



**TEHNILISE JÄRELEVALVE AMET**  
ESTONIAN TECHNICAL SURVEILLANCE AUTHORITY



## **ANNUAL REPORT OF THE ESTONIAN TECHNICAL SURVEILLANCE AUTHORITY FOR 2010**

## **A.1 Content of Report**

This Annual Report provides an overview of developments in the Estonian railway sector in 2010. It describes the implementation of the Railway Safety Directive, the process for granting the safety certificate, major trends in railway safety and national surveillance activities. The structure of the National Safety Authority (NSA) and its relation to the railway sector are also presented in this report.

All numerical tables included in this report are presented bilingually.

In 2010, railway infrastructure managers continued to invest in the improvement of the level of railway infrastructure safety – upgrades of automatic level-crossing signalling systems, improved visibility conditions at level crossings, the reconstruction of platforms to a height of 550mm. Such reconstruction ensures, inter alia, safer access to platforms and more convenient crossing of tracks. The new platforms are also essential for the deployment of a new passenger rolling stock in the Estonian rail network.

The priorities of the Technical Surveillance Authority (TSA) in exercising supervisory control over railway safety have changed somewhat – TSA improved cooperation with both railway undertakings and local authorities (thereby achieving better coverage of messages conveyed within safety campaigns), and it refined the objectives and implementation of preventive measures in the field of railway safety. In the second half of 2010, TSA increased its efforts to create the new safety website “ohutus.ee”. Moreover, all structural units of the Railway Division of TSA analysed the existing information more consistently in order to maximise the preciseness of work programmes and the efficiency of the use of the existing resources.

## **A.2 Summary**

**This Annual Report provides an overview of developments in the Estonian railway sector in 2010. The report describes the implementation of the Railway Safety Directive, the process for granting the safety certificate, statistics and surveillance activities. The structure and position of the Estonian Technical Surveillance Authority (National Safety Authority – NSA) among the institutions of the railway sector is also presented in this report.**

**All numerical tables (ANNEX) included in the report are presented bilingually.**

**The number of accidents marginally increased in comparison to 2009, while the number of deaths remained below 10. In 2010, railway infrastructure managers continued to invest in the improvement of safety at level crossings (automatic upgrades, improved visibility). The project to reconstruct the existing passenger platforms to a height of 550mm was also continued. The project aims at providing safer access to platforms and more convenient railway crossing conditions for pedestrians.**

**The Railway Division of the Technical Surveillance Authority (TSA) has improved cooperation with railway undertakings and local authorities year on year, with 2010 being no exception. New prevention objectives were established (including concentrated efforts to open the safety website “ohutus.ee”).**

**TSA acted as the implementing agency for the purpose of acquiring new passenger trains (EMUs and DMUs) for the Estonian railway network.**

## **B. Introduction**

### B.1 General

This Annual Safety Report for 2010 is the fifth to be prepared by TSA (previous reports were submitted for years 2006 to 2009). This report provides an overview of the implementation of the Railway Safety Directive, developments in the field of railway safety and progress to date.

