Austria

Annual Report

of the National Safety Authority for the year 2012

bmvit, Department IV, Rail Group, Section Sch 5

in accordance with Article 18 of Directive 2004/49/EC

'Directive on safety on the Community's railways'

transposed by Article 13a Railways Act 1957

Bundesministerium für Verkehr, Innovation und Technologie

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A.1. Scope of the report

This annual report covers the activities of the national safety authority (NSA) in respect of the operation of main line railways and the secondary railways connected to them, the operation of rail vehicles on such railways and traffic on such railways in Austria in the year 2012. It falls 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) which was transposed by Article 13a Railways Act 1957 [Eisenbahngesetz] (EisbG), Federal Law Gazette [Bundesgesetzblatt (BGBl.)] No 60/1957 as last amended by BGBl. I No 96/2013.

A.2. Summary in English

In Austria, general duties for railway undertakings and infrastructure managers are laid down in the Austrian Railways Act: [Eisenbahngesetz] (EisbG) 1957, published in BGBl No 60/1957, as last amended by BGBl. I No 96/2013. The detailed regulations concerning the training and behaviour of staff concerned with safety critical tasks which are produced by railway undertakings are subject to authorisation by the Railway Authority.

The Accident Investigation Bureau (now the Federal Safety Investigation Authority [Sicherheitsuntersuchungsstelle des Bundes] (SUB)) was set up in accordance with the regulations in the Federal Act concerning Independent Safety Investigation of Accidents and Incidents [Bundesgesetz über die unabhängige Sicherheitsuntersuchung von Unfällen und Störungen] (Short title: Accident Investigation Act [Unfalluntersuchungsgesetz] – UUG 2005) (which was published in BGBl I No 123/2005 and last amended by BGBl. I No 40/2012). It 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 SUB collects safety indicators relating to accidents, incidents and near-misses, and relating to technical safety of infrastructure and its implementation.

Safety performance at Member State level is controlled by a number of different procedures, for example, by approval processes for subsystems, by rules for maintenance, by accident and incident investigation. Railway undertakings and

infrastructure managers have to fulfil obligations for periodical checking, reviewing and inspections. 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.

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/notifications.html).

The Austrian National Safety Authority's Annual Report concerns its activities in the year 2012 in accordance with the Directive on Safety on the Community's railways (2004/49/EC, Railway Safety Directive).

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

Safety recommendations made as the result of the investigation of 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 2012.

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

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

Part H provides comments on the application of the CSM to risk evaluation and assessment.

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B. Introductory section

1. Introduction to the report

Article 18 of Directive 2004/49/EC, transposed by Article 13a Railways Act 1957, provides the statutory basis for drawing up the annual report:

'Annual report

Article 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 the secondary 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.'*

In addition, in accordance with Article 9 of Regulation (EC) No 352/2009 of 24 April 2009 (as last amended by Regulation (EU) No 402/2013 of 30 April 2013 (Article 18)) on the common safety method for risk evaluation and assessment, the national safety authority is to report on the experience of the proposers with the application of the common safety method (CSM) on risk evaluation and assessment, and, where appropriate, its own experience.

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The annual report within the meaning of the directive is based on an evaluation of the Federal Safety Investigation Authority's data in accordance with Article 13a (3) Railways Act:

*'**Article 13a** (3) The Federal Safety Investigation Authority (Article 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 Article 39d Railways Act:

Safety report

Article 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 in 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 2008 to 2012.

Eighty-seven significant accidents within the scope of the Railway Safety Directive were reported in 2012. This compares with eighty-four in the previous year (2011). Within these totals, accidents at level crossings (some 41 %) and accidents involving personal injuries caused by moving rail vehicles (some 49 %) formed some 91 % of the total number of significant accidents.

The total number of fatalities in the year in question was thirty-three and the number seriously injured was fifty-nine. The figures for 2011 were thirty-five fatalities and forty-five seriously injured.

In total, the overall figures for significant accidents and the total number of severely injured demonstrate a rising trend compared with 2011. In the main, this is attributable to the increased number of injuries to unauthorised persons on railway premises caused by moving rail vehicles (seventeen fatalities and eleven severely injured in 2012, compared with twelve fatalities and six seriously injured in 2011). In contrast to the year 2011, accidents on level crossings and the number of level crossings users who were killed, showed a slightly falling trend. The accident-related indicators for other types of accidents (collisions between trains, derailments of trains, fires in vehicles and other accidents) demonstrated small variations compared with the previous year.

Unauthorised persons on railway premises (some 47 %) and level crossing users (some 44 %) formed the largest categories of persons seriously injured and killed.

Annex C.1. contains data on the individual CSIs for 2012 together with notes referring to the various common safety indicators.

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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 the secondary railways connected to them):

Federal Minister of Transport, Innovation and Technology [Bundesministerin für Verkehr, Innovation und Technologie] (bmvit)
Radetzkystraße 2
A-1030 Wien (Vienna)
Tel.: +43-1-71162-65-0
Fax: +43-1-71162-652298
E-mail: iv-sl@bmvit.gv.at
Web: www.bmvit.gv.at/verkehr/eisenbahn

Article 12(3) of the Railways Act contains the provisions defining the competence of the Federal Minister 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 the secondary railways which are connected):

Governor of Burgenland [Landeshauptmann von Burgenland]
Europaplatz 1
A-7000 Eisenstadt

Governor of Carinthia [Landeshauptmann von Kärnten]
Arnulfplatz 1
A- 9020 Klagenfurt

Governor of Lower Austria [Landeshauptmann von Niederösterreich]
Landhausplatz 1
A-3109 St. Pölten

Governor of Upper Austria [Landeshauptmann von Oberösterreich]
Landhausplatz 1
A- 4021 Linz

Governor of Salzburg [Landeshauptmann von Salzburg]
Chiemseehof
A-5010 Salzburg

Governor of Styria [Landeshauptmann der Steiermark]
Hofgasse 15
A-8010 Graz

Governor of the Tyrol [Landeshauptmann von Tirol]
Eduard-Wallnöfer-Platz 3
A-6020 Innsbruck

Governor of Vorarlberg [Landeshauptmann von Vorarlberg]
Landhaus
A-6900 Bregenz

Governor of Vienna [Landeshauptmann von Wien]
Lichtenfelsgasse 2
A-1010 Wien [Vienna]

Article 12(2) Railways Act contains the provisions defining the competence of governors as authorities.

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Labour inspectorate:

Federal Ministry of Labour, Social Affairs and Consumer Protection
[Bundesministerium für Arbeit, Soziales und Konsumentenschutz] (bmask)
Labour Law and Central Labour Inspectorate Section VII [Arbeitsrecht und Zentral-Arbeitsinspektorat, Sektion VII]
Transport Labour Inspectorate [Verkehrs-Arbeitsinspektorat]
Stubenring 1
A-1010 Wien [Vienna]
Tel.: +43-1-71100-0
Fax: +43-1-71100-2190
E-mail: post@bmask.gv.at
Web: www.bmask.gv.at

Federal Safety Investigation Authority:

Accident investigating body within the meaning of Directive 2004/49/EC for the investigation of railway operating accidents and incidents:

Federal Office for Transport [Bundesanstalt für Verkehr]
Federal Safety Investigation Authority, Rail Section [Sicherheitsuntersuchungsstelle des Bundes, Schiene]
Trauzlgasse 1
A-1210 Wien [Vienna]
Tel.: +43-1-71162-659150
Fax: +43-1-71162-659298
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 most recently amended by BGBl. I No 40/2012) and the Rail Accident Reporting Regulation 2006 (MeldeVO-Eisb 2006) (BGBl. II No 279/2006).

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The Reporting Regulation governs:

> ***Article 1***. *... the scope and form of reports of accidents and incidents which arise during the operation of a main line or secondary railway (Article 4 Railways Act 1957, BGBl. No 60), a connecting railway (Article 7 Railways Act 1957, BGBl. No 60) or a tramway which operates exclusively on its own formation, such as underground railways (Article 5 para. 1 point 2, 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 Schienenmarktregulierung mit beschränkter Haftung] (Schienen-Control GmbH)
Praterstraße 62-64
A-1020 Wien [Vienna]
Tel.: +43-1-5050707-0
Fax: +43-1-5050707-180
E-mail: office@schienencontrol.gv.at
Web: www.schienencontrol.gv.at

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

2. Organisation chart

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

Annex B.2. shows the organisation chart for the Federal Office for Transport's Federal Safety Investigation Authority.

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D. The development of railway safety

1. Initiatives to maintain and improve safety

The following section lists the most important safety recommendations[1] made in accident investigation reports in 2012:

Safety measures triggered by accidents and precursors to accidents:

Date of the event	Description of the event	Safety recommendation[1)]
24 May 2011	Derailment of a train	**A-2012/023** (12.1).ensure that the provisions of DV B12 “handling of faults in rails” must also be applied to the handling of faults in track work. **A-2012/024** (12.2.) Ensure that the incident (which involved staff of the construction and maintenance service) is brought up in staff training. **A-2012/025** (12.3.) Ensure that checks of track alignment are made regularly and as appropriate at the end of periods of work (ends of shifts, week-ends and so forth) where building works that can affect the alignment of the track are taking place. **A-2012/026** (12.4.) ensure that construction work in accordance with DB 601.02 [infrastructure manager’s instructions] using Betra [operating and works notice] is carried out with appropriate technical supervision. **A-2012/027** (12.5.) Investigate whether staffing the station in question with an operations supervisor is adequate for works of this type. **A-2012/028** (12.6) ensure that the incident is brought up in staff training right across Austria. **A-2012/029** (12.7.) Investigate whether train drivers should use a defined phrase at the beginning of the report, such as for example ‘RISK OF DERAILMENT BECAUSE OF IRREGULAR TRACK’.
15 June 2011	Derailment of a train	**A-2012/003** (11.1) Ensure that the results of repeated tests of operating installations (manual measuring with a gauge or measuring with an electronic measuring trolley) are retained. **A-2012/004** (11.2) Ensure that other main lines on which normal speeds are not restricted have to be repeatedly checked at short intervals using measuring vehicles. **A-2012/005** (11.3) Ensure that the data for the 5 metre twist for transition curves given in DB IS2-T1 [infrastructure manager’s instructions], point 3.1.6 for manual measurement does not exceed the permitted value in accordance with section 6 paragraph 5 of the Railway Construction and Operation Regulations] (EisbBBV) (= 2.5 mm) (immediate action limit = 3.6 mm/m). In doing so the unloaded track must be considered. **A-2012/006** (11.4) Ensure that DB IS2-T1 is updated by means of a continuous improvement process involving internal and external experts to meet current technical specifications for interoperability, European EN standards and other regulations.

[1)] Safety recommendations which the Safety Investigation Authority had made at the time the report went to press are shown, they do not yet represent commitments to take action on safety measures however.

