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DRÁŽNÍ ÚŘAD (RAIL AUTHORITY)

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ANNUAL SAFETY REPORT
on activities of the Rail Authority for the year of 2010

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A.1. Scope of the report:

This Annual Report is prepared in accordance with Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 and summarizes activities of the safety authority in relation to operation of tracks of national and regional rail systems and operation of rail transport on these tracks in the Czech Republic in 2010. The scope of the report is further based on guidelines for Template for Structure for the Content of the NSA Annual Safety Report – version 14 (NSA AR Template EN 2009) and Guideline for the use of the template – version 10 (NSA AR Guideline EN 2009). These guidelines were also used to elaborate the Annual Report 2009.

A.2. Summary:

The Annual Report on activities of the Rail Authority generally evaluates the results of provision of railway operation safety and of railway operations in the Czech Republic for year of 2010. It provides a review and information on the railway structure, and at the same time, it shows conditions of gradual performance and implementation of Safety Directive to the national legal regulations. It analyzes development of railway safety in 2010, and results and experiences concerning supervision of infrastructure managers and railway undertakings. Also, the report summarizes procedure of issuing safety certificates for railway undertakings and infrastructure managers where new safety certificates were issued in accordance with the Regulation (EC) No 653/2007, Directive 2004/49/EC and Regulation No 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.

The Report is supplemented with Annexes, which contain a map of the railway network in the Czech Republic, information on infrastructure managers and railway undertakings, who participate in the operation of the rail transport. The registration review on incidents forms another Annex and graphs demonstrating trend of accidents and other data between 2006 and 2010.

B. Introductory section

1. Introduction to the report

The Rail Authority prepared the Annual report on its activities, which contains the following information:

- a) development of railway safety, including CSI summary at the level of the Czech Republic,
- b) important changes in legislation and regulations concerning railway safety,
- c) development of granting the safety certification and authorisation and subsequent audits,

- d) results and experiences concerning supervision of infrastructure managers and railway undertakings.

The Report is based on provisions of Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 that was integrated to Czech legislation by transposing into paragraph 49e of the Act No. 266/1994 Coll., on rail systems, as amended (hereinafter referred to as “Act on rail systems“, and further specified by paragraph 6 of Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.

The Report is designed for infrastructure managers, railway undertakings, other national safety authorities, EU authorities, and all present and future undertakers in the area of railway transport.

The purpose of this Report is to provide railway undertakings, infrastructure managers and other concerned parties information about the development of railway safety. At the same time, the Report can help understand the newly issued legislation.

Data stated in this Report are based on information submitted by railway undertakings and infrastructure managers via their Annual Reports. In 2010, all infrastructure managers operating nation-wide and regional rail systems submitted the Annual Safety Report by the date stated as per Article 9(4) of Safety Directive.

Out of a total number of railway undertakings (see Annex A.2.2), all undertakings submitted the annual safety report by the date stated as per Article 9(4) of Safety Directive, except for 9 undertakings that did not submit the report although they had concluded the contract on access to rail systems and actively operated rail transport on these rail systems. These undertakings will be probably sanctioned after all aspects are considered.

This Report has been published on the web site of the national safety authority (Dražní úřad) at www.ducr.cz.

2. Railway Structure Information

Railway network in the Czech Republic is formed of nation-wide and regional rail systems, mostly State owned, and in administration of the Railway Infrastructure Administration, state organization (SŽDC).

Classification of railway network of the Czech Republic that consists of nation-wide and regional rail systems, sorted by ownership, length of operated rail systems and infrastructure managers and railway undertakings, effective on 31 December 2010:

Rail system owner	Infrastructure manager	Track	Track length	Railway undertaking (operator)
Česká republika	SŽDC, s.o.	Nation-wide and regional rail systems of the Czech Republic	9460 km	Operators who concluded the contract with the Railway Infrastructure Administration
	ČD, a.s.	Nation-wide and regional rail systems of the Czech Republic	1 km	Operators who concluded the contract with the ČD, a.s.

	VIAMONT a.s.	Regional rail systems Trutnov – Svoboda nad Úpou a Sokolov – Kraslice	37 km	VIAMONT a.s.
	Advanced World Transport a.s. (new name of the company OKD, Doprava, akciová společnost)	Regional rail system- Milotice nad Opavou – Vrbno pod Pradědem	20 km	Advanced World Transport a.s. (new name of the company OKD, Doprava, akciová společnost)
Jindřichohradecké místní dráhy, a.s.	Jindřichohradecké místní dráhy, a.s.	Regional rail systems – Jindřichův Hradec – Nová Bystřice a Jindřichův Hradec - Obrataň	79 km	Jindřichohradecké místní dráhy, a.s. VIAMONT a.s.
Svazek obcí údolí Desné	SART - stavby a rekonstrukce, a. s.	Regional rail systems - Šumperk – Sobotín a Petrov n.D – Kouty n.D.	22 km	Veolia Transport Morava a.s., ČD Cargo, a.s.
KŽC Doprava, s.r.o.	Infrastructure is not operated	Regional rail system Česká Kamenice – Kamenický Šenov	5 km	

Basic characteristics of railway network of SŽDC (on 31/12/2010):

Total length of rail tracks	9 460	km
Length of electrified tracks	3 210	km
Length of standard-gauge track	9 446	km
Length of narrow-gauge line	23	km
Length of single tracks	7 563	km
Length of double and multiple tracks	1 906	km
Total construction length of tracks	15 537	km
Number of bridges	6 731	pcs
Number of tunnels	156	pcs
Total length of bridges	151 435	m
Total length of tunnels	42 441	m
Number of level crossings	8 387	pcs
Number of points	24 721	pcs

Tracks of national rail systems incorporated into the European railway system – corridor tracks

Indicator	km
Total length of rail tracks	1 329,856
Total construction length of tracks	3 733,818

Tracks of national rail systems incorporated into the European railway system – other

Indicator	km
Total length of rail tracks	1 267,766
Total construction length of tracks	2 855,316

Tracks of national rail systems – other

Indicator	km
Total length of rail tracks	3 326,936
Total construction length of tracks	4 944,626

Regional tracks

Indicator	km
Total length of rail tracks	3 535,581
Total construction length of tracks	3 972,839

No high-speed lines are constructed in the territory of the Czech Republic.

A map of the network is shown in Annex A.1.1 with marked Trans-European Railway Network in the Czech Republic, and in Annex A.1.2 with marked lines according to the number of tracks, electric traction, etc.

Rail transport in the Czech Republic is operated for the purpose of public transport of persons, non-public transport of persons, and transport of goods. A special rail transport is then operated with the view of transport of special vehicles for maintenance work on infrastructure, measuring infrastructure, rides of so-called historical and nostalgic trains, and for tests of vehicles under operational conditions. The Czech Railways, j.s.c. and ČD Cargo, a.s. are the decisive railway undertakings (operators) operating the passenger and freight transport respectively on the railway network of the Czech Republic in 2010.

List of Railway Undertakings and Infrastructure Managers

The list of individual infrastructure managers is given in Annex A.2.1.

Just to explain Table in Annex A.2.1 it should be noted that part of tracks of nationwide and regional rail systems that are used for maintenance of rail vehicles and loading and unloading remained after 30 June 2008 in the ownership of Czech Railways, j.s.c., that is also manager of this infrastructure (see Annex A.2.1).

Other tracks used for maintenance of rail vehicles are owned by ČD Cargo a.s. These tracks were reclassified as railway sidings and do not therefore come under Directive 2004/49/EC.

The list of individual railway undertakings (operators) is given in Annex A.2.2.

The list of railway undertakings (operators) include contractual operators, i.e. operators who concluded the contract on access to nation-wide or regional rail systems with the Railway Infrastructure Administration, state organization, and whose performance is liable to charges for the use of railway infrastructure. In 2010, there were 70 contractual operators, see detailed list in Annex A.2.2. This list also includes 1 operator that, in addition to transport services on the connection of rail systems, operates transport on his own rail system (JHMD), and one operator that operates rail transport on a rail system which is not operated by SŽDC (Railway Infrastructure Administration, state organization) but legal person *SART - stavby a rekonstrukce, a. s.*, owned by association titled *Svazek obcí údolí Desné*. Five of the

railway undertakings are foreign companies that obtained safety certificate part B for the Czech Republic and realized more or less important performances in 2010.

3. Summary – General Trend Analysis

General trend of safety can be evaluated in the long-term (only 5 years), because the Rail Authority has data only from year 2006, i.e. from the moment when the Rail Authority was obliged to elaborate the first Annual Safety Report. Data are reported as per definitions of Regulation (EC) No. 91/2003 and an amending Regulation (EC) No. 1192/2003 in accordance with CSI. The Table below demonstrates the most important indicators for the period under consideration. Data from 2010 are further described in Annex C.1

	2006	2007	2008	2009	2010
Number of accidents:	282	123	133	113	125
Number of fatalities:	52	25	44	26	48
Total number of serious injuries:	89	102	139	92	107
Number of precursors:	91	47	30	55	86

Tendency of accident rate during the monitored period is demonstrated in table analyzing general trend. In 2010, numbers of accidents and fatalities / serious injuries increased. As compared with previous years, however, none of the parameters exceed highest values from the previous period.

The data are obtained mainly from annual reports effective on 30/06/2010 submitted by infrastructure managers.

C. Organisation

1. Introduction to the organisation

The Rail Authority is a rail administrative authority established by the Act No. 266/1994 Coll. on rail systems, as amended, (hereinafter referred to as the “Act on rail systems”), as the State Administration Body with a seat on Wilsonova 300/8, 121 06 Praha 2; it is subordinated to the Ministry of Transport.

Organizational chart of the Rail Authority is given in Annex B.1 and it has not changed since 2006 when annual reports started to be published. Organizational chart must be agreed on with the Ministry of Transport.

The Rail Authority performs the following functions:

- regulatory authority within the meaning of the Act on rail systems,

- national safety authority within the meaning of Directive 2004/49/EC,
- authority for RID (carriage of dangerous goods),
- it fulfils other tasks of national legislation,
- the special Building authority within the meaning of the Act on rail systems,
- supervision of products within the meaning of the Act No. 22/1997 Coll.,
- approval of professional competence of persons authorized to drive rail vehicles, persons performing revisions, inspections and tests of the facilities,
- hearing of administrative infractions and administrative torts within the meaning of the Act on rail systems,
- state supervision according to the Act on rail systems,
- approval of vehicles and structures on railway sidings, municipal tracks, approval of trolleybus systems and cableway installations, and drag lifts,
- supervision of observance of passengers' rights,
- maintenance of the National register of rolling stock.

The Rail Authority employed a total of 120 persons in 2010. Exact number of employees of the national safety authority performing tasks as per Directive 2004/49/EC cannot be specified, as the majority of them perform also other activities as required by national legislation. Estimated number of persons who function as the national safety authority is approximately 50 employees.

The main task of the Rail Authority's Construction Section is to issue permits for putting into service of constructions of the track and structures on a track and issue permits for constructions to be built in the protective zone of the track.

Technical Section issues permits for specified technical devices, i.e. gas, pressure, transportation and electrical equipment of rail systems and rail vehicles. At the same time, it approves putting safety devices into operation. Department of Carriage of Dangerous Goods supervises transport of consignments as per RID, approves freight wagons designed for carriage of dangerous goods and their components. Competency Testing Department verifies professional competencies of inspectors and revision technicians in terms of revisions, inspections and tests of specified technical equipment. This section also provides for tests of train drivers and issues certificates of competency for them.

Licensing Department issues licenses and safety certifications/authorisations to infrastructure managers and railway undertakings.

Methodic Department prepares a legal basis of the Rail Authority and generates internal rules.