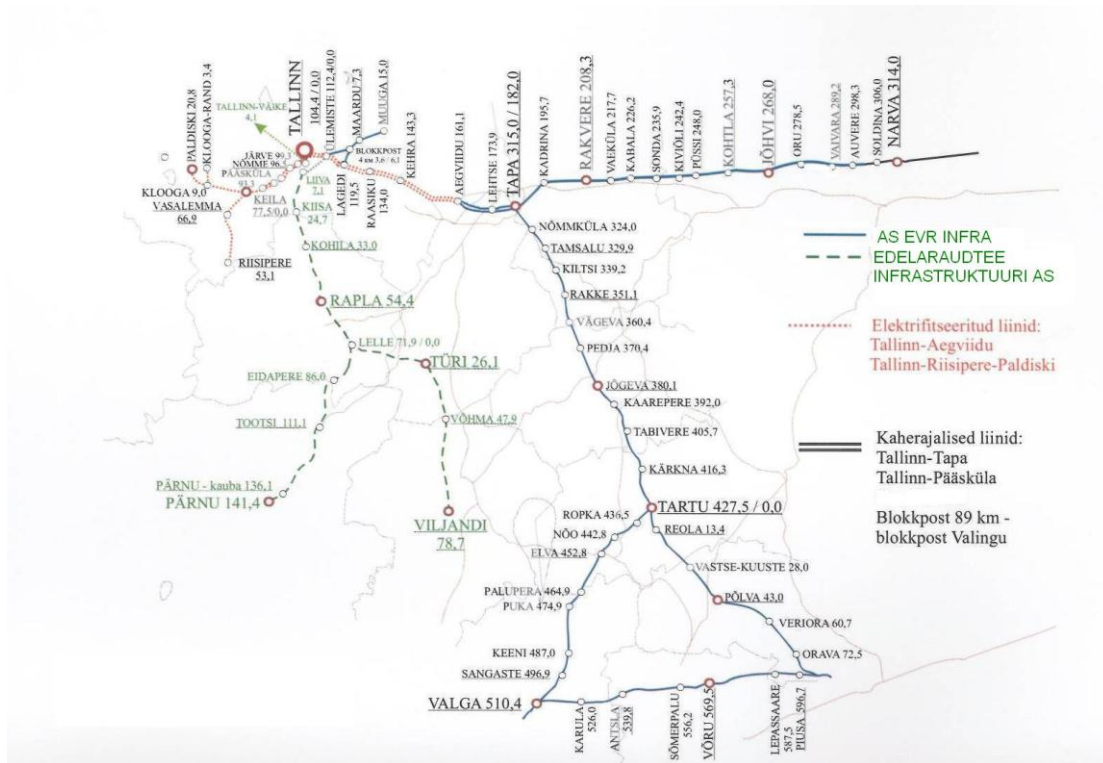
The report details only some factors that describe the development of railway safety in Estonia, based on analysis of the main safety performance indicators (level crossing accidents, collisions). The reason for this is that systematic assessment of these trends only began in recent years; there is no comprehensive overview of the safety performance indicators for previous periods and the indicators were not entirely harmonised with the definitions applicable within the EU.

For this reason, a process began in 2010 to make the definition of national incidents more specific in order to collect more detailed information on the safety level of the railway network and on safety management by undertakings. Besides more specific analysis of trends in safety performance indicators, this will allow us to collect more accurate information in conformity with the common definition of safety performance indicators. The experience of the Technical Surveillance Authority suggests that the collection of relevant source data and the accuracy of such data have been fully ensured since at least 2004 and, in this regard, the sector is able to cooperate.

### B.2 Estonian railway sector

Railway infrastructure (public railway)

## **ANNEX A.1**



The total length of railway lines in Estonia in 2010 was 2 167km, of which 1 540 km were declared public in accordance with Estonian legislation. Public railways are managed by **AS EVR Infra** and **Edelaraudtee Infrastruktuuri AS**.

AS Eesti Raudtee (state company) is a parent undertaking that owns and manages 1 317 km of railway lines (including double-track railways and electric railways) through its subsidiary undertaking AS EVR Infra.

**Edelaraudtee Infrastruktuuri AS** is a subsidiary of Edelaraudtee AS and a private undertaking that owns 223 km of railway lines.

Edelaraudtee AS and AS Eesti Raudtee are vertically integrated railway undertakings that, through their subsidiaries, manage the railway infrastructure and provide railway transport services.

## ANNEX A.2.1

Public Railway Infrastructure Managers	
1. AS EVR Infra	TEN-T (except Valga-Orava, Keila-Riisipere and Klooga-Klooga-Ranna routes)
2. Edelaraudtee Infrastruktuuri AS	Not TEN-T

## ANNEX A.2.2

<b>Railway Undertakings (freight)</b>	
<b>1. AS E.R.S</b>	<b>Established in January 2008</b>
<b>2. AS EVR Cargo</b>	<b>Established in January 2009</b>
<b>3. Edelaraudtee AS</b>	<b>Marginal cargo transport using the infrastructure of Edelaraudtee</b>
<b>Railway Undertakings (passenger)</b>	
<b>1. Edelaraudtee AS</b>	<b>Domestic rail passenger transport by DMU-s</b>
<b>2. AS GoRail</b>	<b>International rail passenger transport on the Tallinn-Moscow-Tallinn route</b>
<b>3. Elektriraudtee AS</b>	<b>Electric rail passenger transport in Tallinn and Harju County</b>