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Date of the event	Description of the event	Safety recommendation[1)]
24 Sept 2011	Collision of a train with a tractor on a level crossing	**A-2012/039** (9.1) Ensure that the conditions laid down on safety grounds by railway organisations for authorised users of private level crossings are made known to third parties using those crossings on instructions from authorised users. **A-2012/040** (9.2) Ensure that in the course of drawing up new conditions for private level crossings, infrastructure managers create a register which records the names of third parties using the crossing with the permission or under the instructions of the authorised user. The infrastructure manager is to keep the register on file. On demand, authorities may inspect the register of private level crossings at any time. Persons who are not recorded in the register may only use the private level crossing under the supervision and instructions of the authorised user. **A-2012/041** (9.3) Ensure that the conditions for private level crossings contain regulations for recurrent training in accordance with Article 14 para. 3 Employee Protection Act [ArbeitnehmerInnenschutzgesetz] (ASchG). Third parties who do not undertake recurrent training are to be deleted from the register described in safety recommendation A-2012/040. **A-2012/042** (9.4) Investigate whether safety recommendations A-2012/040 and A-2012/ 041 need to be included in a regulatory work (a regulation).
3 Feb 2012	Collision of a train with a motorcycle on a level crossing	**A-2012/038** (12.1) Investigate whether the level crossing needs to be assessed.
6 July 2011	Train brake failure	**A-2012/035** (12.1) Ensure that the action to be taken by vehicle keepers is carried through to the maintenance regulations for vehicles with brakes of a similar type and that the keepers of those vehicles are aware of them. **A-2012/036** (12.2) investigate whether out-of-course maintenance can be avoided by installing brake slack adjusters (in accordance with UIC leaflets UIC 542 and UIC 543). **A-2012/037** (12.3) investigate whether the application of heat resistant paint on the discs of block-braked disc brakes gives the track machine operator information on defects and irregularities in the braking system.
20 June 2011	Derailment of a train	**12.1** Investigate whether the build up of cracks in wheels can be detected by means of suitable mechanised testing procedures (for example, ultrasonic testing). **12.2** Investigate whether the regulations (for example, GCU, etc) for handling wheelsets marked as being able to withstand high thermal stresses and braked with cast iron blocks need to be updated to take account of new technical knowledge. **12.3** Investigate whether the regulations for train composition for trains which run downhill on steep gradients need to take account of particular parameters such as: • train lengths and tonnages; • positioning of locomotives with suitable (high-performance) E-brakes at the back of trains (locomotive at both ends of the train) **12.4** Investigate whether the regulations for appraising wheels with high vertical design loads need to be updated. **12.5** Investigate whether a symbol which indicates the tempering of the wheels should be incorporated into EN 13262.

Date of the event	Description of the event	Safety recommendation[1)]
28 Dec 2011	Collision of a train with a car	**A-2012/067** (12.1) It is recommended that the level crossing be subjected to an assessment in conjunction with road maintenance authorities and the infrastructure manager. It is to be ensured that all the traffic signs and road markings specified in the authorisation are provided. **A-2012/068** (12.2) Investigate whether the head data and the relevant data from the second and third columns of outline timetable 153 can be integrated into the train running sheet for outline timetable 153.
20 Mar 2012	Collision of a train with a car on a level crossing and derailment	**12.1** Investigate whether the level crossing must be assessed. **12.2** Ensure that all vehicles formed into trains have a valid entry in the Austrian national vehicle register.
2 Mar 2012	Collision of a train with a car on a level crossing	**11.1** Investigate whether the level crossing must be assessed. In particular, the reduction of 10 metres in the length of the trigger section agreed in the authorisation should be investigated.
6 Mar 2012	Collision of a train with a lorry on a level crossing	**A-2012/055** (8.1) It is recommended that the level crossing be subjected to an assessment in conjunction with road maintenance authorities and the infrastructure manager.
21 Feb 2012	Derailment of a train	**A-2012/056 (**12.1) Ensure that all sections of line with fish-plated rail joints and similar features are checked for incipient cracks in the securing of the fish plates. **A-2012/057** (12.2) Investigate whether greater use of welded track without gaps, even for tight curves could avoid fish-plated rail joints. **A-2012/057** (12.3) Investigate whether an improvement in rail tensioning could be achieved by the use of rail fastenings resistant to overturning.
21 Mar 2012	Collision of a train with a car on a level crossing	**A-2012/054** (12.1) Investigate whether the level crossing must be assessed.
29 Sept 2011	Derailment of a train	**A-2012/062** (12.1) Ensure that the alignment of the track is checked and then released after maintenance work using mechanical measuring equipment (for example, a recording coach). **A-2012/063** (12.2) Investigate whether release to traffic should only be in conjunction with a speed restriction if the track cannot be assessed by means of mechanical measuring equipment (a recording coach or recording trolley). **A-2012/064** (12.5) Ensure that the [permitted] deviations from nominal values for wheel forces on the rail are also laid down for empty wagons in a regulatory document. **A-2012/064** (12.6) Investigate whether the infrastructure manager must address the issue identified in point 12.5 in the period before a European regulation can come into effect. **A-2012/065** (12.7) Ensure that European standard EN 13775-4 is rectified.
22 May 2012	Collision of a train with a car on a level crossing	**A-2012/059** Investigate whether the level crossing must be assessed. **A-2012/060** Ensure that the road marking required is renewed. **A-2012/061** 2 Ensure that all vehicles formed into trains have a valid entry in the Austrian national vehicle register.
17 June 2012	Collision of a train with a car on a level crossing	**A-2012/069** (12.1) Investigate whether the level crossing must be assessed. In particular, this covers the positioning of the technical equipment and traffic signs and signals (for example, positioning, visibility of the equipment, stop lines and so on).

Date of the event	Description of the event	Safety recommendation[1)]
11 Dec 2011	Train collision	**A-2012/82** (10.1) Use the accident as an example in in-service teaching for all drivers. **A-2012/83** (10.2) The instruction to disengage the 1000 Hz speed monitoring (point 6.3.1 on page 19 [of the accident report]) is to be regarded especially critically in this context. The obligation to disengage which this instruction imposes only brings a safety benefit on those sections which are completely protected with 500 Hz magnets. If the 500 Hz magnets are not fitted, disengaging the speed monitoring represents a step backwards in safety terms since in the event of unjustified disengagement of the restrictive speed monitoring or its disengagement in error there is no protection to stop signals being passed at danger without authority. It is recommended that instruction TR-B 045-2008 of 24 November 2008 is suspended until the infrastructure is appropriately equipped with 500 Hz magnets. **A-2012/84** (10.3) It is recommended to press for the infrastructure to be equipped with 500 Hz track magnets. Additionally, equipment of stop signals with 500 Hz magnets in conjunction with PZB 90 [intermittent automatic train control] would offer protection against human error to stop signals being passed at danger without authority. **A-2012/85** (10.4) It is recommended to investigate whether there should be a requirement in railway law to have instruction TR-B 045-2008 of 24 November 2008 approved by the authorities. **A-2012/86** (10.5) A risk evaluation of the station in question is recommended. The evaluation should be a joint task for the infrastructure manager and the traction provider.
12 Jan 2012	Collision of a train with a car on a level crossing	**A-2012/071** Evaluate the level crossing in accordance with the requirements of the level crossing regulation [EisbKrV] which entered into force 1 September 2012. **A-2012/072** Ensure that the road marking required is renewed. **A-2012/073** Investigate whether the head data and the relevant data from the second and third columns of outline timetable 202 can be integrated into the train running sheet for outline timetable 202.
4 July 2012	Collision of a train with a car on a level crossing	**A-2012/070** (12.1) Evaluate the level crossing in accordance with the requirements of the level crossing regulation [EisbKrV] which entered into force 1 September 2012. In doing so, investigate whether both level crossings (km 26,618 and km 26,654) should be considered as a single level crossing for signalling purposes.
2 Feb 2012	Breakaway of a train together with loss of load and collision of the train with the load	**A-2012/077 (**12.1) Investigate whether adjoining lines need to be closed to all movement until staff on the ground can clarify the circumstances in the case of events with uncertain consequences. **A-2012/078** (12.2) Investigate whether split pins need to be secured further by means of a spot weld.
3 July 2012	Derailment of a train	**A-2012/079** (12.1) Ensure that dangerous sections of line of this type (red zones) are included in a 'dangers from natural events' register covering the whole of Austria by the infrastructure manager. In addition, ensure that during and after extreme weather conditions trains only run on sight over sections of line in such red zones (under a caution order). **A-2012/080** (12.2) Ensure that details of the train reflect the actual order of vehicles in the train. **A-2012/081** (12.3) Investigate whether the correct designation on the map of watercourses needs to read 'Kathalbach'.

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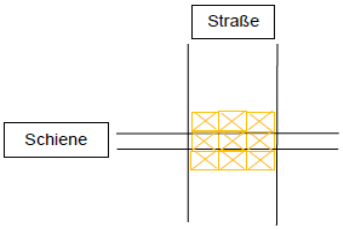
Date of the event	Description of the event	Safety recommendation[1)]
31 July 2012	Collision of a train with a cyclist on a level crossing	**A -2012/087** 12.1 Ensure that all applicable statutes are considered when carrying out the investigation which is to be undertaken (for example, road traffic signs, visibility …). In this context the road markings necessary are to be redone. **A-2012/088** 12.2 Evaluate the level crossing in accordance with the requirements of the level crossing regulation [EisbKrV] which entered into force 1 September 2012. **A-2012/089** 12.3 Investigate whether the head data and the relevant data from the second and third columns of outline timetable 331 can be integrated into the train running sheet for outline timetable 331.
29 May 2012	Derailment (shunting) and unsatisfactory preparation of the train	**A-2012/091** (12.1) Investigate whether the provisions for the use (ZSB 14) and maintenance of slippers need to be revised and aligned with technical knowledge. **A-2012/092** (12.2) Investigate whether timescales for remedying defects need to be laid down in point 2 (visual check (general safety surveillance)) IS2-T1. Furthermore, specific operational measures should be imposed until defects are remedied. Explanation: taking action around soft spots under the track argues for a prohibition of braking using slippers. **A-2012/093** (12.3) Work up the incident for inclusion in in-service training for shunting staff. **A-2012/094** (12.4) Investigate whether the provisions for single flange slippers in ZSB 14 are still relevant.
6 July 2012	Collision of a train with a car on a level crossing	**A-2012/095** (12.1) Ensure that the road marking required is put in place.
2 May 2012	Broken axle and derailment whilst shunting	**A-2012/097** (12.1) Investigate whether testing of areas of axles ultrasonically to find discontinuities should be supplemented by magnetic particle tests on wheelsets. **A-2012/098** (12.2) The places not evaluated for discontinuities in the ultrasonic testing of the axles should be shown on the acceptance test certificate. **A-2012/099** (12.3) The minimum permitted diameter of axles should be laid down for the maintenance of wheelsets. **A-2012/100** (12.4) Investigate whether the requirements of the European Wheelset Traceability Catalogue and the European Visual Inspection Catalogue should be applied to the wheelsets of locomotives as they are for wagons. **A-2012/101** (12.5) A locomotive being used on the network of the ÖBB as an infrastructure manager should either have a specific authorisation or the locomotive should run as an exceptional consignment.
7 Sept 2012	Collision of a train with a car on a level crossing	**A-2012/102** (12.1) Investigate whether the provisions of Article 8 'State Treaty' in respect of the maintenance of the connecting frontier section are being complied with. Justification: para.2. Each railway administration oversees, maintains and renews all of the facilities of the handover stations and connecting frontier sections on its territory.
21 Sept 2012	Collision of a train with a car on a level crossing	**A-2012/103** (12.1) Hold a special information event on site about level crossings in general and the proper procedure for road users in particular (for example in communities, in schools, at the level crossing itself and so on). **A-2012/104** (12.2) Implement the executive forces' [police etc.] 'focused action campaign' on site at the level crossing. **A-2012/104** (12.3) Educate the bus drivers involved in regular bus services on how the Road Traffic Regulation (StVO) requires them to behave at level crossings. **A-2012/106** (12.4) Investigate to what extent the immediate area around the level crossing between rail and road can be specially marked as a pilot test.