2. Relationship of the Rail Authority with other National Bodies

Relationship of the Rail Authority with other National Bodies and other subjects is given in Annex B.2 and it is the same as in 2009.

D. The development of railway safety

1. Initiatives to maintain/improve safety performance

The most important safety recommendations issued in 2010 are stated in Table D.1.1. These recommendations were issued by the National Investigation Body as part of Reports on the results of investigation of causes and circumstances of incidents in accordance with provisions of the Act on rail systems in order to minimize risks of accidents.

Unlike Directive 2004/49/EC, safety recommendations of the National Investigation Body are issued for railway owner, infrastructure manager or railway undertaking directly in connection with the results of investigation of an incident. The Rail Authority only communicates after a request these recommendations to other railway owners, infrastructure managers or railway undertakings.

Based on actual incidents, railway undertakings and infrastructure managers take their own measures that do not have to be identical to those suggested by the National Investigation Body.

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

Accidents/precursors which triggered the measure			Safety measure decided by the National Investigation Body
Date	Place	Description of the event	
16/02/2009	Paskov	Collision of passengers train Os 3101 and Os 3116 between railway stations Vratimov and Paskov.	<p>National Investigation Body issued the following recommendations:</p> <p>SŽDC, s. o., infrastructure manager, should</p> <ol style="list-style-type: none"> 1) accelerate works to put ETCS into operation not only on rail systems incorporated into conventional European railway system, but also other nation-wide and regional systems. <p>ČD, a. s., railway undertaking and operator of the infrastructure manager, should</p> <ol style="list-style-type: none"> 1) accelerate works to launch and equip rail vehicles with the on-board part of ETCS so that the vehicles could use all functions of ETCS after it will be put into operation on relevant tracks; 2) until the ETCS is put into operation in the railway station where the dispatch is permitted of passenger trains that stand in the area where passengers exit and enter the train, individual technological procedures of despatching trains and their departure must be modified by appropriate configuration of the main signal, including subsidiary signal. Modification of the procedures should prevent mistakes and failures of train drivers after the train starts to move. In other words, train driver should adhere to infrastructure manager's instructions specified in the stage of rail transport organization. At the same time, the abovementioned measures should ensure that in situations, when running of a train is not permitted by a configuration of the main signal, the train safely stops before this signal. <p>The Rail Authority should adopt a measure to ensure realization of the abovementioned safety recommendation.</p>
01/04/2009	Brno hl.n	Derailment of shunting train set for train No. EC 71, during shunting operation in Brno hl. n. station. Cause of the accident: track layout does not comply with certain types of vehicles (insufficient length of straight track in between two reverse curves)	<p>National Investigation Body issued the following recommendations:</p> <p>SŽDC, s. o., infrastructure manager, should</p> <ol style="list-style-type: none"> 1) verify track layouts within the whole railway network whether length of straight track in between two reverse curves and radii of these curves are in line with technical standard ČSN 73 6360-1 „ Geometrical characteristics of railway tracks - Part 1: Layout “ (Paragraph 8.4.2 and Table C.3.1) with regard to operation of TDVs at least 26.4 m long.

Accidents/precursors which triggered the measure			Safety measure decided by the National Investigation Body
Date	Place	Description of the event	
23/06/2009	Brno hl.n.	Collision of shunting locomotive 362.171-1 with a set of empty TDVs during shunting operation in Brno hl. n. station. Main cause: operation of 362.171-1 with supervisory card No. A0311 installed in improper position of CRC (central control element).	<p>National Investigation Body issued the following recommendations:</p> <p>České dráhy, a. s., and all other railway undertakings using shunting locomotives of series 162, 163, 362 and 363 should</p> <ol style="list-style-type: none"> 1) incorporate regular check of card configuration into lower maintenance levels of locomotives 162, 163, 362 and 363. That is to say, supervisory card A0311 must be installed in CRC right to the card A6102 and left to the diagnostic card A0301; 2) ensure that CRC of locomotives of series 162, 163, 362 and 363 are secured from unauthorized change of the card A0311 position; 3) prevent connector sets XK 21 to XK 36 in driver's cab of locomotives 162, 163, 362 and 363 from water and dust; 4) include emergency procedures for crisis situations when locomotive doesn't respond properly to driver's actions (including unwanted spontaneous acceleration of locomotive) into regular training of train drivers. <p>The Rail Authority should adopt a measure to ensure realization of the abovementioned safety recommendation also by other railway undertakings operating locomotives in the Czech Republic of series 162, 163, 362 a 363.</p>
01/09/2009	Horní Lipová	Collision of a shunting unit and defective regional passenger train No. 3613 in km 24.886 of the main line between Horní Lipová and Ostružná stations (Mikulovice st. hr. – Hanušovice) Immediate cause: unauthorized shunting beyond an allowed point (km) defined by infrastructure manager's guideline for shunting between operating control points	<p>National Investigation Body issued the following recommendations:</p> <p>SŽDC, s. o., infrastructure manager of nation-wide and regional category, should</p> <ol style="list-style-type: none"> 1) extend technological procedures described in the infrastructure manager's internal rules to include a guideline for situations when a rail vehicle need to exceed the furthest position (in km) beyond which infrastructure manager's guideline prohibits shunting between operating control points. <p>SŽDC, s. o., infrastructure manager of nation-wide and regional category, and ČD, a. s., railway undertaking, should</p> <ol style="list-style-type: none"> 1) extend technological procedures described in infrastructures manager's internal rules to include a guideline that prohibits the use of railway vehicle occupied with passengers for shunting a defective train between operating control points. <p>The Rail Authority should adopt a measure to ensure realization of the abovementioned safety recommendations also by other infrastructure managers and railway undertakings operating on the Czech rail systems.</p>
11/03/2010	Brodek u Přerova	Damage of a rail vehicle by a brake shoe detached from the fast train R804 between Brodek u Přerova and Dluhonice stations. Immediate cause: Special tip-over lock of the upper wedge of the brake shoe of the 2 nd axle of the TDV (type AB, No. 50 54 39-40 243-7) was not secured by a cotter pin against tipping over. Therefore, the brake shoe's securing wedge fell out, and so did the brake shoe.	<p>National Investigation Body issued the following recommendations:</p> <p>ČD a.s., railway undertaking, should</p> <ol style="list-style-type: none"> 1) ensure continuous improvement of rail transport safety systems by establishing the procedure for shunting TDVs to places where external technical inspection of underframe and braking device can be easily performed from both sides of a TDV. Qualified persons performing technical inspection thus should be able to detect apparent defects and wear that could compromise safety of rail transport or cause damage or physical injury; 2) take relevant measures as per Article 13(1) of the Regulation No. 376/2006 Coll., to prevent incidents of this type. Unlike the currently used measures, the new measures should be effective and systemic and must ensure that TDVs with Görlitz underframes used for rail transport will be in technical condition which complies with approved railworthiness. In other words, wedges of upper brake shoes must be secured by special tip-over locks that are, in turn, secured by cotter pins. <p>The Rail Authority should: Adopt a measure to ensure realization of the abovementioned safety recommendations also by other infrastructure managers and railway undertakings using for rail transport TDVs with Görlitz underframes.</p>

In order to maintain and improve railway safety expressed efforts focus on modernization and development of railway infrastructure, particularly in the following areas:

- modernize transit railway corridors and their crucial railway junctions, and fit these corridors with new safety devices,
- prepare and realize projects to fit tracks with “Global System for Mobile Communication for Railway” (GSM-R) and “European Train Control System” (ETCS) and ensure interoperability of tracks incorporated into the European railway system,
- reconstruct and modernize communication and safety devices, reduce the number of stations with electromechanical safety devices, fit stations with electronic safety devices, and use remote control of safety devices and remote control of the track,
- enhance safety of railway crossings – level crossings should be removed and other crossings should be fitted with safety devices,
- build new stops, shelters and wheelchair accessible platforms.

In 2010, modernization of transit railway corridors and their important railway junctions continued in order to ensure technical parameters identical with corridor lines.

In order to ensure continuous improvement of railway safety, an increased attention has been paid to railway level crossings that are still critical places of collisions of road and railway vehicles. A total of 113 state supervisions of level-crossings were performed; for more details see Part G of this Report.

2. Detailed data trend analysis

In accordance with Directive 2004/49/EC and Regulation (EC) No 91/2003 of the European Parliament and of the Council the following events were recorded in 2010:

- Number of accidents: 125,
- Number of fatalities: 48,
- Total number of serious injuries: 107,
- Number of precursors: 86.

Development of railway safety for year of 2010 is further given in Annex C.

In 2010, 125 accidents as defined by Regulation (EC) No 91/2003 of the European Parliament and of the Council happened on nation-wide and regional rail systems, which is a slight increase (11%) of number of accidents as compared with 2009.

48 persons died (not counting suicides) and 107 persons were seriously injured – number of fatalities and serious injuries increased as compared with 2009.

Total costs of material damage of vehicles / infrastructure amounted to approximately EUR 6 665 151.

Total costs of environmental damage amounted to approximately 139 349.

In conclusion, it can be said that although the number of accidents as well as costs of associated damage were higher in 2010 as compared with previous years, the level of safety of rail systems and rail transport operation is still very high.

Again, the most serious issue is represented by the number of accidents on railway level crossings, where people do not respect signalling devices (however, the number of these accidents significantly decreased in the long run). Therefore additional campaigns were launched by the Ministry of Transport of the Czech Republic and the Rail Safety Inspection Office in order to improve safety on level crossings and ensure that the public better understands the issue and that road users behave in a more disciplined way. Despite these initiatives, 34 persons died on railway level crossings.

3. Results of safety recommendations and relevant measures that were realized or adopted as a result of individual accidents:

1. Accident from 16/02/2009

Railway undertaking adopted the following measures to prevent accidents of this type:

- After the accident, railway undertaking ČD, a.s. issued an “Instructive Sheet No. 3/2009” that describes causes and circumstances of the accident. It has been demonstrated, that all employees participating in organization and operation of rail transport understood the content of this sheet;
- Railway undertaking ČD a.s. decided that train drivers must be, within their compulsory training courses, instructed about best practice concerning departure of passenger trains from railway stations, where running of trains standing (on a regular or extraordinary basis) in the area for entrance and exit of passengers is permitted by a main signal configuration as per articles 502 and 505 of the SŽDC (ČD)’s internal regulation D2;
- Director of the Department of Rail Vehicles decided that train/traction inspectors and employees of rail vehicle depot (hereinafter referred to as DKV) who perform controlling activities must focus on checking that train drivers perform their service safely. Inspections should check adherence to rail transport safety regulations and attentive service of train drivers;
- Director of the Department of Rail Vehicles decided that train drivers must be notified of safety aspects of their service at the beginning of their shift;
- Director of the Department of Rail Vehicles decided that problems of dispatching trains as per article 505 of the SŽDC (ČD)’s internal regulation D2 will be, at the level of executive entities, discussed with representatives of trade union organizations that will be asked to help reverse negative trend of accident rate;
- Director of the Department of Rail Vehicles instructed chief managers of individual DKVs to adopt their own measure to prevent accidents;
- Head of DKV Olomouc decided that locomotive crews, within their regular training, will be instructed about the rise, course and breach of relevant regulations that took place at the moment of the accident in question.

2. Accident from 01/04/2009

The following measures were adopted:

1. After a similar event happened on 4 April 2009, running of rail vehicles of series Bmz, WRmz and Ampz from track No. 667 towards track No. 3b was prohibited with immediate effect.