### B.3 Conclusion – analysis of general trends (development of railway safety, certification)

In the reference period, railway safety was definitely affected by a railway accident that happened in the early hours of 23 December 2010 when the driver of an empty passenger train consciously ignored railway traffic rules and regulations leading to a head-on collision with a freight train on the section between two northern Estonian towns – Aegviidu and Kehra. After the accident and in response to one railway undertaking's proposition to change over to the one-man operation of trains, further assessment of the risks related to such an operation and of possible safety measures was carried out in 2010. Furthermore, the overall safety level of the railway network was analysed based on the main safety performance indicators.

According to the analysis of safety performance indicators, only one negative trend was identified for 2010:

- The number of level crossing collisions increased compared to the previous three years. However, such a trend is strictly seasonal and caused mainly by inadequate performance by other agencies of their obligations, in particular those related to winter road maintenance.

The following were the positive trends:

- The number of pedestrians hit by rolling stock in motion did not increase. The majority of these incidents happen as a result of an intentional act. This is confirmed by the fact that most victims are hit by a train when they are trespassing on railway tracks, e.g. crossing the tracks at a location where there is no designated pedestrian crossing or an established unofficial pedestrian crossing. The aim of modernising the pedestrian infrastructure (railway platforms, pedestrian crossings) and assessing solutions by the Technical Surveillance Authority is to ensure safer accessibility, improve safety signalling and to create more optimal and clear routes for walking in the vicinity of railway tracks;
- The number of incidents has decreased with regard to some indicators, such as derailments, broken rails, ignoring stop warnings. This may be explained by the fact that undertakings' supervision over their own activities has become more transparent and systematic.

The measures that were identified in the course of the analysis of safety indicators and that, in the long term, will have implications for the safety level of the railway network include, e.g., fitting the on-board devices of new rolling stock with extra safety functions that prevent the drivers of the rolling stock from turning off devices, as well as more effective monitoring of the geometry and comprehensiveness of tracks and continuous monitoring of automatic level crossings (for fast detection of faults).

It should be noted that the amended safety surveillance methodology used by the Technical Surveillance Authority imposed a clearer obligation on undertakings to further assess and analyse their internal safety behaviour and to improve internal audit procedures (regularity and scope of audits). The fact that railway undertakings are more active in providing information and training on safety is confirmed by the increased number of training sessions, information days and joint emergency drills (training for freight transport undertakings and assessment of their performance, training for rescuers and police officers initiated by a railway undertaking, practical emergency drills to ensure interoperability).

Furthermore, an amendment to the Railways Act (that entered into force on 1 January 2010) introduced a requirement for non-public railway infrastructure managers to apply for a safety certificate (Part B) to manage rail traffic on privately owned railway infrastructure. In essence, this means a greater degree of certainty for the Technical Surveillance Authority and carriers operating in the railway network. In that regard, it should be noted that the assessed and analysed results will only be available for future periods.

## **C. Organisation**

### **C.1 Estonian Technical Surveillance Authority**

The Estonian Technical Surveillance Authority is a governmental authority under the Ministry of Economic Affairs and Communications. TSA, established on

1 January 2008, is divided into three divisions: Electronic Communication Division, Industrial Safety Division and Railway Division.

The Railway Division of the Estonian Technical Surveillance Authority is responsible for activities provided in national legislation (the Railways Act and the legislation adopted pursuant to it) and for monitoring, as the National Safety Authority, the compliance of railway undertakings with EU legislation on interoperability and safety; the Technical Surveillance Authority participates in practical implementation of the relevant legislation. Since 1 January 2008, it is mandatory for Estonian railway undertakings to hold a safety certificate for their railway safety management systems, and since 2009 it is mandatory to define safety indicators.

According to the Railways Act, the Railway Division of the Estonian Technical Surveillance Authority is responsible for the following: granting safety certificates and making decisions on the extension thereof; monitoring the compliance of rolling stocks, railway infrastructure and railway traffic management with requirements; coordinating detailed plans or design criteria for railway facilities and exercising state supervision over the performance of construction works on railways; granting building permits and permits for operation of construction works; allocating the capacity of the railway infrastructure; ensuring that obligations for the technical surveillance of railways in the Republic of Estonia arising from international agreements are met and, where necessary, representing the Republic of Estonia in international railway organisations and performing other functions required by law.