Date of the event	Description of the event	Safety recommendation[1)]
		The following variant is proposed:  Straße = road; Schiene = rail **A-2012/107** (12.5) Erect a CCTV camera to monitor the behaviour of road users when the level crossing lights show stop.

Safety recommendations and accident investigation reports from European Union Member States are also to be found on the ERAIL (European Railway Accident Information Links) database maintained by the European Railway Agency.
Website: http://erail.era.europa.eu

2. Detailed data trend analysis

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

- number of significant accidents;
- number of fatalities;
- number of seriously injured;
- number of incidents and near misses;
- safety related costs of all significant accidents;
- technical safety of the infrastructure and its implementation, safety management.

Annex C gives details of the coverage of the statistics, the definitions adopted and data on the common safety indicators (CSI).

3. Results of safety recommendations

In addition to the safety recommendations which were implemented directly, the following measures, in particular, were decided by the authorities during the year 2012 as a result of safety recommendations made by the Safety Investigation Authority:

Date of the incident	Description of the incident	Safety recommendation(s)	Implementation of the safety recommendations
25 Apr 2011	Passenger fell from a stationary train onto the track	• When running trains with selective door opening railway undertakings are to ensure by suitable means that doors cannot be opened except at platforms.	1. Irrespective of the make-up of trains carrying passengers, information on the following must always be provided to passengers in good time using appropriate means: a) side to alight when stopping at platforms and b) warning not to alight when stopping other than at platforms. It is not necessary to adopt procedures a) and b) if it is certain that there are either no doors opposite platforms or that those doors have not been released for operation by passengers. Furthermore, passengers are to be informed of changes from the journey planned and unusual features (termination short, diversion, for example). Emergency procedures are always to be given precedence when providing the information above. 2. A time allowance is to be specified for 'system-determined door release' when de-activating the driving position in a locomotive or multiple unit, particularly when changing ends. This time allowance is always to allow for passengers to have started alighting. It is not necessary to adopt procedures a) and b) if there are technical means to ensure that offside doors cannot be released for operation by passengers. The procedures defined above are to be included in the provisions for the safety of passengers and the staff involved informed of them in a verifiable manner.

E. Important changes in legislation and regulations

The table in Annex D contains a list of the most important amendments to statutes and rules made in the year 2012.

Bundesministerium
für Verkehr,
Innovation und Technologie

F. The development of safety certification and authorisation

1. Availability of national safety rules and other national legislation to railway undertakings and infrastructure managers:

Federal Ministry of Transport, Innovation and Technology (bmvit)
Sektion IV [Section IV]
Radetzkystraße 2
A-1030 Wien [Vienna]
Tel.: +43-1-71162-65-0
Fax: +43-1-71162-652298
Websites:
www.bmvit.gv.at/verkehr/eisenbahn/recht/eu/normen/index.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] [only available 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 the website:
www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/leitfaden_bescheinigung.html

A guidebook, the 'Guide to Applying for Safety Authorisation' [Leitfaden zum Antrag auf Ausstellung einer Sicherheitsgenehmigung] [only available 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':
Website:
www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/leitfaden_genehmigung.html

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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 updating and amending part A certificates:

One reason for updating safety certificates was the expiry of their validity.

3.1.2. Main reasons for the mean issuing time for part A certificates (restricted to those mentioned in Annex E and after having received all the information necessary) being more than the four months provided for in Article 12(1) of the Railway Safety Directive:

Did not apply in 2012.

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 2012.

3.1.4. Summary of problems with the mutual recognition of the part A certificate which is valid in the whole European Community:

No problems with mutual recognition arose in 2012.

3.1.5. Fees charged by the national safety authority for issuing a part A certificate (yes/no – fees charged):

Fees are charged in accordance with the Fees Act [Gebührengesetz] 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application

documentation. These are based on the volume of 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 the national safety authority in application procedures for part A certificates:

No particular problems with the application procedures for part A certificates arose in the year 2012.

3.1.8. Summary of the problems reported by railway undertakings when applying for a part A certificate:

No significant problems were reported in 2012.

3.1.9. Feedback procedure (e.g. questionnaires) 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 2012.

3.2. Safety certificates – part B

3.2.1. Reasons for updating and amending part B certificates:

In addition to expiry of their validity, reasons for updating part B safety certificates included extending the size of the rail network applied for.

3.2.2. Main reasons for the mean issuing time for part B certificates (restricted to those mentioned in Annex E and after having received all the information necessary) being more than the four months provided for in Article 12(1) of the Railway Safety Directive:

Did not apply in 2012.

3.2.3. Fees charged by the national safety authority for issuing a part B certificate (yes/no – fees charged)

Fees are charged in accordance with the Fees Act 1957 (BGBl. No 267/1957 as subsequently amended) for the submission of application documentation. These are based on the volume of 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 the national safety authority in application procedures for part B certificates:

No particular problems with the application procedures for part B certificates arose in the year 2012.

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. questionnaires) that allows railway undertakings to express their opinion on issuing procedures and practices or to make complaints:

There was no formal feedback procedure in 2012.

3.3. Safety authorisations

3.3.1. Reasons for updating and amending safety authorisations:

Reasons for updating safety authorisations in 2012 included expiry of validity.

3.3.2. Main reasons for the mean issuing time for safety authorisations (restricted to those mentioned in Annex E and after having received all the information necessary) being

more than the four months provided for in Article 12 (1) of the Railway Safety Directive:

Did not apply in 2012.

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

Did not apply in 2012.

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

Did not apply in 2012.

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

There was no formal feedback procedure in 2012.

3.3.6. Fees charged by the national safety authority for issuing safety authorisation (yes/no – fees charged):

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

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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 Article13 Railways Act. The Railways Act, as amended, gives railway organisations a high degree of autonomy in the on-going 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 sample inspections of operating documentation on railway undertakings' sites followed by documentation of the results and specifying measures to correct deficiencies (on-site supervisory activity).

As part of the supervisory process, sample on-site inspections using checklists were carried out on behalf of the national safety authority in connection with the issue of safety certificates in 2012.

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 2012. Bmvit also called for further statistical data:

ten safety reports from infrastructure managers,

twenty-four safety reports from railway undertakings,

data from the Federal Office for Transport (Federal Safety Investigation Authority),

together with supplementary data from railway undertakings.

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3. Number of inspections (on-site inspections) of RU/IM in 2012

Inspections (on-site inspections)		Issued Safety certificates part A	Issued Safety certificates part B	Issued Safety authorisations	Other activities
Number of inspections (on-site inspections) of RUs/IMs in 2012	planned	*)	6		
	unplanned	*)			
	carried out	*)	6		

*) The certificating bodies audit the underlying management system periodically.

4. Number of audits of RU/IM in 2012

The number of internal audits which were carried out by railway organisations as set out in the documentation for their safety management systems in 2012 was:

infrastructure managers: 157 and of
railway undertakings: 235.

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 known complaints in 2012

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

No known complaints in 2012

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.

As an aid to help and support users of the 'Common Safety Method on Risk Evaluation and Assessment' and so that the use of these common safety methods should be to a single national standard, the Federal Ministry of Transport, Innovation and Technology (bmvit) drew up a 'Guide to Regulation (EC) No 352/2009' [Leitfaden zur Verordnung (EG) Nr. 352/2009] [only available in German]):

Website: www.bmvit.gv.at/verkehr/eisenbahn/sicherheit/gmethoden/index.html

1. Description of the most important changes which were not regarded as significant by the proposers

In the year in question, railway organisations reported twenty-eight changes in their safety reports which they did not regard as significant.

The criteria of Article 4(2) of Commission Regulation (EC) No 352/2009 on risk evaluation and assessment were used.

2. Description of the most important changes

Four changes which were regarded as significant were reported in safety reports.

The independent assessment bodies were sometimes based within the undertakings; some were external assessment bodies which also made use of subcontractors.

3. Short description of the audits undertaken by the proposers on the effectiveness of the risk management process

Because of the short time that application of the risk assessment process has been obligatory, no meaningful reports are yet to hand.

4. Reports from proposers and ultimately from their subcontractor(s) and assessment body/bodies on the application of Commission Regulation (EC) No 352/2009 on common safety methods for risk assessment

Because of the short time that application of the risk assessment process has been obligatory and the limited number of risk assessments, very little meaningful experience and very few reports are yet to hand.