2. After identification and evaluation of actual constructional and technical parameters of spatial position of the track, rail transport operation from track No. 3b towards track No. 667 was prohibited.
3. As far as running through reverse curves is concerned, SŽDC will adopt a measure to ensure safety operation of rail vehicles of series Bmz, Ampz, WRmz, or possibly other vehicles with length over buffers of at least 26.4 metres, on service tracks and side tracks.
4. Rise, course and cause of the accident will be discussed at the meeting of directors of the SŽDC's organization units.

The Rail Authority adopted the following measure:

The Rail Authority extended the safety recommendation to affect also other infrastructure managers. These infrastructure managers took appropriate internal steps.

3. Accident from 23/06/2009

Railway undertaking ČD, a. s. issued on 2 September 2009 "Instruction to inspect circuits of CRC", No.1469/2009-O12/2. This instruction prescribes to perform following steps during the nearest planned maintenance of the "operational treatment EO" level and higher, or during any unexpected repair:

1. Check of appropriate position of supervisory card A0311 and diagnostic card A0301;
2. Use a sealing wire to seal the abovementioned cards to prevent unauthorized handling and exchange of the cards;
3. Check proper function of pressure switch S513;
4. When a corrosion of contacts of connector set on driver's cab II control panel (connectors XK21 to XK36) is found, their covers must be removed, excessive corrosion treated, and covers re-sealed with new gaskets. Railway undertaking will incorporate the check of proper position of supervisory card A0311 and diagnostic card A0301 into the operational treatment "O" and minor periodical inspection "M". The railway undertaking will ensure that the check of proper function of pressure switch S513 will be done during every third minor periodical inspection "M".

These measures must be realized in traction units of series 162, 163, 263, 362, 363 within 12 months after they were adopted. At the same time, all operating staff must be demonstrably informed about the prohibition to handle with supervisory card A0311 and diagnostic card A0301.

The Rail Authority evaluated this event, but did not issue any decision, as the vehicles in question are owned only by ČD and ČD Cargo. There is therefore no reason to extend the safety recommendation to include other railway undertakings.

4. Accident from 01/09/2009

On the basis of investigation of causes and circumstances of the accident, the railway undertaking adopted the "Instruction for 01/09/2009 accidents, category A1" as per Article 49(3)(e) of the Act No. 266/1994 Coll. and 13(1) of the Regulation No. 376/2006 Coll. This Instruction, issued on 10 September 2009 under No. 1526/2009-O12 with immediate effect, prohibits transporting passengers when shunting a stuck

train between control operating points. Chief manager of DKV Olomouc decided via “Instruction of DKV Olomouc about A1 accident from 01/09/2009” (No. 1-2054/2009/DI, issued on 8 October 2009) that train drivers must be informed about causes and circumstances of the accident during regular training courses.

The Rail Authority responded to the safety recommendation and performed the state supervision that checked whether the railway undertaking realized relevant measures.

5. Accident from 11/03/2010

The railway undertaking adopted the following measures to prevent accidents of this type:

- technical inspections in all DKVs must pay increased attention to components of underframes whose possible release and fall into the train running profile can cause accident; DKVs must ensure that special tip-over locks of the upper wedge of the brake shoe are consistently used and secured with cotter pins;
- DKV Olomouc must in its sphere of competence immediately check whether brake shoes of all TDVs with Görlitz underframes are properly secured and if not, promptly replace missing safety elements;
- it must be checked whether brake shoes of all other types of underframes are properly secured and if not, missing safety elements must be replaced promptly;
- Other DKVs and railway undertaking ČD, a. s. must be informed about the causes of this accident and invited to adopt their own measures;
- On 15 March 2010, DKV Olomouc chief manager's decree No 23/2010 (id 4025/2010) was issued. This decree orders extraordinary inspections of other TDVs designated for transport of passengers.

E. Important changes in legislation and regulation on railway safety in 2010

The following new legal regulations were issued in 2010:

- Regulation No. 248/2010 Coll. amending the Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems. This Regulation came into effect on the day of issuance, i.e. 30 August 2010.
- Government Order No. 289/2010 Coll. amending the Government Order No. 133/2005 Coll., on the technical requirements for operational and technical interoperability of the trans-European rail system as amended by Government Order No. 371/2007 Coll.

Third Railway Package

In 2010, implementation of the Third Railway Package was not completed, including the Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community and the Directive 2008/57/EC of the European Parliament and of the Council, on the interoperability of the rail system within the Community.

Notification of regulations

In 2009, other regulations were submitted for notification. They were mainly regulations of infrastructure manager Railway Infrastructure Administration.

The regulations are detailed in Annex D.

F. The development of safety certification and authorisation

1. National legislation – input data – availability

1.1. For issuing safety certificates (safety certification of railway undertakings) according to Article 10 of Directive 2004/49/EC, the date was fixed as of 1 August 2006.

1.2. For issuing safety authorisation (safety certification of infrastructure managers) according to Article 11 of Directive 2004/49/EC, the date was fixed as of 1 August 2006.

1.3. Information about national safety regulations are available at www.ducr.cz – *činnosti - Národní bezpečnostní úřad (NSA)* where regulations and guidelines on notification of national safety rules for infrastructure managers are detailed. Guidelines for preparation of the application for a given safety certificate are to be found on the Rail Authority's web site as well. Relevant forms are in accordance with Commission Regulation (EC) No. 653/2007 of 13 June 2007.

2. Numerical data

Summary of development of safety certification is given in Annex E.

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. In 2010, 19 modifications of Certificate Part A were issued. The modifications were caused by organizational changes of railway undertakings, or change of the name of railway undertakings.

3.1.2. As is obvious from Table E 4 given in Annex E, issuing time for Part A Certificate did not exceed 120 days while the average time for individual certificates was 38 days. Total average time from submission of the application to the issue of the certificate (including time of suspension of the proceedings in order to complete relevant documentation) was 292 days.

3.1.3. In 2010, no foreign safety authority inquired the Rail Authority about the correctness of safety certificate part A issued for railway undertaking that applied for safety certificate type B in other member state.

3.1.4. No problems with mutual acceptance of Part Certificates were being solved in 2010.

3.1.5. See Note. Administrative fee for issuing the safety certificate is CZK 1000, i.e. 40 EUR.

3.1.6. No problems were associated with issuing the certificates.

3.1.7. The difference between total issuing time for Part A Certificate and the time of the proceedings (292 vs. 38 days) indicates that the applications were and still are submitted incomplete, namely due to imperfectly elaborated safety management system of rail systems operation. The abovementioned issuing times apply to issuing of both certificates at the same time.

3.1.8. Railway undertakings mentioned common problems that arouse from the new method of dealing with applications for issuing of Part A Certificate that is being introduced in the Czech Republic right now.

3.1.9. Railway undertakings can express their opinion when submitting additional documentation.

3.2. Safety Certificates Part B

3.2.1. In 2010, 19 modifications of Certificate Part B were issued. The modifications were caused by organizational changes of railway undertakings, or change of the name of railway undertakings

3.2.2. Part B Certificates were always discussed together with Part A Certificates - see 3.1.2.

3.2.3. See Note below.

3.2.4. No problems were associated with issuing the certificates.

3.2.5. The difference between total issuing time for Part B Certificate and the time of the proceedings (292 vs. 38 days) indicates that the applications were and still are submitted incomplete, namely due to insufficiently documented types of rolling stock, internal operating rules for operation of rail transport, operation of rolling stock etc.

3.2.6. Railway undertakings mentioned common problems that arouse from the new method of dealing with applications for issuing of Part B Certificate that is being introduced in the Czech Republic right now.

3.2.7. Railway undertakings can express their opinion when submitting additional documentation.

Note to points 3.1.5 and 3.2.3: Legislation of the Czech Republic requires that Part A and Part B certifications of railway undertakings are charged together. The charge amounts to CZK 1000 (= EUR 40).

3.3. Safety Authorisations

3.3.1. In 2010, 1 modification of safety authorization was issued for the infrastructure manager due to the name of the company.

3.3.2., 3.3.3 Table E 6 in Annex E indicates that no new safety authorization of infrastructure manager was issued in 2010. Average time to implement the change of safety authorization is 23 days. As the application was complete right after it was submitted, it was not necessary to interrupt the administrative procedure of issuing the safety authorization.

3.3.4. No problems were associated with issuing the authorizations.

3.3.5. Infrastructure managers can express their opinion when submitting additional documentation.

3.3.6. Management charge for issuing of safety authorization amounts to CZK 1000 (= EUR 40).

Note: In general, Czech legislation requires that relevant certificates are dealt with according to the Act No. 500/2004 Coll., the Administrative Procedure Code, as amended, where administrative procedure is defined as 30 to 60-day period, depending on the rate of complexity of individual cases. As this period does not include number of days when the administrative procedure is suspended, the institute of suspension is used practically in all cases in order to allow applicants to submit additional documentation.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Supervision of Railway Undertakings and Infrastructure Managers

The Rail Authority performs state supervision of railway undertakings and infrastructure managers under conditions defined by the Act on rail systems and implementing regulations of the Act No. 266/1994 Coll., on rail systems. This Act requires that persons authorized to perform state supervision should check whether obligations of rail system owner, infrastructure manager and railway undertaking are observed and fulfilled during operation of rail systems and rail transport. These obligations are defined by law in order to ensure safe operation of rail systems and rail transport.

State supervision concerning railways is performed by the Ministry of Transport, Rail Authority and Rail Safety Inspection Office. Ministry of Transport checks the execution of the state supervision within the framework of the supreme State supervision.

1.1 In 2010, performance of the state supervision was focused by the Rail Authority on fulfilment of obligations given by the Act on rail systems and implementing regulations for infrastructure managers, and railway undertakings (operators). The summary is given in the following table:

The state supervision focused on:	Number of supervisions:	Number of shortcomings:
railway undertakings (operators)	59	18
infrastructure managers	275	48
Total	334	66
out of it on railway crossings	113	38

Character and type of individual shortcomings is given in the following table:

	Category	Rail Authority total
1	Unmarked or unsecured railway crossing with ground-based roads at the rail level, or its marking and securing in conflict with conditions stipulated by the rail administration authority (paragraph 6(1) and (2) of the Act No. 266/1994 Coll., on rail systems, as amended (hereinafter referred to as "Act on rail systems").	25
2	Establishment and operation of buildings, mining activities and activities associated with mining technologies, operation of firing ranges, storage of explosives and hazardous waste, and installation of light sources and colourful surfaces that could be mistaken for signal aspects – all this without permission of the rail administrative authority or against conditions established by this authority (paragraph 9 (1) of the Act on rail systems).	4
5	Unsecured maintenance and repairs of the rail systems within the scope necessary for its availability, and making connection of the rail system with other rail systems not possible (paragraph 20(1) of the Act on rail systems)	4
7	Operation of the rail systems in conflict with rules for the rail system operation and official permission (paragraph 22(1)(a) of the Act on rail systems).	1
9	Allowing performance of activities in operation of the rail transport to a person, who is not professionally competent or due to health reasons (paragraph 22(1)(c) of the Act on rail systems)	1
13	Operation of STE (by infrastructure manager) in technical condition that does not comply with approved fitness of the equipment (paragraph 22(1)(f) of the Act on rail systems)	2
16	Operation of rail transport in conflict with rules for operation of rail transport, valid licence and contract concluded with infrastructure manufacturer (paragraph 35(1)(a) of the Act on rail systems)	1
21	Operation of rail vehicles in the technical conditions, which do not correspond to the approved worthiness (paragraph 35(1)(d) of the Act on rail systems)	2
24	Allowing performance of activities in operation of the rail transport to a person, who is not professionally competent or due to health reasons (paragraph 35(1)(f) of the Act on rail systems)	1
25	Violation of conditions of TDV stipulated for carriage of dangerous goods on the basis of paragraph 37(2)(j) or paragraph 37(3)(d) of the Act on rail systems (paragraph 51(4)(c) of the Act on rail systems)	1
34	Failure to perform regular inspections and measuring of the rail system structures in compliance with provisions of Annex 1 of the Ministry of Transport Regulation No. 177/1995 Coll., stipulating construction and technical regulations of rail systems, as subsequently amended (paragraph (26)(1) and (2) of this Regulation)	1
39	Other defects	22

To remove deficiencies and detected defects, relevant corrective measures were always taken from the part of infrastructure managers and railway undertakings (operators), and their fulfilment was verified, if possible. As these measures are

specific actions of controlled subjects, they are not listed in Part D, Table D.1.2. of this Report.