In view of the foregoing, the Estonian Technical Surveillance Authority is responsible for ensuring the secure and safe development of the Estonian railway network through continuous surveillance in accordance with national legislation and European law. Furthermore, the Technical Surveillance Authority together with the Ministry of Economic Affairs and Communications is responsible for harmonising and updating the legal basis of the Estonian railway sector.

In 2010, the Railway Division consisted of the Railway Infrastructure and Railway Transport Departments and employed a total of 12 people, 10 of whom were engaged in exercising state supervision over railway safety. Two people were responsible for development projects in the railway sector, including the allocation of EU structural assistance and the establishment of charges for the use of railway infrastructure.

## Organisation chart of NSA

### ANNEX B.1

Director General								
	Electronic Communications Division			Railway Division		Industrial Safety Division		
General Department	Apparatus Department	Radio Frequency Management Department	Communication Services Department	Railway Infrastructure Department	Railway Transport Department	Construction and Electricity Department	Chemical and Mining Department	Technical Department

### C.2 Division of responsibilities between organisations

The Ministry of Economic Affairs and Communications has a Road and Railways Department responsible for preparing development plans and forecasts for the road network, freight and passenger transport, railway infrastructure, railway transport logistics as well as railway passenger and freight transport, and for exercising supervision over these fields. Furthermore, the department is responsible for preparing national development plans in the fields related to motor vehicles, rolling stock, road and railway traffic and traffic and environmental safety, as well as for implementing these development plans.

The department also prepares draft legislation to regulate the field. As a National Investigation Body (NIB), the ministry also investigates railway accidents and prepares risk analyses in the field of transport.

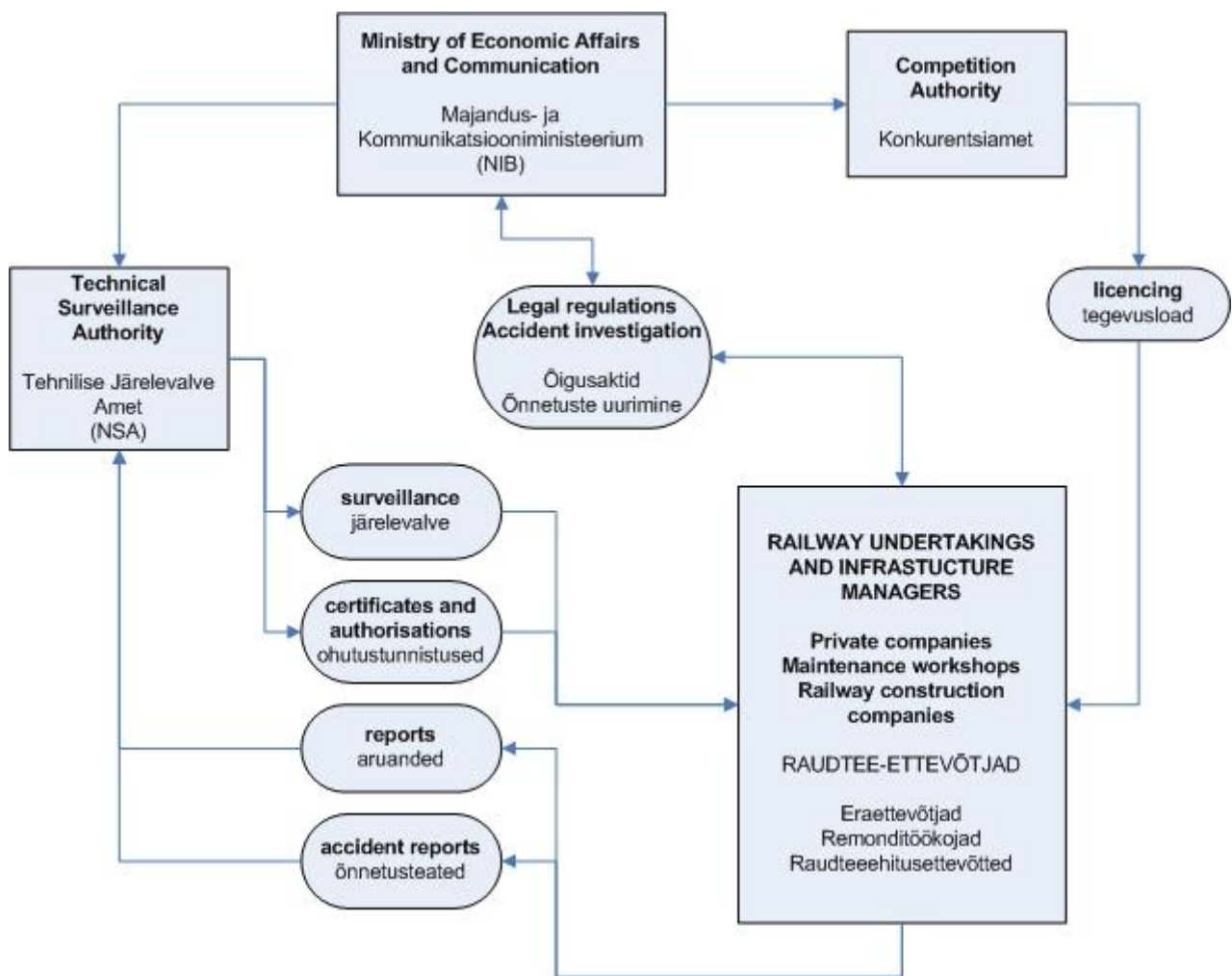
The Estonian Technical Surveillance Authority, as a National Safety Authority (NSA), exercises state supervision to the extent of the functions provided for by law and exercises the enforcement powers of the state on the basis of and to the extent provided for by law. Furthermore, the Railway Division grants railway structure building permits and permits for the operation of construction works as well as safety certificates to railway undertakings.