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I. Sources of information

Federal Office for Transport, Federal Safety Investigation Authority, accident statistics, safety recommendations, various publications

ERAIL European Railway Agency's database, calculation templates, charts and table excerpts

European Railway Agency, various publications (particularly guides and templates for drawing up annual reports, 'Implementation Guidance for CSIs, Annex 1 of Directive 2004/49/EC as amended by Directive 2009/149/EC, V2.3')

Federal Act concerning the Independent Safety Investigation of Accidents and Incidents (Accident Investigation Act) [Bundesgesetz über die unabhängige Sicherheitsuntersuchung von Unfällen und Störungen (Unfalluntersuchungsgesetz)] (UUG 2005) BGBl. I No 123/2005 most recently amended by BGBl. I No 40/2012

Federal Act concerning High Capacity Railway Lines (High Capacity Line Act) [Bundesgesetz über Eisenbahn-Hochleistungsstrecken (Hochleistungsstreckengesetz)] – (HlG) BGBl. No 135/1989 most recently amended by BGBl. I No 154/2004

Federal Act concerning Railways, Railway Rolling Stock on Railways and Traffic on Railways (Railways Act 1957) [Bundesgesetz über Eisenbahnen, Schienenfahrzeuge auf Eisenbahnen und den Verkehr auf Eisenbahnen (Eisenbahngesetz 1957)] – (EisbG) BGBl. No 60/1957 most recently amended by BGBl. I No 96/2013

Eurostat, various publications

Austrian railway organisations within the scope of the Railway Safety Directive, safety reports, various publications (for example, annual reports, network use conditions)

ÖBB-Infrastruktur AG, network map

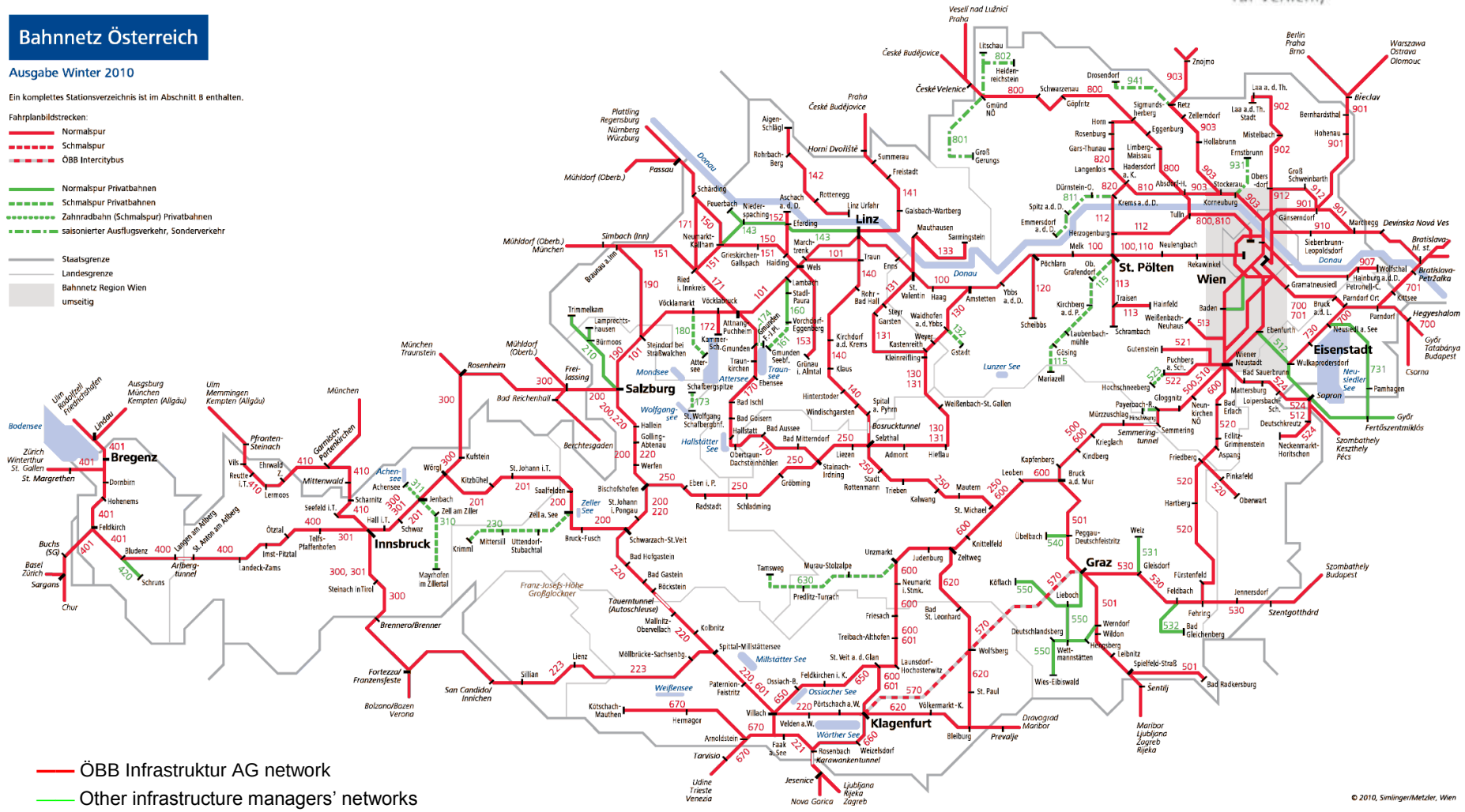
Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways most recently amended by Commission Directive 2009/149/EC of 27 November 2009

Austrian statistics office [Statistik Austria], various publications

Regulation of the Federal Minister for Transport, Innovation and Technology on the scope and form of reports of accidents and incidents which occur on railway undertakings to the Federal Safety Investigation Authority (Rail Accident Reporting Regulation [MeldeVO-Eisb] 2006), BGBl. II No 279/2006

J. Annexes

A.1. Network map



A network map for the ÖBB Infrastruktur AG network may be downloaded from:
www.oebb.at/infrastruktur/de/_p_3_0_fuer_Kunden_Partner/3_3_Schieneninfrastruktur/3_3_6_Karten/index.jsp

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A.2. List of railway undertakings and infrastructure managers

A.2.1. Infrastructure managers with safety authorisations in accordance with Article 38 Railways Act (infrastructure managers on main lines and the secondary lines connected to them as at 31 December 2012)

Name	Address	Website	Link to network statements [in German]
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1 1120 Wien [Vienna]	www.wlb.at	www.wlb.at/eportal/ep/channelView.do/pageTypeId/11128/channelId/-22413
Cargo-Center-Graz Betriebsgesellschft m.b.H. & Co KG	Terminal 1 8402 Werndorf	www.cargo-center-graz.at	www.cargo-center-graz.at/cms/cms.php?pageName=118
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41 8020 Graz	www.gkb.at	www.gkb.at/infrastruktur-zugang.htm
Land Steiermark / Steiermärkische Landesbahnen	Eggenberger Str. 20 8020 Graz	www.stlb.at	www.stlb.at/impressum-snnb/schienennetz-nutzungsbedingungen
Lokalbahn Lambach- Vorchdorf- Eggenberg AG (Operational management : Stern & Hafferl Verkehrs-gesellschaft mbH)	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at	www.lb-lve.at
Linzer Lokalbahn AG (Operational management: Stern & Hafferl Verkehrs-gesellschaft mbH)	Rathaus 4041 Linz	www.stern-verkehr.at	www.linzer-lokalbahn.at
Montafonerbahn AG	Bahnhofstraße 15 a+b 6780 Schruns	www.montafonerbahn.at	www.montafonerbahn.at/verkehr/start.htm
Neusiedler Seebahn AG (Operational management : Raab-Oedenburg-Ebenfurter Eisenbahn AG)	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.nsb-ag.at	www.neusiedlerseebahn.at/de/netzzugang/network-statement
ÖBB Infrastruktur AG	Praterstern 3 1020 Wien [Vienna]	www.oebb.at/infrastruktur	http://www.oebb.at/infrastruktur/en/_p_Network_Access/NetworkStatement/index.jsp [English]
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5 7041 Wulkaprodersdorf	www.raaberbahn.at	www.gysev.hu/gysev/?p_h=5&t=1795709
Salzburg AG für Energie, Verkehr und Telekommunikation	Plainstraße 70 5020 Salzburg	www.salzburg-ag.at	www.salzburg-ag.at/agb
Stern & Hafferl Verkehrsgesellschaft mbH (as the railway organisation managing operations)	Kuferzeile 32 4810 Gmunden	www.stern-verkehr.at	

A.2.2. Railway undertakings with a traffic authorisation in accordance with Articles 15 or 16 Railways Act (as at 31 December 2012)

Name	Address	Website
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1, 1120 Wien [Vienna]	www.wlb.at
Alpine Bau GmbH, branch of Alpine Logistik	Alte Bundesstraße 10, 5071 Wals	www.alpine.at
Cargo Service GmbH (traffic operations not yet started in 2012)	Lunzer Straße 41, 4031 Linz	www.cargoserv.at/
City Air Terminal Betriebsg.m.b.H.	Office Park, 1300 Wien Flughafen [Vienna Airport]	www.cityairporttrain.com
ecco-rail GmbH (traffic operations not yet started in 2012)	Haizingergasse 47/3, 1180 Wien [Vienna]	http://www.ecco-rail.at/
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41, 8020 Graz	www.gkb.at
Land Steiermark / Steiermärkische Landesbahnen	Eggenberger Straße 20, 8020 Graz	www.stlb.at
Logistik Service GmbH	Lunzerstraße 41, 4031 Linz	www.voestalpine.com/logserv
LTE-Logistik- und Transport GmbH	Karlauer Gürtel 1, 8020 Graz	www.lte.at
Majestic Imperator Train de Luxe Waggon Charter Ges.m.b.H.	Opernring 4/8, 1010 Wien [Vienna]	www.imperialtrain.com
MEV Independent Railway Services GmbH (traffic operations not yet started)	Hütteldorfer Straße 343-345, 1140 Wien [Vienna]	www.m-e-v.at
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	Langauer Gasse 1, 1150 Wien [Vienna]	www.oebb-produktion.at
ÖKOMBI GmbH (traffic operations not yet started)	Erdberger Lände 40-48, 1030 Wien [Vienna]	www.oekombi.at
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5, 7041 Wulkaprodersdorf	www.raaberbahn.at
Raaberbahn Cargo GmbH	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	Pallenbergstraße 31d, 1130 Wien [Vienna]	www.railprofi.at
Rhomberg Bahntechnik GmbH	Mariahilferstraße 29, 6900 Bregenz	www.bahntechnik.com
RTS Rail Transport Services GmbH	Puchstraße 184 b, 8055 Graz	www.rts-austria.at
Safety4you Baustellenlogistik GmbH	Bahnhofplatz 1, 4600 Wels	www.s4you.at

Name	Address	Website
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
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	Europaplatz 3/Stiege 5, 1150 Wien [Vienna]	www.westbahn.at
Wiener Lokalbahnen Cargo GmbH	Anton-Baumgartner-Straße 10, 1230 Wien [Vienna]	www.wlb-cargo.at

A.2.3. Railway undertakings with safety certificates part B in accordance with Article 37 Railways Act (as at 31 December 2012)

Name	Address	Website
Aktiengesellschaft der Wiener Lokalbahnen	Eichenstraße 1, 1120 Wien [Vienna]	www.wlb.at
Alpine Bau GmbH, branch of Alpine Logistik	Alte Bundesstraße 10, 5071 Wals	www.alpine.at
Cargo Service GmbH (traffic operations not yet started in 2012)	Lunzer Straße 41, 4031 Linz	www.cargoserv.at/
City Air Terminal Betriebsg.m.b.H.	Office Park, 1300 Wien Flughafen	www.cityairporttrain.com
DB Regio Aktiengesellschaft	Stephensonstraße 1, DE-60326 Frankfurt am Main	www.deutschebahn.com
ecco-rail GmbH (traffic operations not yet started in 2012)	Haizingergasse 47/3, 1180 Wien [Vienna]	http://www.ecco-rail.at/
FLOYD Szolgáltató Zártkörűen Működő Részvénytársaság (FLOYD ZRt.)	Madarász Viktor u. 47-49, HU-1138 Budapest,	www.floyd.hu
Graz-Köflacher Bahn und Busbetrieb GmbH	Köflacher Gasse 35 – 41, 8020 Graz	www.gkb.at
Land Steiermark / Steiermärkische Landesbahnen	Eggenberger Straße 20, 8020 Graz	www.stlb.at
Logistik Service GmbH	Lunzerstraße 41, 4031 Linz	www.voestalpine.com/logserv
Lokomotion- Gesellschaft für Schienentraktion mbH	Kastenbauerstraße 2, DE-81677 München [Munich]	www.lokomotion-rail.de
LTE-Logistik- und Transport GmbH	Karlauer Gürtel 1, 8020 Graz	www.lte.at
Majestic Imperator Train de Luxe Waggon Charter Ges.m.b.H.	Opernring 4/8, 1010 Wien [Vienna]	www.imperialtrain.com