It should be noted that employees of the Rail Authority performed less state supervisions as compared with 2009. This was among others caused by the fact that the Ministry of Transport withdrew the authorization to perform state supervision over rail system events from 20% employees of the Rail Authority. Nevertheless, results of state supervisions performed in 2010 will be used to support state supervisions for the year 2011. State supervisions will pay increased attention to rail undertakings operating rail transport on nation-wide rail system and regional rail systems, with special emphasis on how they ensure rail transport safety, as well as to nation-wide and regional infrastructure managers with focus on how they implement safety management system in their railway operations.

1.2. Focus of state supervision performed by the Rail Authority (1) from the point of view its individual sections and (2) as the relevant safety authority is demonstrated in Table given in 1.1.: “Character and type of individual shortcomings”.

1.2.1. State supervisions performed by the **Technical Section** found almost no defects to be recorded in the table of categorized shortcomings, or significant shortcomings that would have to be subsequently fined. Most of the identified defects were only minor shortcomings that were recorded in appropriate protocols on state supervision. At the same time, deadlines for removal of these shortcomings were defined. Afterwards, removal of these defects was reported in written to the Rail Authority that checked whether they were really removed or not.

1.2.2. In 2010, state supervision by authorized employees of the **Construction Section** focused particularly on adherence to Articles 4a, 5, 5a, 6, 9, 10, 20 and 22 of the Act on rail systems. As compared with 2009, number of state supervisions of level crossings increased by 6%. In certain cases, railway undertakings were asked to rectify inappropriate sight conditions (clear the area of woody plants, remove unnecessary backfill etc.), reduce track speed, or install P6 traffic sign (give way sign). Shortcomings (obstructing woods) were removed.

1.2.3. State supervision realized by the **Operational Section** was in 2010 focused on performance of duties of infrastructure managers, railway undertakings and owners of rail systems or railway sidings, as well as on performance of their duties on selected regional rail systems and tracks of nation-wide rail system. Furthermore, state supervision focused on railway undertakings that operate rail transport on nation-wide rail system and regional rail systems. Special attention was paid to controlling activities performed by infrastructure managers and railway undertakings in order to ensure railway transport safety. The Rail Authority adopted a new approach to the performance of state supervision, the so-called audits, of adherence to the accepted system of ensuring transport safety in railway undertakings that obtained new certificates. Basically, this applies to tasks that arouse from “Peer Review” of the European Railway Agency for the years 2008 and 2009.

In the vast majority of cases, state supervisions found no defects that should be stated in the table of categorized shortcomings. Most of the identified defects were only minor shortcomings that were recorded in appropriate protocols. At the same time, deadlines for removal of these shortcomings were defined. Afterwards, removal

of these defects was reported in written to the Rail Authority that checked whether they were really removed or not.

Audits

Audits performed by safety authority in 2010 were more focused on railway undertakings that received safety certificates and that operate rail transport on nation-wide rail system and regional rail systems. In 2010, the number of audits was by one audit higher than in 2009. Special attention was paid to controlling activities performed by employees in order to ensure railway transport safety, and adherence to the accepted system of ensuring transport safety or its incorporation into organizational chart of individual companies. Here it is mainly a case of establishment of personal responsibility for realization of adopted measures and prevention.

Audits		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
4. Number of audits of RUs/IMs carried out in 2010	Planned	17	17	*	*
	Carried out	17	17	*	*

*) Audits were not carried out in connection with issuing certificates and safety authorizations.

In 2010, the Rail Authority performed 17 audits of railway undertakings. The following companies were audited:

Railway undertaking (operator)
RM LINES, a.s.
Chládek & Tintěra, as.
Skanska a.s.
STAVEBNÍ OBNOVA ŽELEZNIC a.s.
VÍTKOVICE Doprava, a.s.
SART – stavby a rekonstrukce, a.s.
SGJW Hradec Králové, spol. s r.o.
AŽD Praha s.r.o.
SLEZSKOMORAVSKÁ DRÁHA a.s.
EUROVIA CS, a.s.
MIKO Havlíčkův Brod spol. s r.o.
Slezské zemské dráhy o.p.s.
N+N – Konstrukce a dopr. Stav. Litoměřice, s.r.o.
JARO Česká Skalice, s.r.o.
Veolia Transport Morava, a.s.
MTH Praha, a.s.
METRANS a.s.

Audits of railway undertakings have the following scope:

- Implementation of the rail transport safety system and instruments to ensure the system will be observed and communicated to railway undertaking's employees and organizational units.
- List of risks, procedures and methods of risk assessments and implementation of measures to reduce risks.
- Definition of responsibility of executives and employees for safety of rail transport.
- Quality of inspections of safe technical condition of rail vehicles.
- Procedures for analysis, training and taking steps to prevent incidents, including removal consequences of accidents.
- Realization of periodical internal inspections of safety assurance system.
- Definition of responsibility for ongoing keeping of records of important parts of the rail transport safety assurance system.

5. In 2010, the Rail Authority performed 17 audits after issuing safety certificates, see Table above. The audits did not reveal any serious discrepancies except for several administrative shortcomings (liability to notify neglected, failure to ensure safety system). As railway undertakings took appropriate corrective measures, they did not have to be sanctioned or otherwise penalized (e.g. specification, cancellation or withdrawal of the certificate).

As company SART – stavby a rekonstrukce, a.s. operates both rail transport and regional rail system, this audit (see Table above) focused on both areas.

6. Complaints from the part of infrastructure managers against railway undertakings were not lodged in 2009.

7. Complaints from the part of railway undertakings against infrastructure managers were not also lodged in 2009.

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

Railway undertakings use common safety methods to implement safety management principles in the form described by Annex III of Directive 2004/49/EC. Common safety targets and national reference values serve as informational basis for railway undertakings to be able to establish their own safety objectives. Common safety methods for assessing conformity with the requirements for obtaining railway safety certificates (Commission Regulation (EU) No 1158/2010 and 1169/2010) were not used in 2010 as they were not effective at that time.

In 2010, director of the Rail Authority issued an Instruction to use the Commission Regulation (EC) No 352/2009, on the adoption of a common safety method on risk evaluation and assessment.

This Instruction was issued on 10 December 2010 and will come into effect on 1 January 2011.

The purpose of this Instruction is to establish procedures for relevant employees of the Rail Authority as well as for applicants in terms of using the Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment, as is stated in Article 6(3)(a) of the Directive 2004/49/EC of the European Parliament and of the Council.

Probability methods of risk assessment are used mainly when assessing function of safety devices. When assessing subsystem, most assessors use best practice approach, i.e. adhere to national technical standards. Certain assessors also use comparisons with reference system.

I. NSA Conclusions on the reporting year - Priorities

The first priority should be given to the safety of rail systems and transport of passengers and goods, particularly carriage of dangerous goods, with the focus on prevention of precursors that could lead to accidents and incidents.

Goals and plans of the Rail Authority for the next period are as follows:

The Rail Authority met the target in 2010 to perform audits of proper function of safety management. It plans to continue this effort in other infrastructure managers and railway undertakings in 2011.

J. Sources of information

- Annual report for the year of 2010 – Railway Infrastructure Administration, state organization (SŽDC)
- Ministry of Transport – Legislation:
http://www.mdcz.cz/cs/Legislativa/Legislativa/Legislativa_CR_drazni/Legislativa_CR_drazni.htm
- Annual reports on safety of operation of rail submitted to Rail Authority as of 30 July 2011 by infrastructure managers based on Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.
- Annual reports on safety of operation of rail transport submitted to Rail Authority as of 30. 6. 2011 by railway undertakings based on Regulation No. 376/2006 Coll., on the management system for the rail operation safety and rail transport safety, and on procedures in the event of the rise of accidents and incidents in rail systems.

- Reports on the results of investigation of causes and circumstances of incidents that contain “Safety Recommendations” of the National Investigation Body.
- Documentation of fulfilment of safety recommendations requested from infrastructure managers and railway undertakings.

K. Annexes

Annex A. Railway Structure Information

A.1. Network map

A.2.1. Infrastructure managers

A.2.2. Railway undertakings

Annex B. Organization chart

B.1. Organization chart of the Rail Authority

B.2. Relationship of the Railway Authority with other national bodies

Annex C. CSI Data – Evidence summary of incidents

Annex D. Important changes to legislation and regulations

Annex E. The development of safety certification and authorisation – Numerical Data

Abbreviations used in Annual Report

DÚ – Rail Authority

DI – Rail Safety Inspection Office

SŽDC – Správa železniční dopravní cesty – the Railway Infrastructure Administration, state organization (main infrastructure manager of nation-wide rail system and regional rail system)

ČD – České dráhy, a.s. (Czech Railways, j.s.c., main railway undertaking for passenger transport)

MU – mimořádná událost (incident)

UTZ – určené technické zařízení (specified technical equipment)

DKV – rail vehicle depot

DV – rail vehicle

HDV – driving rail vehicle

SD – state supervision

TDV – trailer vehicle

CSI – Common Safety Indicators

ERA – European Railway Agency

Annex A. Railway Structure Information
A.1.1 Network map

M02 Kategorie drah, provozovatelé drah a označení podle sešitového a nákrsešného jízdního řádu
 Category of railways, rail system operators and denomination pursuant to book timetables or graphical timetables

dráhy celostátní / nation-wide rail system:

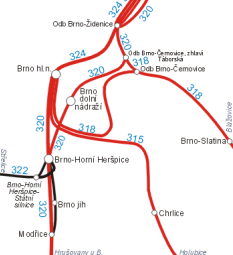
- tratě transevropské železniční sítě nákladní dopravy (TERFN) / line of TERFN
- ostatní dráhy celostátní / the other lines of TERFN

provozovatel drah celostátních / operator of nation-wide rail system:

