cover the whole undertaking	Governs safety standards over the whole undertaking in accordance with the requirements of European and Austrian railway law. In this process the emphasis is on the interface between infrastructure managers and railway undertakings and the creation of a link between technical provisions and the operation of the railway.
Rules concerning the investigation of accidents and incidents including recommendations				
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators				
Rules concerning requirements for authorisation for placing infrastructure in service (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossings, platforms, etc.)				

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

E.1. Safety certificates in accordance with Directive 2004/49/EC

		New	Updated/amended	Renewed
E.1.1. Number of valid safety certificates Part A held by railway undertakings in the year 2009.	being registered in your Member State:	4		
	being registered in another Member State:			

		New	Updated/amended	Renewed
E.1.2. Number of valid safety certificates Part B held by railway undertakings in the year 2009.	being registered in your Member State:	4		
	being registered in another Member State:			

			A	R	P
E.1.3. Number of applications for safety certificates Part A submitted by railway undertakings in the year 2009.	being registered in your Member State for:	new certificates	3		17
		updated/amended certificates			
		renewed certificates			

			A	R	P
E.1.4. Number of applications for safety certificates Part B submitted by railway undertakings in the year 2009.	being registered in your Member State for :	new certificates	3		17
		updated / amended certificates			
		renewed certificates			
	being registered in another Member State for:	new certificates			8
		updated / amended certificates			
		renewed certificates			

A = *accepted*: application accepted, certificate has already been issued

R = *rejected*: application rejected, no certificate was issued

P = *pending*: case is still pending, no certificate was issued in the year in question

E.1.5. List of states in which railway undertakings applying for a safety certificate Part B in your Member State have obtained their safety certificate Part A.

A railway undertaking with a valid Part A from Slovenia applied for a safety certificate Part B in the year 2009.

E.2. Safety authorisations in accordance with Directive 2004/49/EC

	New	Updated / amended	Renewed
E.2.1. Number of valid safety authorisations held by infrastructure managers in the year 2009 being registered in your Member State.	6		

		A	R	P
E.2.2. Number of applications for safety authorisations submitted by infrastructure managers in the year 2009 being registered in your Member State.	new authorisations			
	updated / amended authorisations			
	renewed authorisations			

A = *accepted*: application accepted, authorisation has already been issued

R = *rejected*: application rejected, no authorisation was issued

P = *pending*: case is still pending, no authorisation was issued in the year in question