Bundesministerium
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Name	Address	Website
MEV Independent Railway Services GmbH (traffic operations not yet started)	Hütteldorfer Straße 343-345, 1140 Wien [Vienna]	www.m-e-v.at
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	Langauer Gasse 1, 1150 Wien [Vienna]	www.oebb-produktion.at
PKP CARGO SPÓŁKA AKCYJNA	ul. Grojecka 17, PL-02-021 Warszawa [Warsaw]	www.pkp-cargo.pl
Raab-Oedenburg-Ebenfurter Eisenbahn AG	Bahnhofplatz 5, 7041 Wulkaprodersdorf	www.raaberbahn.at
Raaberbahn Cargo GmbH	Bahnhofplatz 5, 7041 Wulkaprodersdorf	www.raaberbahn.at
Rail Cargo Austria AG	Erdberger Lände 40-48, 1030 Wien [Vienna]	www.railcargo.at
Rail Cargo Hungaria Árufuvarozási Zártkörűen Működő Részvénytársaság (Rail Cargo Hungaria Zrt.)	Váci út 92, HU-1133 Budapest	www.railcargo.hu
Rail Professionals Stütz GmbH	Pallenbergstraße 31d, 1130 Wien [Vienna]	www.railprofi.at
Rhomberg Bahntechnik GmbH	Mariahilferstraße 29, 6900 Bregenz	www.bahntechnik.com
RTS Rail Transport Services GmbH	Puchstraße 184 b, 8055 Graz	www.rts-austria.at
Safety4you Baustellenlogistik GmbH	Bahnhofplatz 1, 4600 Wels	www.s4you.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
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	Europaplatz 3/Stiege 5, 1150 Wien [Vienna]	www.westbahn.at
Wiener Lokalbahnen Cargo GmbH	Anton-Baumgartner-Straße 10, 1230 Wien [Vienna]	www.wlb-cargo.at

Bundesministerium
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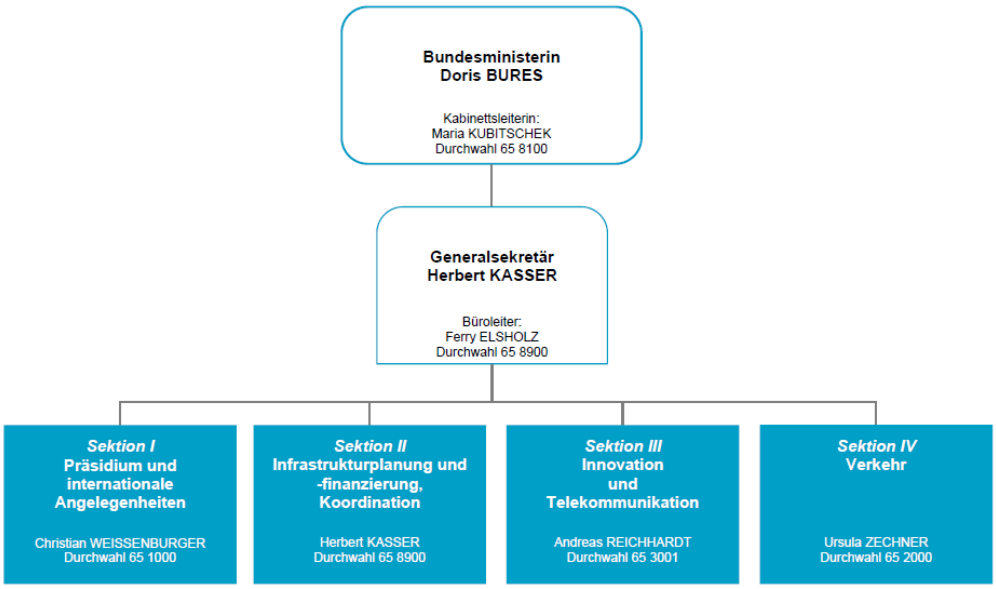
ANNEX B: Organisation charts

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



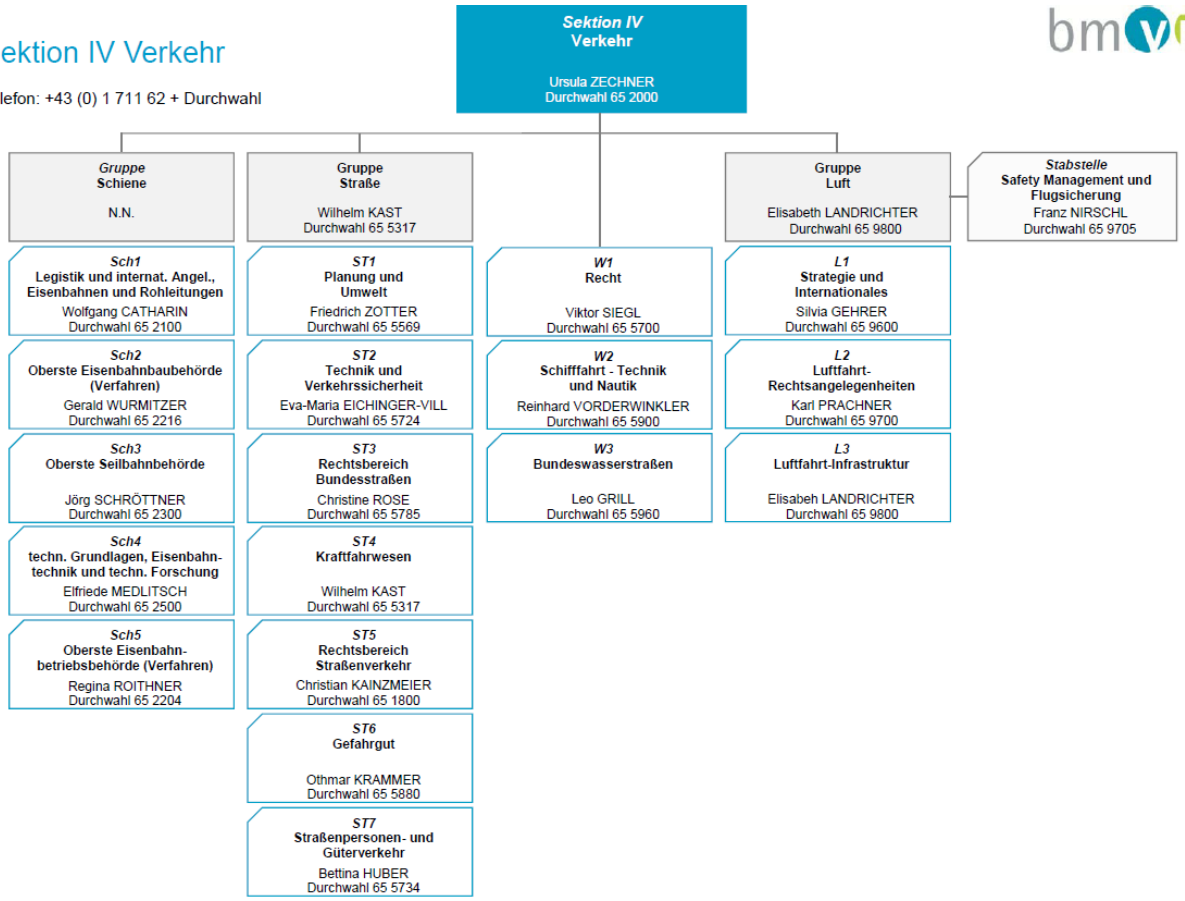
(As at February 2013, source: bmvit website)

Bundesministerium für Verkehr, Innovation un Technologie	Federal Ministry for Transport, Innovation and Technology
telefon: +43(0)171162+Durchwahl	Telephone: +43 (0) 1 711 62 + extension
Bundesministerin Doris Bures Kabinettslerin:Maria KUBITSCHEK Durchwahl 658100	Federal Minister Doris BURES Head of Chancellery: Maria KUBITSCHEK extension 65 8100
Generalsekretär Herbert KASSER Büroleiter: Ferry ELSHOLZ Durchwahl 658900	General Secretary Herbert KASSER Office Manager Ferry ELSHOLZ extension 65 8900
Sektion I Präsident und inernationale Angelegeheiten Christian Weissenburger Durchwahl 65 1000	Department I Executive Committee and International Affairs Christian WEISSENBURGER extension 65 1000
Sektion II Infrastrukturplanung und-finanzierung Herbert KASSER Durchwahl 658900	Department II Infrastructure Planning and Financing, Coordination Herbert KASSER extension 65 8900
Sektion III Innovation und Telekomunikation Andreas REICHHARDT Durchwahl 65 3001	Department III Innovations and Telecommunications Andreas REICHHARDT extension 65 3001
Sektion IV Verkehr Usurla ZECHNER Durchwahl 652000	Department IV Transport Ursula ZECHNER extension 65 2000

Bundesministerium
für Verkehr,
Innovation und Technologie

Sektion IV Verkehr

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



(As at February 2013, source: bmvit website)

Department IV Transport

Department IV Transport Ursula ZECHNER extension 652000				
Rail Group Vacancy	Road Group Extension 65317		Air Group Vacancy	Safety Management and flight safety unit
Sch 1 Parliamentary drafting & international affairs, railways and pipelines	S71 Planning and environment	W1 Law	Lf Strategy and International	
Sch 2 Supreme railway construction authority (procedures)	S72 Technology and Traffic Safety	W2 Shipping, technology and navigation	L2 Air – legal issues	
Sch3 Supreme cableway authority	S73 Legal area – Federal roads	W3 Federal inland waterways	L3 Air – Infrastructure	
Sch4 Technical principles & technology, technical railway research		S74 Road vehicles		
Sch5 Supreme railway operating authority (procedures)		S75 Legal area – road traffic		
ST6 Dangerous goods				
S77 Passenger and freight traffic by road				

Extract from the organisation (with particular reference to the 'Railway Safety Directive'):

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Department IV - Transport

Authorities, technology and legal areas for rail, road, cableway and pipeline together with issues from the waterway and air areas.