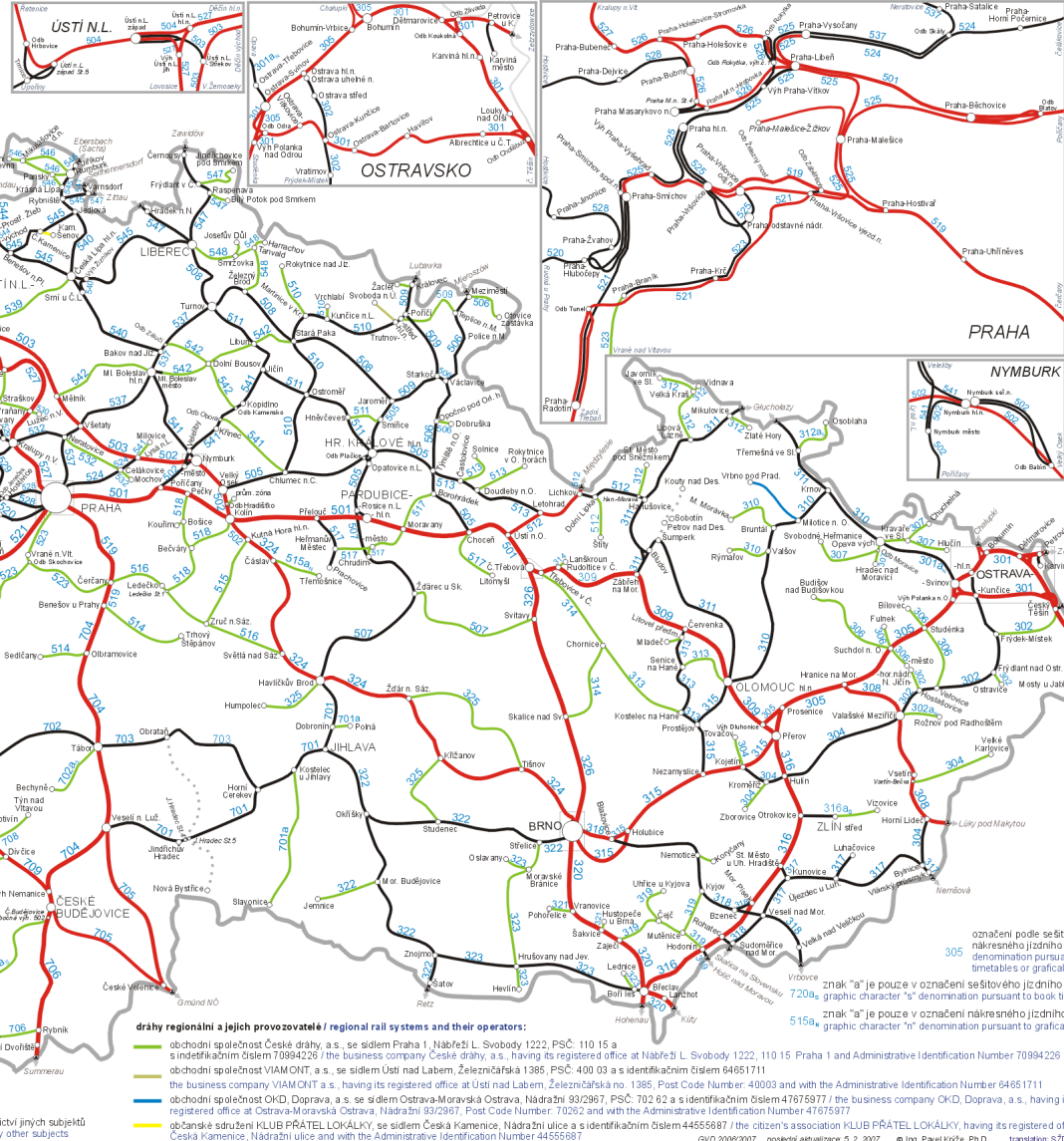
obchodní společnost České dráhy, a.s., se sídlem Praha 1, Nábřeží L. Svobody 1222, PSC: 110 15 a identifikačním číslem 70994226 / the business company České dráhy, a.s., having its registered office at Nábřeží L. Svobody 1222, 110 15 Praha 1 and Administrative Identification Number 70994226

silniční zastávky v úseku Břečovo u Chomutova - Chomutov se předepisují v přílohu dubna 2007

BRNO



ČESKÁ TŘEBOVÁ



dráhy regionální a jejich provozovatelé / regional rail systems and their operators:

- obchodní společnost České dráhy, a.s., se sídlem Praha 1, Nábřeží L. Svobody 1222, PSC: 110 15 a identifikačním číslem 70994226 / the business company České dráhy, a.s., having its registered office at Nábřeží L. Svobody 1222, 110 15 Praha 1 and Administrative Identification Number 70994226
- obchodní společnost VÍAM ONT, a.s., se sídlem Ústí nad Labem, Železničská 1395, PSC: 400 03 a s identifikačním číslem 94651711 / the business company VÍAM ONT, a.s., having its registered office at Ústí nad Labem, Železničská n.o. 1395, Post Code Number: 40003 and with the Administrative Identification Number 94651711
- obchodní společnost OKD, Doprava, a.s., se sídlem Ostrava-Moravská Ostrava, Nádražní 93/2967, PSC: 702 62 a s identifikačním číslem 47676977 / the business company OKD, Doprava, a.s., having its registered office at Ostrava-Moravská Ostrava, Nádražní 93/2967, Post Code Number: 70262 and with the Administrative Identification Number 47676977
- občanské sdružení KLUB PRÁTEL LOKÁLKY, se sídlem Česká Kamenice, Nádražní ulice a s identifikačním číslem 44555887 / the citizen's association KLUB PRÁTEL LOKÁLKY, having its registered office at Česká Kamenice, Nádražní ulice and with the Administrative Identification Number 44555887

trati ve vlastnictví jiných subjektů / lines owned by other subjects

označení podle sešitového a nákrsešného jízdního řádu / denomination pursuant to book timetables or graphical timetables
 znak "a" je pouze v označení sešitového jízdního řádu / graphic character "a" is only in the denomination of the book timetable
 znak "n" je pouze v označení nákrsešného jízdního řádu / graphic character "n" is only in the denomination of the graphical timetable

Annex A. Railway Structure Information

A.1.2 Network map

M05 Počty traťových kolejí, systémy trakčních proudových soustav a označení podle tabulek traťových poměrů
 Number of tracks, electrification systems and denomination pursuant to the table of line conditions

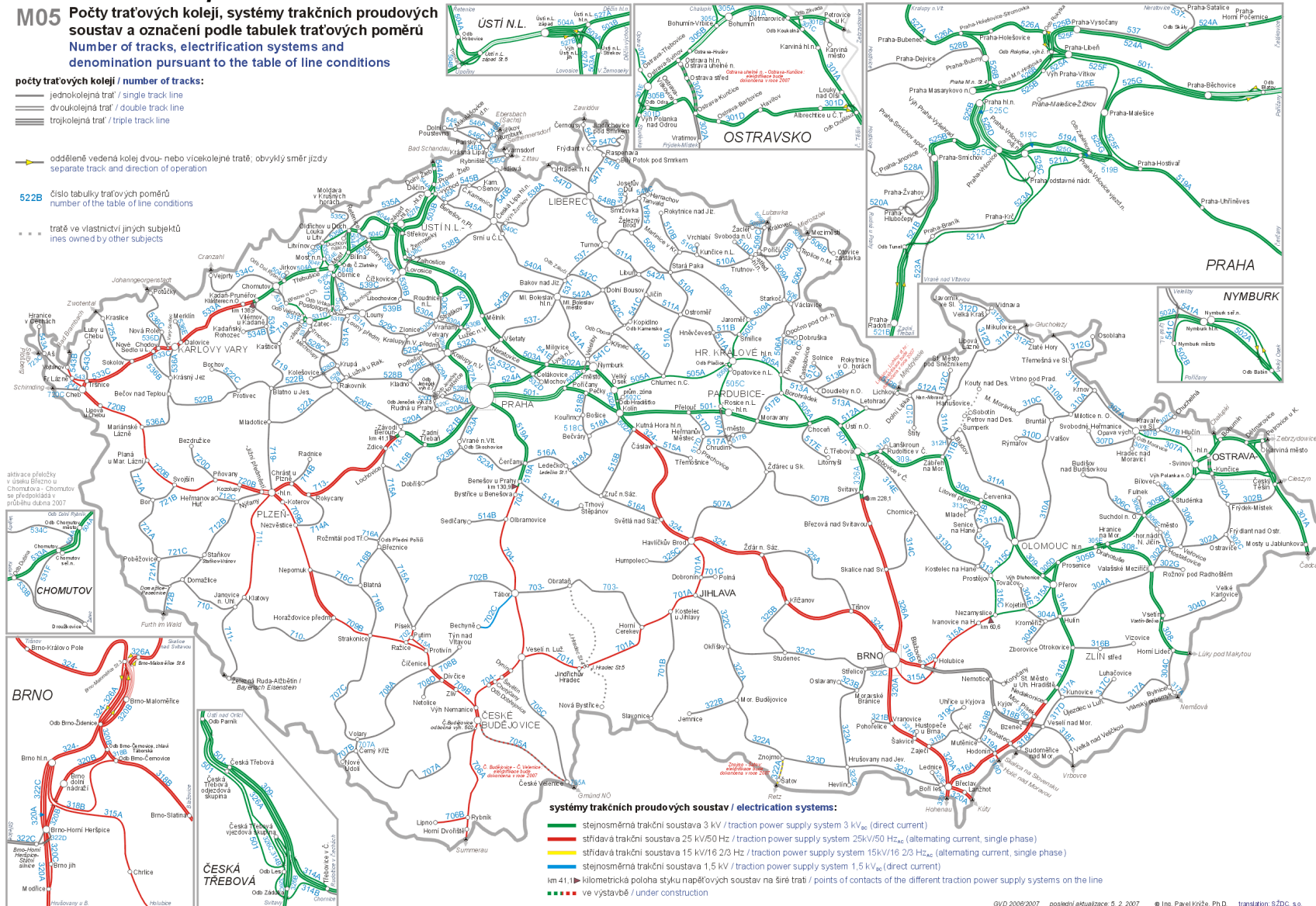
počty traťových kolejí / number of tracks:

- jednokolejná trať / single track line
- == dvoukolejná trať / double track line
- === trojkolejná trať / triple track line

— odděleně vedená kolej dvou- nebo vícekolejná tratě; obvyklý směr jízdy
 separate track and direction of operation

522B číslo tabulek traťových poměrů
 number of the table of line conditions

••••• tratě ve vlastnictví jiných subjektů
 ines owned by other subjects



Annex A. Railway Structure Information**A.2.1. Infrastructure Manager(s)**

Name-IM	Address	Website/Network	Safety Authorization (Number/Date)	Safety Authorization (Number/Date)	Start Date commercial activity	Total Track Length/Voltage	Electrified Track Length/Voltages	Total Double/Simple Track Length	ATP Equipment used (%)	Number of LC	Number of Signals
České dráhy, a. s.	Praha 1, Nábřeží L. Svobody 1223, PŠČ 110 15	www.cd.cz	2. UP/2008/9004 (25.8.2008) UP/2008/9005 (25.8.2008)	OSPD/2007/001 (12.11.2007)	1.11.2003	0,95/1435	0,95/3000V ss	0,95/0	0	0	2
Remaining tracks that still holds ČD, a.s. even after division (30/06/2008)											
Správa železniční dopravní cesty, s. o.	Dlážděná 1003/7, Praha 1, PŠČ 110 00	www.szdc.cz	UP/2008/9002 (29.5.2008) UP/2008/9005 (29.5.2008)	OSPD/2008/007 (30.6.2008)	1.7.2008	9460/1435 23/760	3210	7563/1906	38	8161	14752
Advanced World Transport a.s. (nový název společnosti OKD, Doprava, akciová společnost)	Ostrava, Moravská Ostrava, Hornopolská 3314/38, PŠČ 70262	www.awtgroup.eu	UP/1997/8005 (30.12.1997)	OSPD/2007/003, (15.10.2007)	25.1.1998	20/1435	0	20/0	0	24	7
VIAMONT a.s.	Ústí nad Labem, Železničářská čp.1385, PŠČ 400 03	www.viamont.cz	UP/1997/8002 (10.12.1997), UP/1998/8007 (3.6.1998)	OSPD/2007/005, (15.8.2007)	12.12.1997	37/1435	0	37/0	0	34	23
Jindřichohradecké místní dráhy, a.s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.jhmd.cz	UP/1997/8001 (6.6.1997), UP/1997/8003 (10.10.1997)	OSPD/2007/002, (22.11.2007)	14.6.1997	79/760	0	79/0	0	134	12
SART - stavby a rekonstrukce, a. s.	Šumperk, Uničovská čp. 2944/1 B, PŠČ 78701	http://www.sart.cz	UP/2005/8014 (23.3.2005)	OSPD/2008/004	15.4.2005	22/1435	0	22/0	0	53	12

Total length of double-track lines was understood to be the double of construction length of tracks.