Estonian railway undertakings are required to ensure the compliance of their activities with the requirements provided for by law regarding the management of the railway infrastructure, provision of freight and passenger transport services, repairs of rolling stock and construction of railway facilities.



## Organisation chart

### ANNEX B.2



## D. Development of railway safety

### D.1 Initiative for maintaining and increasing railway safety

Activities undertaken in 2010 to maintain and increase railway safety were prompted by both general safety indicators and the railway accident of 23 December 2010.

In regard to general safety indicators, the number of people hit by rolling stock in motion remained more or less the same in 2010. On the positive side, the number of accidents has not increased in locations where such incidents tended to happen most frequently in the past (particularly no-go areas for pedestrians). The on-going reconstruction of railway platforms and the more accurate designation of traffic routes in the vicinity of and across railway tracks are expected to further improve safety in this area. In 2010, the Technical Surveillance Authority granted a permit for the use of 40 railway platforms that had been reconstructed to a height of 550mm, i.e. nearly 25% of all railway platforms in Estonia. The reconstruction of the remainder of the railway platforms in the public railway infrastructure should be completed by 2012.

Railway safety improved and the number of accidents did not increase significantly because several dangerous level crossings were equipped with additional safety devices and many already had such devices in place. Despite the efforts of the Technical Surveillance Authority and railway undertakings to increase safety at level crossings, analysis of the above mentioned accidents (see D.2) indicates that quarterly figures showed a rise in the number of accidents mainly due to heavier snowfalls than usual, difficult weather conditions and drivers being unable to control their vehicles. In that regard, it should be mentioned that difficult weather and road conditions in 2010 gave different parties the incentive to define more precisely their responsibilities in the winter maintenance of level crossings and pedestrian crossings.

It should also be noted that under the Estonian Emergency Act, the Technical Surveillance Authority was obliged to prepare two emergency risk assessments by 2011 – each concerning possible emergencies that may happen in relation to passenger and freight trains. In the course of the preparatory work that began in 2010, the existing measures to maintain the level of safety were assessed: circumstances related to railway traffic management, technical state of rolling stock and the monitoring of the quality of infrastructure. When comparing the safety indicators of the last three years, we can say that the number of accidents is marginal and the safety level has been maintained.