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

Involvement in drawing up and transposing EU law and intergovernmental treaties concerning rail and pipelines; domestic parliamentary drafting including all general secondary parliamentary drafting and coordination of statutory regulations for railways and pipelines; fundamental legal issues for rail reform and for the regulation of the market for rail services together with matters concerning state commissioners; enforcement of the Pipeline Act.

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

Exercising rail construction authority powers for main lines, in particular procedures for construction approval, type approval including approval to put into service, environmental impact assessment and train path approval procedures, procedures relating to level crossings; lineside property procedures; subsidiary questions in accordance with Article 11 Railways Act; appeal procedures in the railway construction authority field concerning secondary lines, tramways, trolley bus routes and procedures under the Railway Compensation for Compulsory Purchase Act; handling of complaints, management of the lists defined by Article 40 Railways Act; drafting of secondary legislation with similar procedures, in particular regulations, decrees and circular letters concerning implementation; representing these matters in international and national technical bodies.

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

General technical matters concerning construction, safety, telecommunications engineering, electrical engineering 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; matters concerning railway technical fundamentals in domestic international bodies, in particular in RISC, ERA and CEN working groups; involvement in accreditation; evaluation and publication of the results of relevant research in the railway field including involvement in research projects and external publications.

Section Sch 5 – Supreme railway operating authority (procedures concerning railways)

Exercising administrative processes for mainline and secondary railways from the legal, operational and (in so far as involved) technical design aspects; implementing and checking the access conditions set by railway safety authorities together with assembling strategic principles for concessions, traffic authorisations, safety authorisations and safety certification; evaluating and drafting the annual reports including monitoring that safety levels are maintained; evaluating, implementing and checking safety recommendations of the safety investigation authority; approval of staff regulations; approval of the appointment of local operations supervisors; closure of railways; matters concerning other safety authority related supervisory activity matters including administrative circulars and decrees including evaluating, monitoring and representing these matters in domestic and international bodies including the development of EU statutory bases in the RISC and ERA.

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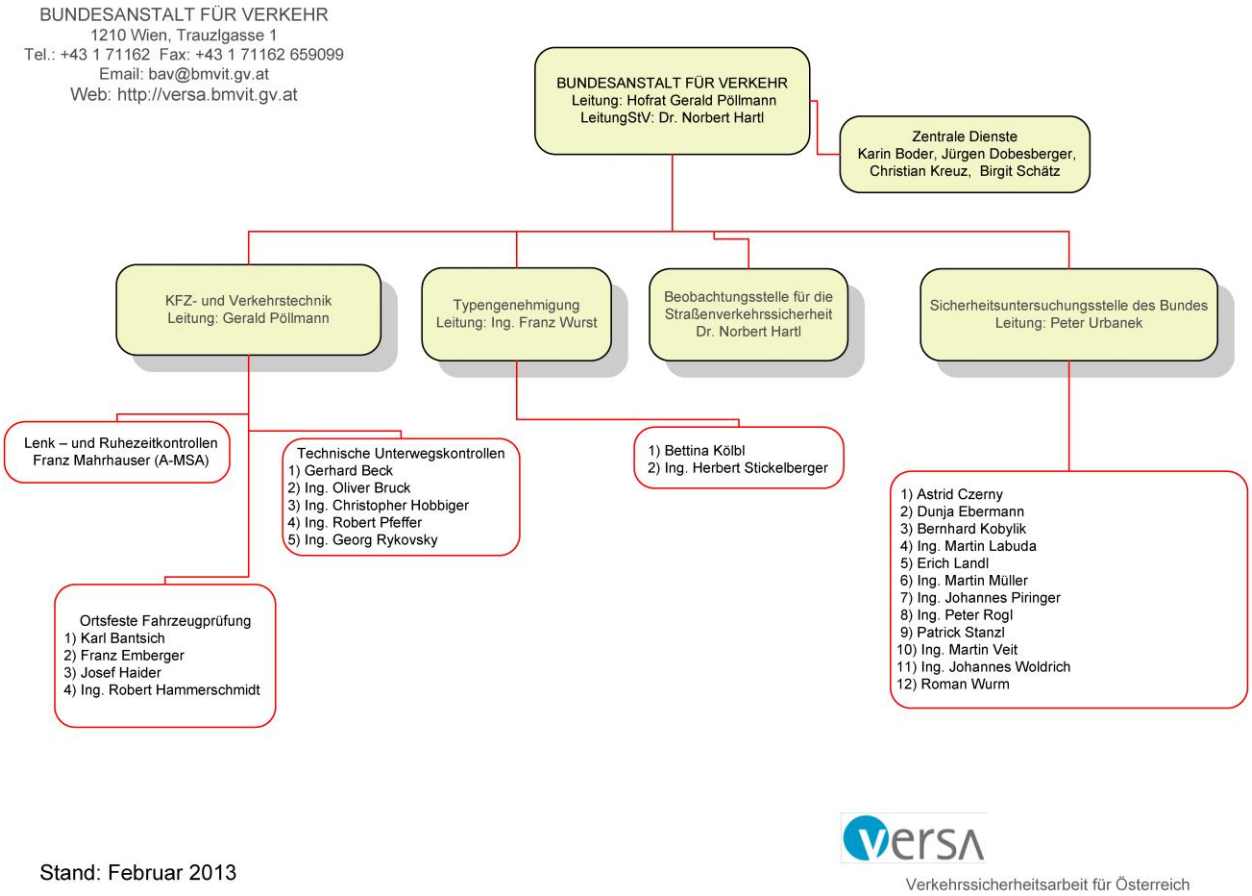
B.2. Organisation chart for the Federal Office for Transport as the federal accident investigation institution:



(Source: Federal Office for Transport website)

BUNDESANSTALL FÛR VERKEHR Leitung	Federal Office for Transport Director
Zentrale Dienste	Central services
KFZ und Verkehrstechnik internationale Angelegenheiten Leitung	Motor vehicles and traffic technology, international affairs Manager
Typengenehmigung Leitung	Type approval Manager
Beobachtungsstelle für die Straßenverkehrssicherheit	Monitoring body for road traffic safety
Sicherheitsuntersuchungsstelle des Bundes Leitung	Federal Safety Investigation Authority Manager
Lenk – und Ruhezeikontrollen	Driving and rest-time checks
Technische unterwegskontrollen	Technical checks on vehicles en route
Ortsfeste Fahrzeugprüfung	Site based vehicle testing
Stand: Februar 2013	As at February 2013

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ANNEX C: CSI data – definitions applied

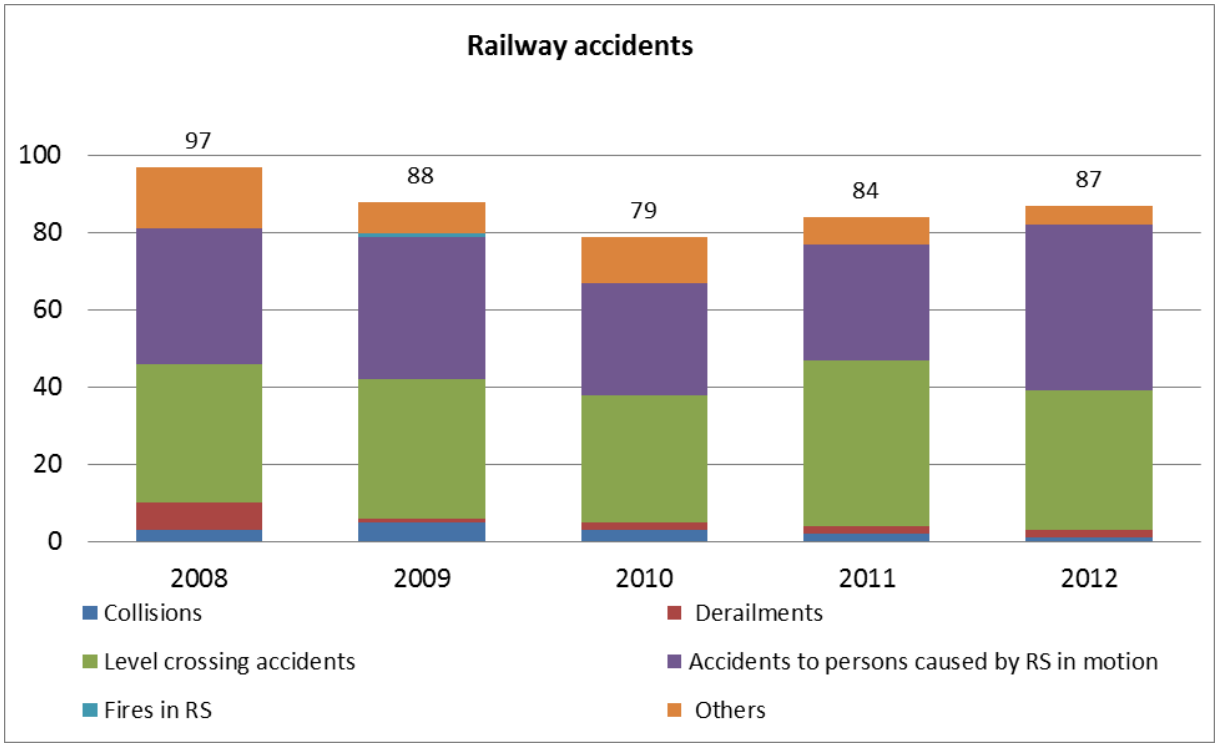
The CSI data evaluated relates to the operation of main lines and the secondary lines connected to them, the operation of rolling stock on such railways and traffic on such railways on Austrian sovereign territory in 2012.