Annex A. Railway Structure Information**A.2.2. Railway Undertaking(s)**

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			Number	Date								
Railway undertakings operating on nation-wide rail system or state-owned regional rail systems – SŽDC (including rented tracks) – according to outputs												
AŽD Praha s. r. o.	Praha 10, Žirovnická 2/3146, PŠČ 10617	www.azd.cz	CZ1120080045	31.7.2008	15.2.1996	T	10	0	0/10	7/0		1 746
ARRIVA vlaky s.r.o.	Praha 5, Radlická 1c/3185 PŠČ 150 00	www.arriva.co.uk	CZ1120100004	17.2.2010	23.11.2009	O	0	5	0	0	0	
BF Logistics s.r.o.	Praha 9, Beranových 65, PŠČ 19902	www.bfl.cz	CZ1120070003	28.5.2007	1.3.2007	V	9	0	0/5	9/4		96 000
CZ Logistics, s.r.o.	Česká Třebová, Semanínská 580 PŠČ 56002	www.cmks.cz	CZ1120070004	20.6.2007	1.11.2006	LTO	1	0	0	10	0	37 864
ČD Cargo, a. s.	Jankovcova 1569/2c, Praha 7, PŠČ 170 00	www.cdcargo.cz	CZ1120070009	30.11.2007	1.12.2007	OVLTL	873	0	53/27116	2208/352	0	29 762 152
České dráhy, a. s.	Praha 1, Nábřeží L. Svobody 1222, PŠČ 110 15	www.cd.cz	CZ1120080008	26.3.2008	1.11.2003	OVLTLNZ	748	826	3035/142	4020/3434	108 300 000	0
DBV-ITL, s. r. o.	Kolín IV, Polepská 867, PŠČ 28002	www.dbv-itl.cz	CZ1120080006	25.3.2008	29.4.2003	VL	1	0	0	1/0		1 112
EDIKT a.s.	České Budějovice, Rudolfovská 461/95 PŠČ 370 01	www.edikt.cz	CZ1120070011	19.12.2007	18.12.2007	T	6	0	0/1	6		0
Elektrizace železnic Praha a.s.	Praha 4, Nusle, nám. Hrdinů 1693/4a, PŠČ 14000	www.elzel.cz	CZ1120080007	25.3.2008	1.9.1996	T	20	0	0/183	10/31		25 507
Elektrizácia železnic Kysak a. s.	Praha 4, Nusle, Nám. Hrdinů 1693/4a, PŠČ 14000	www.ezkysak.sk	CZ11220080019	29.5.2008	7.1.2008	V	3	0	0/36	3/3		2 490
EUROVIA CS,a.s. (do 31.3. Stavby silnic a žel.)	Praha 1, Národní třída 10, PŠČ 11319	www.ssz.cz	CZ1120080024	13.6.2008	15.6.2003	T	7	0	0/0	8/0		1 275
FIRESTA-Fišer, rekonstrukce, stavby a.s.	Mlýnská 68, Brno, PŠČ 602 00	www.firesta.cz	CZ1120080037	11.9.2008	1.1.2008	VT	2	0	0	2/2		

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			Number	Date								
GJW Praha spol. s r.o.	Praha 9 - Hloubětín, Mezitratová 137, PŠČ 198 21	www.gjw-pha.cz	CZ11200800014	22.4.2008	15.10.1995	VT	6	0	0/15	5/4		20 030
Chládek & Tintěra, a.s.	Litoměřice, Nerudova 16, PŠČ 412 01	www.cht.cz	CZ11200800013	22.4.2008	1.1.2002	OT	2	0	0/25	3/1	0	19 600
Chládek a Tintěra, Pardubice, a.s.	Pardubice, Zelené Předměstí, K Vápence 2677, PŠČ 53002	www.cht-pce.cz	CZ11200800035	5.9.2008	1.4.1996	T	12	0	0/0	18/0		
Chládek a Tintěra Havlíčkův Brod, a.s.	Havlíčkův Brod, Průmyslova 941 PŠČ 580 01	www.chladek-tintera.cz	CZ1120080001	14.1.2008	6.4.2005	T	3	0	1/0	3/0		0
IDS CARGO a. s.	Olomouc, Albertova 21, PŠČ 77900	www.ids-cargo.cz	CZ11200800043	5.12.2008	6.1.1900	V	3	0	0/10	31/2		24 000
IDS-Inženýrské a dopravní stavby Olomouc a. s.	Olomouc, Albertova 229/21, PŠČ 779 00	www.ids-olomouc.cz	CZ11200800018	10.3.2008	20.8.2001	VT	27	0	0/42	5/0		1 000
JARO Česká Skalice, s. r. o.	Česká Skalice, Havlíčková 610, okres Náchod, PŠČ 55203	www.jarocs.cz	CZ11200800029	1.7.2008	23.4.2001	T	2	0	0/4	2/0		2 206
Jindřichohradecké místní dráhy, a. s.	Jindřichův Hradec, Nádražní 203/II, PŠČ 377 01	www.jhmd.cz	CZ1120070008	22.11.2007	1.7.1997	NLT	15	1	36/31	15/13		40
KK - provoz a opravy lokomotiv s.r.o.	Býškovice, č.p. 108, PŠČ 753 53		CZ11200800022	12.6.2008	15.12.2003	T	9	0	0	26/0		8 081
KŽC Doprava, s.r.o.	Praha 9, Koloděje, Meinlinova 336, PŠČ 19016	www.kzc.cz	CZ11200800041	10.11.2008	15.3.2006	VONTL	4	6	6	12/14	36 000	12 000
Lokálka Group, občanské sdružení	Rokycany, Plzeňská 334, PŠČ 33701	www.lokalkagroup.cz	CZ11200800040	5.11.2008	15.4.2005	OVN	3	0	0	3/0	6 890	0
LOKO TRANS s r. o.	Brno, Vofšškova 2, PŠČ 623 00	www.lokotrans.cz	CZ1120070006	12.11.2007	29.5.1999	LTO	0	0	0	3/0	0	5 941
LTE Logistik a Transport Czechia s.r.o.	Šilheřovice, Dolní 404, PŠČ 74715	www.lte-czechia.cz	CZ1120090012	14.7.2009	1.12.2005	V	0	0	0	4/2		7 111
MAX Cargo s.r.o.	Praha 9, U Skládky 1695, PŠČ 190 00		CZ1120090018	23.12.2009	23.12.2009	V	0	0	0	0		
MBM rail, s.r.o.	Jaroměř, Žižkova 595, PŠČ 551 01	www.mbr.cz	CZ1120100014	3.12.2010	3.12.2010	OV	1	1	0	0	11 000	2 000

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			Number	Date								
METRANS a. s.	Praha 10, Podlešská 926	www.metrans.cz	CZ1120090010	9.6.2009	1.9.2008	V	4	0	0/1060	7/0		546
MIKO Havlíčkův Brod spol s.r.o.	Havlíčkův Brod, Havířská 1837, PŠČ 580 01	www.mikohb.cz	CZ1120080030	2.7.2007	2.7.2007	T	3	0	0	3/3		0
N+N-Konstrukce a dopr. stav. Litoměřice, s. r. o.	Litoměřice, Nerudova 2215, PŠČ 412 01	www.nanlitomerice.cz	CZ11200800044	15.12.2008	13.7.1998	T	1	0	1	7/0		1 848
NOR, a.s.	Trutnov, Horní předměstí, Lipová 509, PŠČ 541 01	www.nor.cz	CZ1120070002	26.3.2007	19.9.2003	T	3	3	0	2/3		0
OHL ŽS, a. s.	Brno - střed, Burešova 938/17, PŠČ 66002	www.ohlzs.cz	CZ11200800012	21.4.2008	1.12.2004	V	0	0	0/10	7/5		1 289
OKD, Doprava,akciová spol. (vč. pronajatých tratí), přejmenováno na Advanced World Transport a.s.	Ostrava - Moravská Ostrava, Hornopolsní 3314/38, PŠČ 702 62	www.awtgroup.eu	CZ11200800002	16.1.2008	1.5.1995	VN	157	0	0/2594	140/224	120 440	1 266 553
OLOMOUCKÁ DOPRAVNÍ s.r.o.	Olomouc, Neředín, gen.Ptky 491/2, PŠČ 77900	www.olomouckadopravni.c z	CZ1120070005	8.8.2007	20.1.2007	N	2	0	0/18	2/2		13 000
Ostravská dopravní společnost, a.s.	Ostrava, Přívoz, U Tiskárny 616/9, PŠČ 70200	www.odos.cz	CZ11200800016	7.5.2008	10.8.2004	VT	25	0	0/0	23/0		169 000
PKP Cargo	Warszawa, Grójcecka 17, PŠČ 02-021	www.pkp-cargo.pl	CZ1220100002	18.1.2010	18.1.2010	V	14	0	0	35/0		180 000
Puš s.r.o.	Dvůr Králové, Bezručova 1665, PŠČ 54402	www.pussro.net	CZ11200800039	2.10.2008	10.6.1995	VNO	1	0	5/0	1/1	1 171	240
Prvá slovenská železničná a.s.	Bratislava, Růžová dolina 10, PŠČ 821 09	www.psz.vdt	CZ12200800019	28.12.2008	19.4.2004	V	4	0	0/225	3/0		0
RAILTRANSPORT s r. o.	Praha 10, Podlešská 926, PŠČ 104 00	www.railtrans.info	CZ11200800038	1.10.2008	10.1.2004	NTVO	4	0	2/0	13/0	50 000	50 000
RAPID Express, a.s. (do 17.9.2010 pod názvem Aretusa, a.s.)	Praha 3, Seifertova 823/9, PŠČ 130 00		CZ1120110002	4.4.2011	23.2.2010	VO	6	0	0/0	0/0		
RegioJet, a.s.	Brno, Náměstí Svobody 86/17, PŠČ 602 00	www.regiojet.cz	CZ1120100008	16.4.2010	1.11.2009	O	2	0	0/0	0/0		