The head-on collision of 23 December 2010 gave rise to measures that can be roughly divided into two categories: operative measures implemented by the railway undertaking (more effective work processes, improved description and the assessment of risks related to safety management systems) and strategic measures implemented by the Technical Surveillance Authority (through specifying the legal area) – fitting on-board devices with extra safety functions and implementing additional safety measures at railway stations. The results of both operative and strategic measures can only be assessed in the coming years.

In cooperation with local authorities, the Technical Surveillance Authority continued to pay particular attention to activities in the railway protection zone – regarding both detailed plans and railway construction. It is significant that local authorities became more conscious of the need to take the railway and related issues into account in their planning activity. The effectiveness of this measure can also only be assessed after some time.

## D.2 Detailed analysis of data

Input from the Estonian Technical Surveillance Authority to the table of Common Safety Indicators (CSI) in 2010 has been uploaded to the ERAIL information system (<http://eccairs-era.softeco.it:8080>).

## **ANNEX C – CSI data (attached separately)**

Consolidated data regarding the main safety indicators in comparison with the years 2006 to 2009 is presented below.

<b>Year</b>	<b>Accidents</b>	<b>Fatalities</b>	<b>Injuries</b>
<b>2006</b>	<b>47</b>	<b>16</b>	<b>21</b>
<b>2007</b>	<b>46</b>	<b>13</b>	<b>19</b>
<b>2008</b>	<b>25</b>	<b>9</b>	<b>10</b>
<b>2009</b>	<b>19</b>	<b>10</b>	<b>7</b>
<b>2010</b>	<b>31*</b>	<b>12</b>	<b>14</b>

\*Includes both collisions and incidents in which people were hit by a train. 17 collisions at level crossings, the head-on collision of two trains on 23 December 2010 and 13 incidents in which people were hit by a train.

The number of railway accidents increased in 2010 compared to 2009, although the number of incidents was lower than in the first years of the reference period. Road users ignoring traffic rules and driving at a speed that is unsuitable for the prevailing road and weather conditions is the main cause of railway accidents. The increase in the number of accidents on railway tracks can also be attributed to the winter that was longer and had heavier snowfalls than usual and to the inability of drivers to take into account the road conditions at level crossings. Below, we will describe measures taken to decrease the number of accidents at level crossings and passenger crossings.

In the course of the reconstruction of platforms, traffic routes at train stations and stopping points (e.g. on the section between Tartu and Valga and in the western part of Harju County) were also assessed in order to create safer and more convenient routes.

The work to upgrade level crossings continued in 2010. Some level crossings were equipped with an automatic traffic control system for the first time and at other crossings, the existing devices were upgraded.

The Technical Surveillance Authority in turn strengthened supervision over the functioning of railway undertakings' safety management systems, which had an overall positive effect on the safety levels of undertakings (the number of incidents has decreased). In strengthening cooperation, attention was also paid to providing training to railway undertakings and railway construction and engineering companies on issues related to railway construction (traffic safety during construction, importance of using competent persons, correct documentation, etc.).

### D.3 Summary of safety recommendations

In its 2009 Annual Report on railway traffic accidents, the Ministry of Economic Affairs and Communications as a National Investigation Body (NIB) made two recommendations on improving railway safety to the Technical Surveillance Authority. Both recommendations were accepted and implemented in 2011.

The recommendations made to TSA concerned fitting a new level crossing that is under construction with devices in compliance with contemporary traffic safety requirements and implementing measures to close down level crossings of low road traffic intensity (by redirecting road users to different level crossings).

In 2010, NIB submitted a total of 14 proposals for improving railway safety to six different addressees. Based on the progress made in processing the proposals, we can say that 85% of the proposals were implemented by 2011.

## E. Main amendments to legislation

The main amendments to legislation are presented in the table below.

### ANNEX D

Legal reference	Date of entry into force	Reason for adoption	Description
Railways Act, Section 9'	1 January 2010		Obligation of private railway infrastructure owners to apply for Safety certificate Part B
Regulation No 50 of the Minister for Economic Affairs and Communications of 12 August 2010 on the procedure for the examination of train drivers	21 August 2010	Railway Act Subsection 45(7)	Requirements for examination of train drivers

In 2010, work commenced to update the technical standards for railway and make amendments to the Railways Act in order to bring it into line with amendments to other legislative provisions.