C.1. CSI Data

C.1.1. Accident-related indicators (including the years 2008 – 2011)

Graphical presentation of accident-related indicators:

Significant accidents by type of accident:



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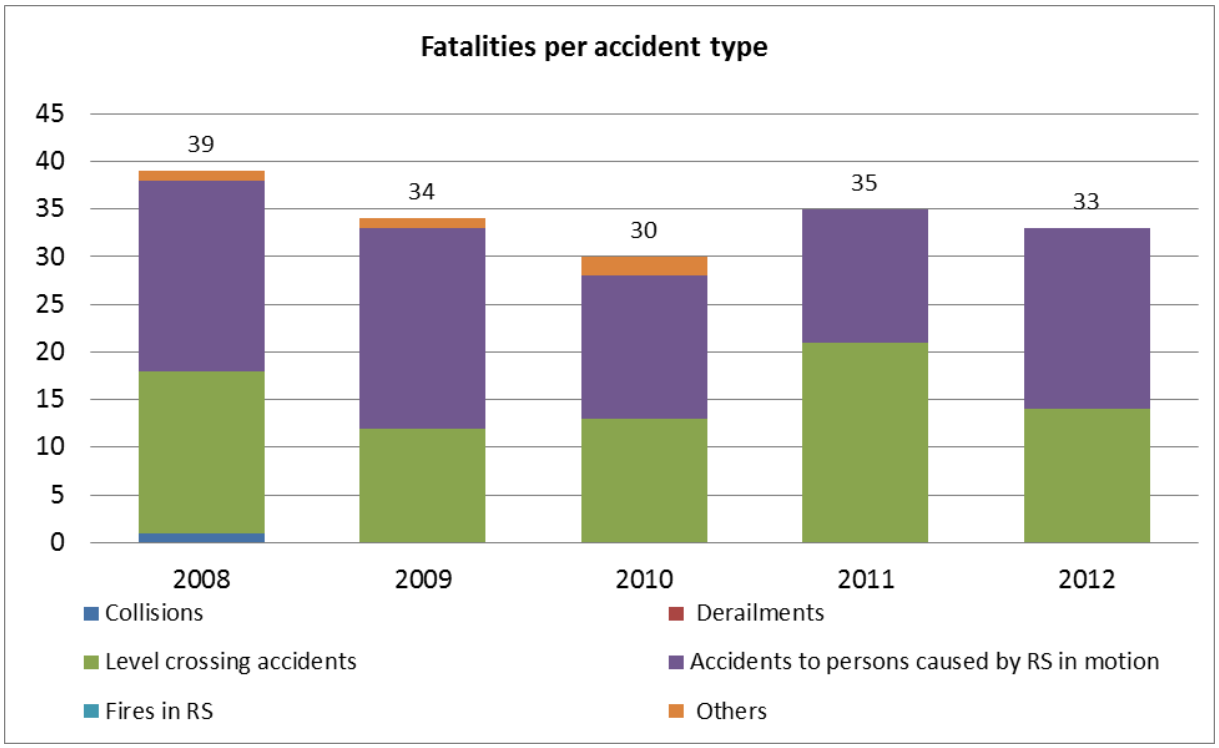
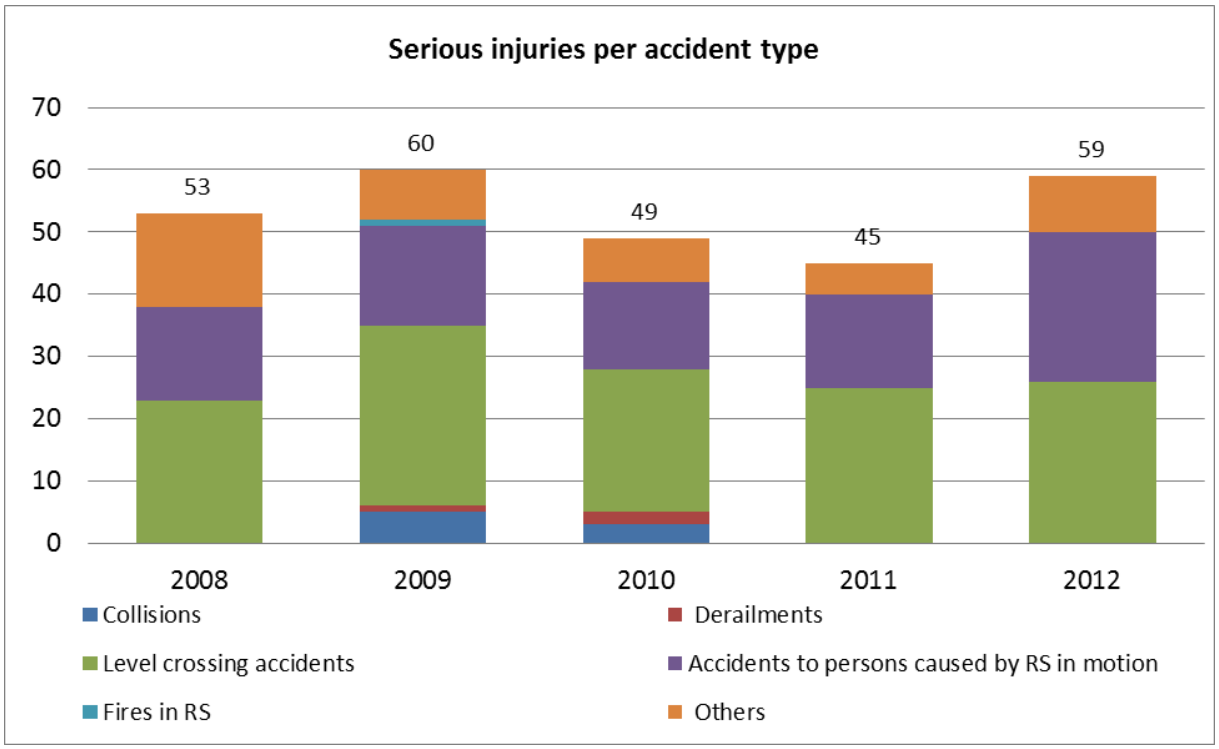
Fatalities by type of accident:



Serious injuries by type of accident:



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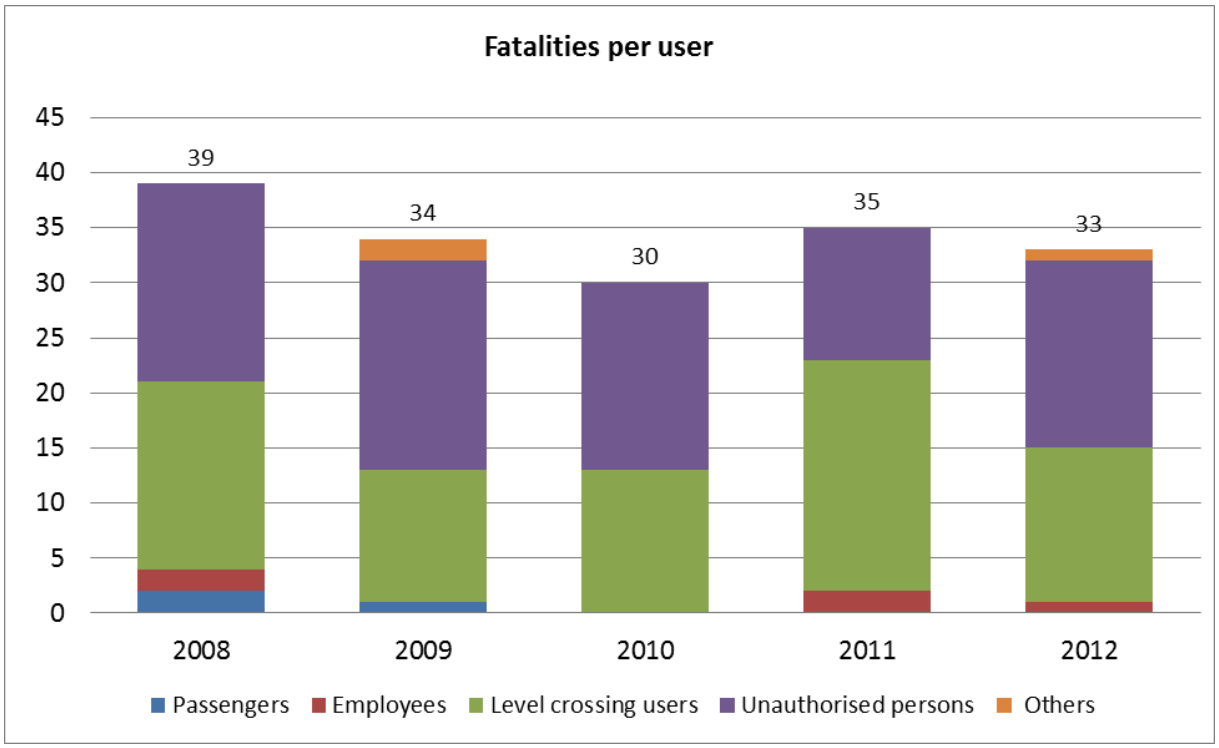
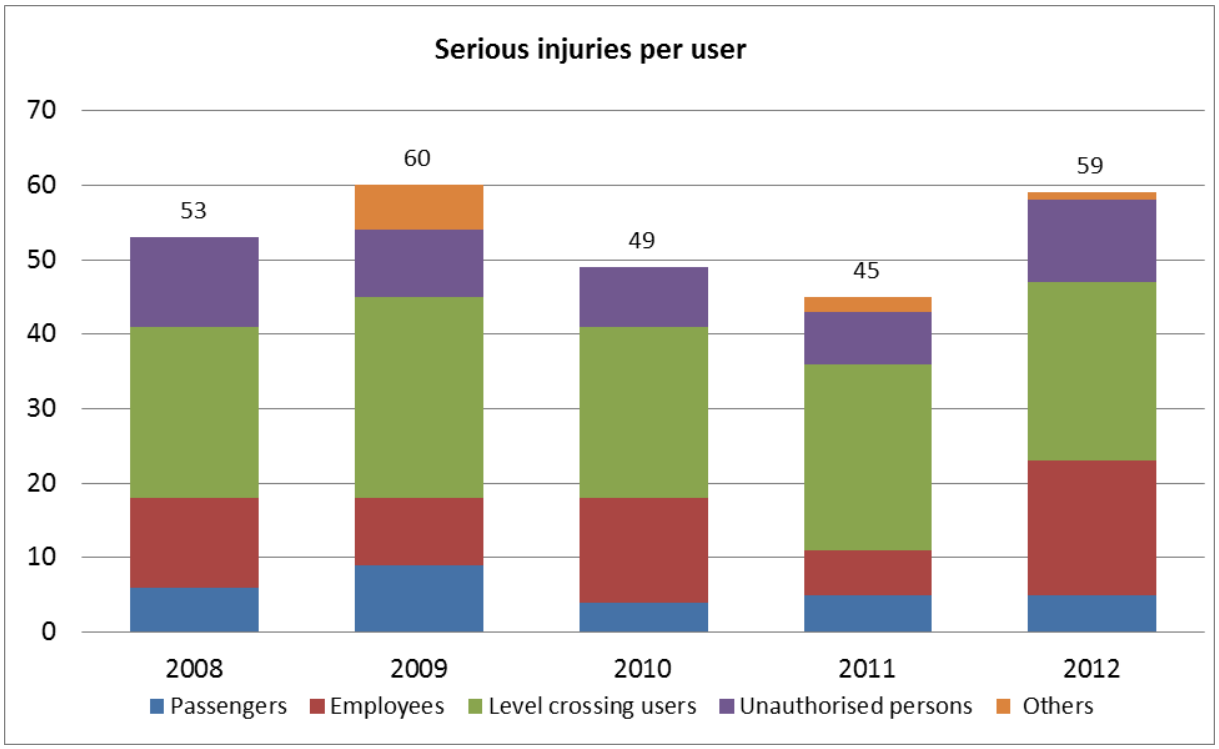
Fatalities by category of people involved:



Serious injuries by category of people involved:



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Tabular presentation of accident-related indicators:

Significant accidents by type of accident:

Year	*Collisions*	*Derailments*	*Level crossing accidents*	*Accidents to persons caused by RS in motion*	*Fires in RS*	*Others*	*Total*
2008	3	7	36	35	0	16	97
2009	5	1	36	37	1	8	88
2010	3	2	33	29	0	12	79
2011	2	2	43	30	0	7	84
2012	1	2	36	43	0	5	87