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			Number	Date								
RM LINES, a. s.	Litoměřice, Kofenského 1474/3, PŠČ 41201	www.rmlines.cz	CZ11200800020	3.6.2008	25.8.2005	V	2	0	0/0	0		22 000
RUTR, spol. s r. o.	Praha 4, Chodovská 7, PŠČ 14100	www.rutr.cz	CZ11200800025	17.6.2008	1.1.2001	T	0	0	0/0	0		
SANRE, spol. s r. o.	Bohumín, Nový Bohumín, Lidická č.p. 219, PŠČ 73581	www.sanre.cz	CZ11200900005	24.3.2009	15.8.1996	T	1	1	0/0	3/0		54
SART - stavby a rekonstrukce, a. s.	Šumperk, Uničovská čp. 2944/1 B, PŠČ 78701	www.sart.cz	CZ11200800009	8.4.2008	15.4.2005	T	1	0	0/0	2/0		1 000
SD - Kolejová doprava, a. s.	Kadaň, Tušimice 7, PŠČ 43201	www.sd-kd.cz	CZ1120070001	1.10.2007	1.9.2006	N	26	0	0/180	14/12		4 777
SEŽEV-REKO, a.s.	Brno, Maloměřice, Jarní 898/50, PŠČ 61400	www.sezev-reko.cz	CZ11200800026	17.6.2008	5.5.1997	T	8	0	0/6	8/0		20 240
SGJW Hradec Králové, spol. s r. o.	Hradec Králové, Na Dúchodě čp. 1674, PŠČ 50002	www.sgiw.cz	CZ11200800023	12.6.2008	1.11.1995	T	1	0	0/3	2/6		9 000
Skanska a.s.	Praha 4, Libalova 2348/1, PŠČ 149 00	www.skanska.cz	CZ11200800021	3.6.2008	1.9.2002	TV	10	0	0/34	11		50 000
Slezské zemské dráhy o.p.s.	Bohušov č.p.15, PŠČ 793 99		CZ11200800027	19.6.2008	15.6.2006	VOTL	*	*	*	*	1 000	5 000
SLEZSKOMORAVSKÁ DRÁHA a. s.	Ostrava, Slezská Ostrava, Michálkoviccká ul.č.86/1942, PŠČ 710 00	<a href="http://www.slezskomoravskadrah
a.cz">www.slezskomoravskadrah a.cz	CZ11200800032	7.7.2008	20.3.1998	TV	9	0	0	20/20		4 000
Slovenská železničná dopravná spoločnosť, a.s.	Na Štepnici 1379/1, Zvolen		CZ12200800032	16.7.2009			8	0	0	31		1 000
Sokolovská uhelná, právní nástupce, a.s.	Sokolov, Staré náměstí 69, PŠČ 35601	www.suas.cz	CZ11200700007	21.11.2007	15.6.1996	V	12	0	0/116	14/30		42 334
Správa železniční dopravní cesty, s. o.	Dlážděná 1003/7, Praha 1, PŠČ 110 00	www.szdc.cz	CZ11200800028	30.6.2008	1.7.2008	OT	1	0	0/259	1/356	0	2 400 000
Stavební firma CARDA- MULLER s. r. o.	Olomouc, Chválkovice, Chválkoviccká 332/17, PŠČ 773 00	www.carda-muller.cz	CZ11200900001	3.2.2009	1.5.2001	T	1	0	0	1/0		467

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			Number	Date								
STAVEBNÍ OBNOVA ŽELEZNIC a. s.	Olomouc, Libušina 103, PSČ 77200	www.soz.cz	CZ1120080003	23.1.2008	1.3.1999	T	0	0	0/0	0/4		1 749
TCHAS ŽD s.r.o.	Ostrava, Poruba, Francouzská 6167, PSČ 70800		CZ1120090007	15.4.2009	1.12.2008	T	1	0	0	4/0		3 103
TOMI - REMONT a. s.	Prostějov, Přemyslovka č.p. 2514/4, PSČ 79601	www.tomi-remont.cz	CZ1120080017	14.5.2008	2.10.1995	T	9	0	0/17	18/24		21 000
TORAMOS, s. r. o.	Český Těšín, ul. Tovární 1001/129, PSČ 73701	www.toramos.cz	CZ1120080046	17.12.2008	1.4.1996	T	2	0	0/0	4/0		521
Trakce, a. s.	Ostrava- Moravská Ostrava a Přívoz, Hlávková č. 428/3, PSČ 70200	www.trakce.cz	CZ1120090002	20.2.2009	20.8.2002	T	3/1	0	0/16	2/3		3 057
TRAMO RAIL, a. s.	Olomouc, Železniční 547/4, PSČ 77200	www.tramo-rail.cz	CZ1120070031	7.7.2008	31.3.2000	T	4	4	0/0	2/5		0
Traťová strojní společnost, a.s.	Hradec Králové, Jičínská 1605, PSČ 50101	www.tssas.cz	CZ1120080011	21.4.2008	1.2.2005	TV	33	0	0/868	21/21		400 000
UNIPETROL DOPRAVA, a.s.	Litvínov - Růžodol č.p. 4, 436 70 Litvínov	www.unipetroldoprava.cz	CZ1120070010	11.12.2007	1.1.1996	V	38	0	0/0	22/2		810 115
Veolia Transport Morava, a. s.	Ostrava, Moravská Ostrava, Vítkovická 3133/5, PSČ 70200	www.connexmorava.wgz.cz	CZ1120080036	10.9.2008	11.12.2005	OV	3	1	2/0	9/9	0	0
VIAMONT a.s. (včetně pronajatých tratí)	Ústí nad Labem, Revoluční 1930/86, PSČ 400 32	www.viamont.cz	CZ120080005	6.2.2008	2.10.1995	OT	0	9	0/5	45/0	900 000	0
Viamont DSP, a. s.	Ústí nad Labem, Železničářská čp.1385, PSČ 400 03	www.viamont.cz/dsp	CZ1120080010	10.4.2008	10.11.2001	VT	9	0	0/83	33/8		62 878
VIAMONT Regio a.s.	Ústí nad Labem, Revoluční 1930/86, PSČ 400 32		CZ1120100003	5.2.2010	1.3.2010	O	5	0/23	5/0	27/24		

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			Number	Date								
VÍTKOVICE Doprava, a. s.	Ostrava, Moravská Ostrava, ulice 1. máje 3302/102 A, PSČ 70300	www.doprava.vitkovice.cz	CZ1120080034	3.9.2008	10.6.2004	V	3	0	0/59	5/4		7 060
Vogtlandbahn-GmbH	Hrádek nad Nisou, Oldřichovská 696, PSČ 463 34	www.vogtlandbahn.de	CZ1220100012	28.6.2010	11.12.2010	OL	0	0/8	0/0	14/13	36 256	
ZABABA, s. r. o.	Praha 5, Pod Lipkami 1407/16, PSČ 15000	www.zababa.cz	CZ1120090009	20.4.2009	10.7.2004	VONTL	1	0	0/0	4/2	0	137

Railway undertaking operating on a regional rail system whose infrastructure manager is not SŽDC (but JHMD or SART)

Name	Address	Website/Network	Safety Certificate A - B 2004/49/ES		Start date commercial activity	Traffic Type	Number of Locomotives	Number of Railcars/Multi ple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport (train km)	Volume of freight transport (train km)
			(číslo)	(datum vydání)								
Jindřichohradecké místní dráhy, a. s.	Nádražní 203/II, Jindřichův Hradec, 377 01	www.ihmd.cz	CZ1120070008	22.11.2007	1.7.1997	NLT	15	1	36/31	15/13	359 821	75 700
Veolia Transport Morava, a. s.	Ostrava, Moravská Ostrava, Vítkovická 3133/5, PSČ 70200	www.morava.veolia-transport.cz	CZ1120080036	10.9.2008	11.12.2005	OV	3	1	2	9/9	246 000	

Note:

1. All railway undertakings that received Safety Certificates Part A in the Czech Republic obtained also Part B.
2. No certificate issued according to 2001/14/EC is valid in the Czech Republic since 2009.

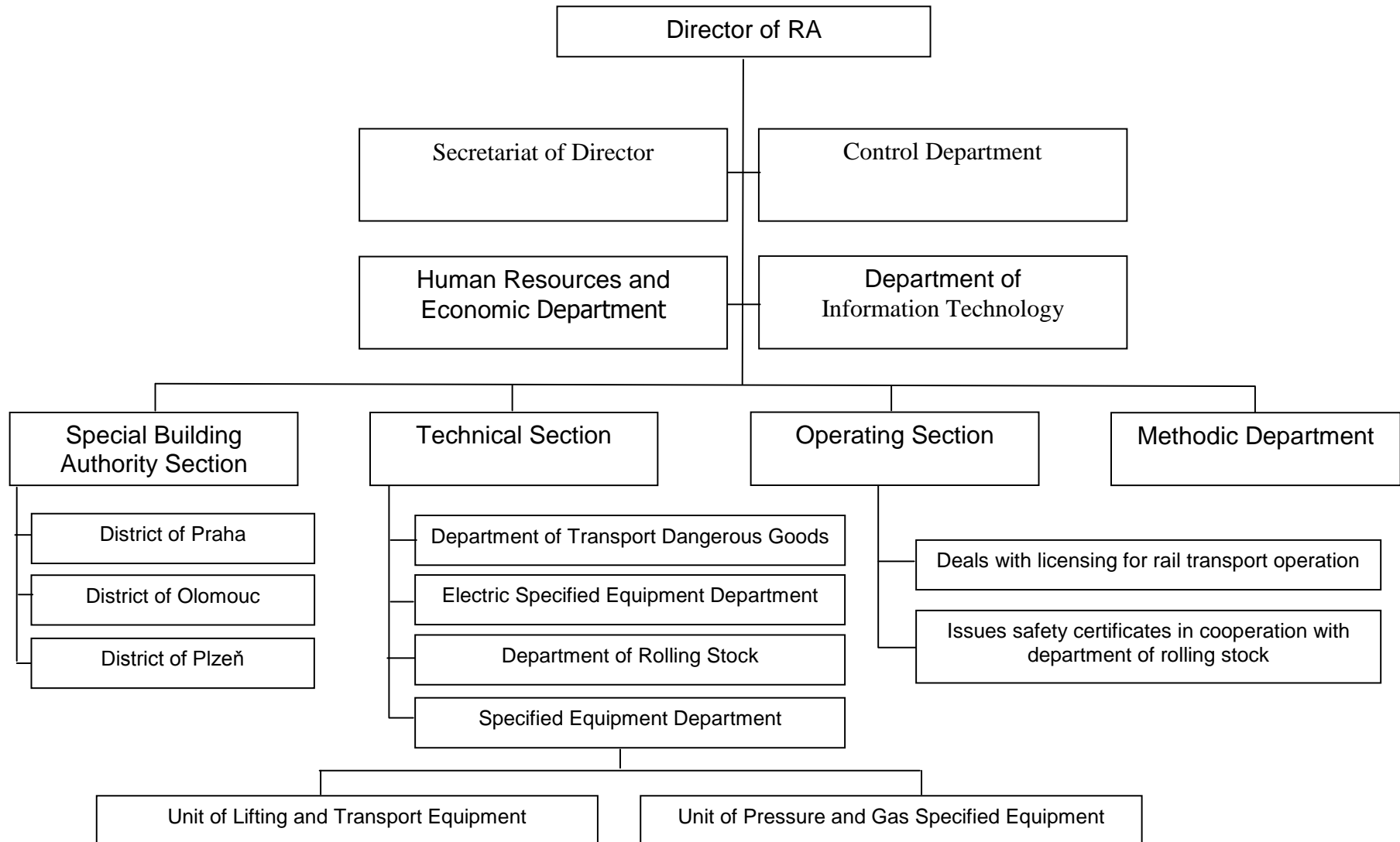
Traffic Type:

O – passenger transport
V – freight transport
Z – transport of animals
T – transport track machinery

L – transport vehicles (locomotives) in connection with their
repair and test
N – nostalgic driving