## F. Development and authorisation of safety certificate

### F.1 National legal space – start of validity – availability

The entire legislative process in Estonia can be viewed at the following addresses: [www.riigiteataja.ee](http://www.riigiteataja.ee) and <http://www.tja.ee/index.php?id=11142>. The latter includes a list of applicable legislation that is regularly updated. All railway undertakings have an opportunity to directly view the legislation to be approved in the railways sector and to participate in the legislative process.

The representatives of larger railway transport undertakings and railway infrastructure undertakings are involved in the final phase of legislative drafting. The process of transposition of the Railway Safety Directive is transparent in Estonia and

all interested undertakings have had an opportunity to view the draft legislation and submit their comments. The Estonian Technical Surveillance Authority organised training for all railway undertakings to facilitate the introduction of the safety management system guidelines and will continue, where necessary, to provide railway undertakings with information and support prior to the entry into force of new legislation.

## F.2 Safety certificates issued (table)

### **Annex E**

<b>No</b>	<b>Name of railway undertaking and certificate number</b>	<b>Commercial registry code</b>	<b>Field of activity (RU, RU-passenger, IM)</b>	<b>Valid until</b>
1.	<b>AS Põlevkivi Raudtee</b> EE1120080001 Part A <sup>1</sup>	10338065	Rail freight-transport services (RU) CHANGED/UPDATED	01/10/2013
	EE1220080018 Part B <sup>2</sup>			09/12/2013
2.	<b>Westgate Transport OÜ</b> EE1120080004 Part A	11056908	Rail freight-transport services (RU)	01/10/2013
	EE1220080024 Part B			09/12/2013
3.	<b>OÜ Dekoil</b> EE1120080006 Part A	10069369	Rail freight-transport services (RU)	01/10/2013
	EE1220080025 Part B			09/12/2013
4.	<b>AS Sillamäe Sadam</b> EE1120080007 Part A	10318973	Rail freight-transport services (RU)	01/10/2013
	EE1220080019 Part B			09/12/2013
5.	<b>Maardu Raudtee AS</b> EE1120080008 Part A	10049295	Rail freight-transport services (RU)	01/10/2013
	EE1220080020 Part B			09/12/2013
6.	<b>AS RAILServis</b> EE1120080009 Part A	10677459	Rail freight-transport services (RU)	01/10/2013
	EE1220080022 Part B			09.12.2013
7.	<b>AS E.R.S.</b> EE1120080010 Part A	10676715	Rail freight-transport services (RU)	01/10/2013
	EE1220080026 Part B			09/12/2013
8.	<b>AS GoRail</b> EE1120080011 Part A	10541949	Rail transport services for passengers (RU-passenger)	01/10/2013
	EE1220080032 Part B			23/12/2013
9.	<b>Elektriraudtee AS</b> EE1120080012 Part A	10520953	Rail transport services for passengers (RU-passenger)	01/10/2013
	EE1220080028 Part B			09/12/2013
10.	<b>Edelaraudtee AS</b> EE1120080013 Part A	10182640	Rail freight-transport services (RU) CHANGED/UPDATED	10/11/2013
	EE1220080021 Part B			23/12/2013