Fatalities by type of accident:

Year	*Collisions*	*Derailments*	*Level crossing accidents*	*Accidents to persons caused by RS in motion*	*Fires in RS*	*Others*	*Total*
2008	1	0	17	20	0	1	39
2009	0	0	12	21	0	1	34
2010	0	0	13	15	0	2	30
2011	0	0	21	14	0	0	35
2012	0	0	14	19	0	0	33

Serious injuries by type of accident:

Year	*Collisions*	*Derailments*	*Level crossing accidents*	*Accidents to persons caused by RS in motion*	*Fires in RS*	*Others*	*Total*
2008	0	0	23	15	0	15	53
2009	5	1	29	16	1	8	60
2010	3	2	23	14	0	7	49
2011	0	0	25	15	0	5	45
2012	0	0	26	24	0	9	59

Fatalities by category of person involved:

Year	*Passengers*	*Employees*	*Level crossing users*	*Unauthorised persons*	*Others*	*Total*
2008	2	2	17	18	0	39
2009	1	0	12	19	2	34
2010	0	0	13	17	0	30
2011	0	2	21	12	0	35
2012	0	1	14	17	1	33

Serious injuries by category of person involved:

Year	*Passengers*	*Employees*	*Level crossing users*	*Unauthorised persons*	*Others*	*Total*
2008	6	12	23	12	0	53
2009	9	9	27	9	6	60
2010	4	14	23	8	0	49
2011	5	6	25	7	2	45
2012	5	18	24	11	1	59

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C.1.2. Indicators relating to dangerous goods

	Total number	Relative number (per million train km)
Accidents in which at least one rail vehicle carrying dangerous goods was involved (in accordance with the definition in Directive 2009/149/EC)	0	0
Number of such accidents in which dangerous goods were released	0	0

C1.3. Indicators relating to suicides

	Total number	Relative number (per million train km)
Suicides	80	0.534

C.1.4. Indicators relating to precursors of accidents

	Total number	Relative number (per million train km)
Broken rails	144	0.96
Buckled rails	168	1.12
Wrong-side signalling failures	2	0.01
Signals passed at danger	10	0.07
Broken wheels on vehicles in service	1	0.01
Broken axles on vehicles in service	1	0.01

C.1.5. Indicators to calculate the economic impact of significant accidents

	Total number	Relative amount (per million train km)
Total cost of all significant accidents:	€ 128.646.442	€ 858.788
Number of deaths and serious injuries multiplied by the value of preventing a casualty (VPC)	€ 97.402.321	€ 650.216
Cost of damage to the environment	€ 115.000	€ 768
Cost of material damage to rolling stock or infrastructure	€ 27.767.221	€ 185.362
Costs of delays as a consequence of accidents	€ 3.361.900	€ 22.443

C.1.6. Indicators relating to technical safety of infrastructure and its implementation

Percentage of tracks with automatic train protection (ATP) in operation	82.3 %
Percentage of train kilometres operated using ATP systems	86.1 %

	Total number	Per route kilometre	Per track kilometre
Total number of level crossings	4680	0.890	0.636
Total number of actively protected level crossings	1886	0.359	0.256
Automatic user-side warning	766	0.146	0.104
Automatic user-side protection	0	0.000	0.000
Automatic user-side protection and warning	921	0.175	0.125
Automatic user-side protection and warning and rail-side protection	21	0.004	0.003
Manual user-side warning	169	0.032	0.023
Manual user-side protection	9	0.002	0.001
Manual user-side protection and warning	0	0.000	0.000
Total number of passively protected level crossings	2794	0.531	0.380

C.1.7. Indicators relating to the management of safety

Number of audits carried out	392
Percentage of audits carried out to the number of audits planned	93 %

Common safety indicators (CSI) from 2006 are also to be found on the ERAIL (European Railway Accident Information Links) database **maintained by the European Railway Agency.**

Website link: http://erail.era.europa.eu/safety-indicators.aspx

The common safety indicators of European Union Member States are published on that site.

C.2. Definitions used in the annual report

C.2.1. Definitions to be adopted

The common definitions for the common safety indicators laid down in Directive 2009/149/EC of 27 November 2009 amending Directive 2004/49/EC are to be used with effect from 2010.

Further details on the various common safety indicators are to be found in the guide entitled 'Implementation Guidance for CSIs' and produced by the European Railway Agency (ERA).

Website: www.era.europa.eu/Document-Register/Pages/guidance-for-use-of-common-safety-indicators.aspx

C.2.2. National definitions

Further national definitions which have a particular relevance to the application of the Safety Directive are shown below:

Main lines, secondary lines

In accordance with Article 4 Railways Act 1957, BGBl. No 60/1957, as amended:

> ***Article 4****. (1) Main lines 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 Article 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) Secondary lines are railway lines open for public traffic provided they are not main lines or tramways.*

Connected main and secondary lines

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

> *Main and secondary 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 secondary 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:

> ***Article 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 1do 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 Article 1a Railways Act 1957, BGBl. No 60/1957, as amended:

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

Railway undertaking

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

> *Article 1b. A railway undertaking is a railway organisation which provides rail traffic services on main line or connected secondary 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 Article 41 has been granted.*

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C.3. Abbreviations

AS	Alert limit [Aufmerksamkeitsschwelle]	IM	Infrastructure manager
ASchG	Employee Protection Act [ArbeitnehmerInnenschutzgesetz]	km	Kilometre
Betra	Operating and works notice [Betriebs- und Bauanweisung]	km/h	Kilometre per hour
BGBl	Federal Law Gazette [Bundesgesetzblatt]	MeldeVO	Rail Accident Reporting Regulation 2006 [Meldeverordnung Eisenbahn -Eisb 2006]
bmvit	Federal Ministry of Transport, Innovation and Technology [Bundesministerium für Verkehr, Innovation und Technologie]	NSA	National safety authority
CSI	Common safety indicator	ÖBB	Austrian Federal Railways [Österreichische Bundesbahnen]
CSM	Common safety method	PZB	Intermittent automatic train control [Punktförmige Zugbeeinflussung]
DB	Staff instruction [Dienstbehelf]	RS	Rolling stock
DB IS 2	Infrastructure manager's instructions for the maintenance of infrastructure [Dienstbehelf für die Erhaltung von Infrastrukturanalagen des IM]	RU	Railway undertaking
DV	ÖBB staff regulations [Dienstvorschrift]	SES	Immediate action limit [Soforteingriffsschwelle]
EisbBBV	Railway Construction and Operation Regulations [Eisenbahnbau- und -betriebsverordnung]	SKl	Heavy track machine [Schwerlastkleinwagen]
EisbG	Railways Act 1957 [Eisenbahngesetz 1957]	StVO	Road Traffic Regulations 1960 [Straßenverkehrsordnung]
EisbKrV	Level Crossing Regulation 2012 [Eisenbahn-Kreuzungsverordnung]	Stw	Signal box [Stellwerk]
EN	European Standard [Europäische Norm]	SUB	Federal Safety Investigation Authority [Sicherheitsuntersuchungsstelle des Bundes]
ERA	European Railway Agency	TR	Technical directive [Technische Richtlinie]
ERAIL	European Railway Accident Information Links	TSI	Technical specification for interoperability
ES	Intervention limit [Eingriffsschwelle]	UIC	International Union of Railways [Union internationale des chemins de fer]
EU	European Union	US	Ultrasonic test
GCU	General Contract of Use (of wagons)	VO	Regulation [Verordnung]
Hz	Herz	ZSB	Infrastructure manager's Supplementary Provisions to the Signalling and Operating Regulations [Zusatzbestimmungen zur Signal- und Betriebsvorschrift des IM]

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ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction	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				
Rules concerning requirements for safety management systems and safety authorisation of infrastructure managers				
Rules concerning requirements for wagon keepers				
Rules concerning requirements for maintenance workshops				

	Legal reference	Date legislation comes into force	Reason for introduction	Description
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between railway undertakings, registration systems and requirements on testing procedures				
Common operating rules for the railway network, including rules relating to signalling and traffic procedures				
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	Regulation of the Federal Minister for Transport, Innovation and Technology concerning the protection of railway premises and rail vehicles [Eisenbahnschutzvorschriften] (EisbSV), BGBl. II No 219/2012	1 September 2012	New regulation to govern behaviour on railway premises	The regulation will specify the conduct required (or prohibited) and at the same time will lay down clear and easily comprehensible instructions on how to behave.
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.)	Regulation of the Federal Minister For Transport, Innovation and Technology concerning the protection of level crossings and conduct when approaching and crossing level crossings [Eisenbahn-kreuzungsverordnung 2012] – (EisbKrV), BGBl. II No 216/2012	1 September 2012	Amendment of the existing regulation to unify the provisions on protecting level crossings	New regulation intended to clarify and unify the provisions for protecting level crossings in particular to provide provisions for the behaviour of road users and to increase the safety of all traffic across level crossings even further by taking account of findings which have arisen in the meantime.

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

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

	Number of certificates
E.1.1. Number of safety certificates **part A** issued in the reporting year and previous years that remain valid	26

		Number of certificates
E.1.2. Number of safety certificates **part B** issued in the reporting year and previous years that remain valid	Number of certificates part B, for which the part A has been issued in your Member State	26
	Number of certificates part B, for which the part A has been issued in another Member State	5

		A	R	P
E.1.3. . Number of new applications for safety certificates **part A** submitted by railway undertakings in 2012	new certificates	-	-	2
	updated/amended certificates	-	-	-
	renewed certificates	-	-	-

			A	R	P
E.1.4. Number of new applications for safety certificates **part B** submitted by Railway Undertakings in 2012.	Where the part A has been issued in your Member State	new certificates	-	-	2
		updated/amended certificates	-	-	-
		renewed certificates	-	-	-
	Where the part A has been issued in another Member State	new certificates	-	-	-
		updated/amended certificates	-	-	-
		renewed certificates	-	-	-

A = accepted: application accepted; certificate has already been issued
R = rejected: application rejected; no certificate has been issued
P = pending: case is still pending; no certificate has been issued in the year in question

	Number of certificates
E.1.5 Number of certificates **part A** revoked in the current reporting year	-
E.1.6 Number of certificates **part B** revoked in the current reporting year	-

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

- Germany
- Hungary
- The Netherlands
- Poland

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

	Number of authorisations
E.2.1. Number of valid safety authorisations issued to infrastructure managers in the reporting year and previous years	9

		A	R	P
E.2.2. Number of applications for safety authorisations submitted by infrastructure managers in 2012	new authorisations	-	-	-
	updated/amended authorisations	-	-	-
	renewed authorisations	-	-	1

A = *accepted*: application accepted; authorisation has already been issued
R = *rejected*: application rejected; no authorisation has been issued
P = *pending*: case is still pending; no authorisation has been issued in the year in question

E.2.3 Number of safety authorisations revoked in the current reporting year	-