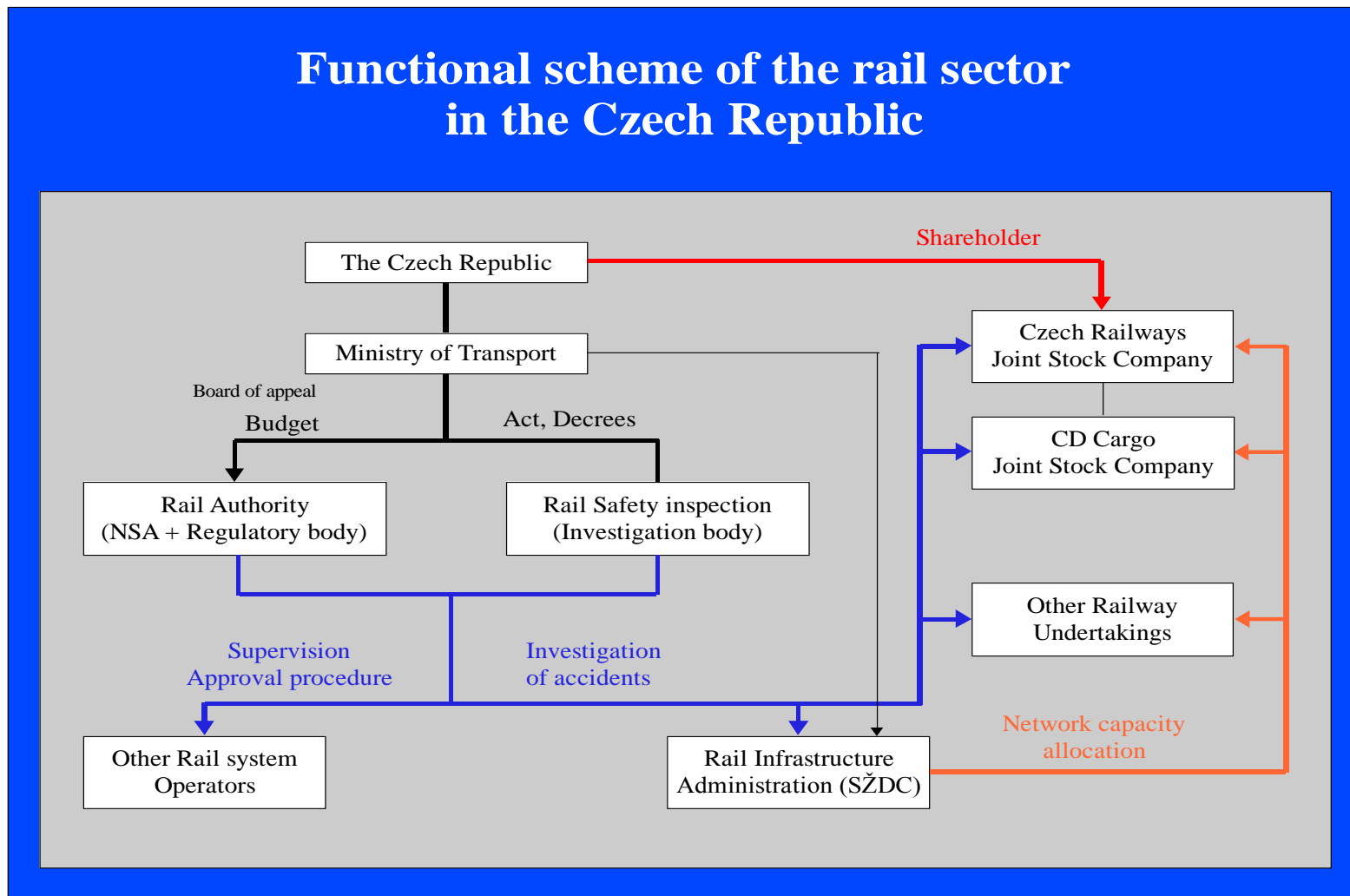
Annex B. Organization chart(s) of the National Safety Authority
B.1 Chart: Internal organization

Organizational structure RA



Annex B. Organizational chart(s) of the National Safety Authority

B.2 Chart: Relationship with other Nation Bodies



Annex C. CSIs data – Definitions applied

C.1 CSI data

Survey of incidents is saved in an separate file as required by the Regulation (EC) No 91/2003 of the European Parliament and of the Council.

C.2 Definitions used in the Annual report

C.2.1. Definitions from Regulation (EC) No 91/2003 of the European Parliament and of the Council:

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

“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; As accidents are unwanted and unintended, they cannot result from vandalism, suicide and terrorist attacks.

“Extensive damage” to vehicles, tracks, other installations or environment means damage that can immediately be assessed by the investigating body to cost at least EUR 150,000 in total.

“Extensive interruption of rail traffic” means traffic interruption on the railway line for more than 6 hours.

“Injuries (Serious injured person)” means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person. Accidents in workshops, warehouses and depots are excluded.

“Collisions of trains, including collisions with obstacles within the clearance gauge” means any head-on or rear collision of two trains or sideswipe collision of the train with part of other train that interferes in the clearance gauge, or collision of the train with:

- a) shunting vehicles;
- b) fixed obstacles such as buffer-blocks;
- c) objects temporarily placed on or near rails (except for objects on the level crossing that were lost by passing cars or other road users) such as rocks, landslides, trees, lost parts of rail vehicles, vehicles and machines or equipment used to maintain the tracks.

“Train derailment” means any event when at least one wheel of the train leaves the track.

“Level crossing accident” means any accident on the level crossing involving at least one rail vehicle and one or more crossing vehicles, other level crossing users such as pedestrians or other objects temporarily present on or near the track that were lost by crossing vehicles or other level crossing users.

“Accidents to persons caused by rolling stock in motion” are accidents involving one or more persons who were either knocked down by a rail vehicle or an object loaded on the vehicle or having fallen from the vehicle. Number of persons who fell out of rail vehicles includes also persons who fell, or were hit by a lost object that was transported by the vehicle.

“Rolling stock fire” means any fire and explosion in rolling stock (including the cargo) when being transported between loading station and unloading station (including intermediate

stations and marshalling works) – corresponds to damage assessed to cost at least EUR 150,000 in total.

“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;

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

“Person injured” means any person injured whose injury required medical treatment.

“Person seriously injured” means any person injured who was hospitalized for more than 24 hours as a result of an accident;

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

“Employee” (contractual employees and contractual natural persons included) means any person employed by rail transport operator who is in work at the moment of the accident. Included are train crews and staff handling rolling stock and transport infrastructure installations.

“Level crossing user” means any person who uses a level crossing to cross a railway track by any means of transport or by walking.

“Person moving along the railway track without permission (unauthorized person)” means any person moving along the railway track without permission, except for level crossing users.

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

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

C.2.2. National definitions

Total number of other incidents – precursors divided to the following groups

“Broken rail” means disruption of rail integrity that makes it impossible for a rail vehicle to cross the damaged place.

“Track buckles” is a horizontal or vertical change of the rail position due to excessive transversal and longitudinal resistance and buckling resistance of the rail that makes it impossible for a rail vehicle to cross the damaged place.

“Wrong-side signalling failures” occurs when a signalling device is not in a condition to ensure safe rail transport or to avert danger to rail transport due to a defect of any of its components.

“Unauthorized running through a prohibitive aspect” means that a rail vehicle jumps a prohibitive signal aspect.

“Broken wheel or axle of rail vehicle” means a disruption of integrity of wheel (axle) by internal and external causes (material or manufacturing defects etc.) due to which the rail vehicle must be put out of service.

Annex D. Important changes to legislation and regulations

Legislation	Legal reference	Date legislation comes into force	Reason for introduction	Description
			Additionally specify new law or amendment of existing law)	
General national railway safety legislation				
Regulation on the system of rail operation safety and rail transport safety, and on procedures in the event of the rise of incidents in rail systems.	Regulation No. 248/2010 Coll. amending the Regulation No. 376/2006 Coll.	This Regulation came into force on the day of its publication, i.e. on 30 August 2010.	Amendment of the existing Regulation, transposition of the Commission Directive 2009/149/EC of 27 November 2009 amending the Directive 2004/49/EC in terms of common methods for calculation of accident costs.	The Regulation amendment concerns particularly Annex 4 “Content of registration review on incidents for the year...” that is part of the Rail Authority’s Annual Report (Article 6 of the Regulation). This Annex was extended to include indicators of accidents during transport of dangerous goods.
The Order on technical requirements for operational and technical interoperability of the trans-European rail system as amended by Government Order No. 371/2007 Coll.	Government Order No. 289/2010 Coll. amending the Government Order No. 133/2005 Coll.	The Government Order came into force on 1 November 2010	Amendment of the existing Government Order, transposition of the Directive 2008/57/EC of the European Parliament and of the Council, on the interoperability of the rail system within the Community.	This Order processes relevant EU regulations, follows up to directly applicable EU regulations and amends: <ul style="list-style-type: none"> a) technical requirements for components and subsystems of the European railway system; b) conditions of authorization of legal entity to assess compliance and appropriateness of specified products as per paragraphs 11, 11(a) and 12(4) of the Act.

ANNEX E: The development of safety certification and authorization – Numerical Data

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2010	bring licensed in Czech Republic	0
	in another Member State	0

E.2. Safety Certificates according to Directive 2004/49/EC

		New	Updated/amended	Renewed
E.2.1 Number of valid Safety Certificates Part A held by Railway Undertakings in the year 2010	Being registered in the Czech Republic	71	19	0
	Being registered in another Member State	0	0	0

Note: 71 new certificates part A should be understood as 66 valid certificates issued in previous years + 5 new certificates issued in 2010; 19 issued amendments of certificates part A should be understood as 11 valid amendments issued in previous years + 8 amendments issued in 2010.

		New	Updated/amended	Renewed
E.2.2 Number of valid Safety Certificates Part B held by Railway Undertakings in the year 2010	Being registered in the Czech Republic	71	19	0
	Being registered in another Member State	6	0	0

Note: 71 new certificates part B should be understood as 66 valid certificates issued in previous years + 5 new certificates issued in 2010; 19 issued amendments of certificates part B should be understood as 11 valid amendments issued in previous years + 8 amendments issued in 2010. 6 new certificates part B should be understood as 3 new certificates issued in 2010 for foreign railway undertakings + 3 valid certificate issued in previous years.

			A	R	P
E.2.3 Number of applications for Safety Certificates Part A submitted by Railway Undertakings in year 2010.	being registered in the Czech Republic	new certificates	5	2	0
		updated/amended certificates	8	0	0
		renewed certificates	0	0	0
	being registered in another Member State	new certificates	0	0	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.3 Number of applications for Safety Certificates Part B submitted by Railway Undertakings in year 2010.	being registered in the Czech Republic	new certificates	5	2	0
		updated/amended certificates	8	2	1
		renewed certificates	0	0	0
	being registered in another Member State	new certificates	4	1	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

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

E.2.5. State, whose railway undertakings applied for Certificate Part B in the Czech Republic, while their Certificate Part A was issued in other state.

1. Slovak Republic - 2 railway undertakings,
2. Poland – 1 railway undertaking.
4. Germany – 1 railway undertaking

E.3. Safety Authorizations according to Directive 2004/49/EC

	New	Update/amended	Renewed
E.3.1 Number of valid Safety Authorizations held by Infrastructure Managers in the year 2010 being registered in the Czech Republic	6	2	0

Note: 6 new safety authorizations should be understood as 6 valid authorization issued in previous years; no new safety authorization was issued in 2010; 2 amendments of safety authorization should be understood as 1 valid amendment issued in 2009 + 1 amendment issued in 2010.

		A	R	P
E.3.2 Number of applications for Safety Authorizations submitted by Infrastructure Managers in year 2010 being registered in the Czech Republic	New authorizations	0	1	0
	Update/amended authorizations	1	0	0
	Renewed authorizations	0	0	0

A = Accepted application, authorization is already issued
 R = Rejected applications, no authorization was issued
 P = Case is still pending, no authorization was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New (days)	Update / amended (days)	Renewed (days)
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 2010 for Railway Undertakings	Being registered in the Czech Republic	292 (38)	174 (22)	-
	Being registered in another Member State	-	-	-

E.5. Procedural aspects – Safety Certificates part B

		New (days)	Update / amended (days)	Renewed (days)
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2010 for Railway Undertakings	Being registered in the Czech Republic	292 (38)	174 (22)	-
	Being registered in another Member State	45 (37)	-	-

E.6. Procedural aspects – Safety Authorizations

		New (days)	Update / amended (days)	Renewed (days)
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorization in year 2010 for Infrastructure Managers	being registered in the Czech Republic	-	23 (23)	-

Note: in the parenthesis is mentioned the mean time without time for discontinuing an action of the administrative procedure.