<sup>1</sup> Safety certificate for safety management system

<sup>2</sup> Safety certificate for operations

11.	<b>Edelaraudtee AS</b> EE1120080014 Part A	10182640	Rail transport services for passengers (RU-passenger) CHANGED/UPDATED	10/11/2013
	EE1220080027 Part B			23/12/2013
12.	<b>Edelaraudtee Infrastruktuuri AS</b> EE1120080015 Part A	10786958	Railway infrastructure management (IM)	10/11/2013
	EE1220080031 Part B			23/12/2013
13.	<b>OÜ Eurodek Synergy</b> EE1120080016 Part A	11301354	Rail freight-transport services (RU)	09/12/2013
	EE1220080033 Part B			23/12/2013
14.	<b>AS Kunda Trans</b> EE1120080029 Part A	10228551	Rail freight-transport services (RU)	23/12/2013
	EE1220080030 Part B			23/12/2013
15.	<b>AS EVR Cargo</b> EE1120090035 Part A	11575850	Rail freight-transport services (RU)	21/01/2014
	EE1220090036 Part B			21/01/2014
16.	<b>AS EVR Infra</b> EE1120090037 Part A	11575838	Railway infrastructure management (IM)	23/01/2014
	EE1220090038 Part B			23/01/2014
17.	<b>Petromaks Stividori AS</b> EE1120090039 Part A	10411916	Rail freight-transport services (RU)	03/02/2014
	EE1220090041 Part B			20/02/2014
18.	<b>AS Paldiski Raudtee</b> EE1120090040 Part A	10892057	Rail freight-transport services (RU) CHANGED/UPDATED	19/02/2014
	EE1220090042 Part B			28/03/2014
19.	<b>Edelaraudtee AS</b> EE1120090043 Part A	10702335	Rail freight-transport services (RU)	05/06/2014
	EE1220090044 Part B			05/06/2014
20.	<b>Edelaraudtee AS</b> EE1120090045 Part A	10702335	Rail transport services for passengers (RU-passenger)	05/06/2014
	EE1220090046 Part B			05/06/2014
21.	<b>AS Alexela Terminal</b> EE1120100001 Part A	10392389	Rail freight-transport services (RU)	02/02/2015
	EE1220100003 Part B			02/02/2015
22.	<b>Eesti Energia Kaevandused AS</b> EE1120100002 Part A	10032386	Rail freight-transport services (RU)	02/02/2015
	EE1220100004 Part B			02/02/2015

### F.3 Safety certificate

The obligation of railway undertakings to hold a safety certificate (Parts A and B) was introduced in 2008 by the Railway Safety Directive. Two new safety certificates

(Part B) were granted in 2010 in connection with structural changes in railway undertakings.

The issued safety certificates were entered in the relevant ERA register.

At the end of 2010, 18 undertakings held a freight transport safety certificate (Parts A and B); four undertakings held a passenger transport safety certificate (Parts A and B) and two undertakings held a railway infrastructure management safety certificate (Parts A and B).

An amendment to the Railways Act entered into force on 1 January 2010 imposing an obligation on private railway infrastructure owners to apply for an operational safety certificate (Part B) in order to operate on non-public railway infrastructure. Essentially, this increased confidence among carriers who provide transport services using private railway infrastructure. Forty companies were granted such safety certificates by the end of 2010.

Estonia has had no problems with mutual recognition of safety certificates, as the procedure has not been used yet (no applications were submitted).

## **G. Surveillance of railway undertakings**

The twelve employees of the Railway Division represent approximately 14% of the total staff of the Estonian Technical Surveillance Authority and only two of them are not involved in surveillance activities.

In 2010, TSA did not differentiate between surveillance activities and audits because each surveillance activity includes some elements of audit (checking a company's records and the functioning of self-regulation arrangements).

The Technical Surveillance Authority carried out 74 planned surveillance operations in 2010, checking the implementation of safety management systems by railway undertakings, traffic management, work of rolling stock managers, maintenance of rolling stock, transport of dangerous goods, maintenance of railway infrastructure and fire safety of rail transport. Planned surveillance activities are mainly related to the surveillance of the implementation of the safety management systems of undertakings (where available).

All planned surveillance operations were carried out either in the presence of a representative of the railway undertaking or with the railway undertaking's knowledge.

No complaints from railway undertakings regarding the activities of the Technical Surveillance Authority were received in 2010.

Four unplanned surveillance operations were carried out in 2010. Three operations were launched to investigate the unsatisfactory winter maintenance of railway level crossings and one to investigate the tampering of communication and security equipment by third persons.

Surveillance activities at RUs/IMs in 2010		Granted Safety Certificates, Part A	Granted Safety Certificates, Part B	Granted Safety Authorisations	Other Activities (national surveillance)
planned	74*	0	2	0	74
unplanned	4	0	0	0	4
completed	78	0	2	0	78

\*CSI data concerning planned surveillance activities includes seven internal audits carried out by railway undertakings; therefore, the relevant figure in the CSI table is 81.

## H. Implementation of the Common Safety Methods (CSM) Regulation

The Common Safety Methods (CSM) Regulation was adopted on 24 April 2009 and its transposition into national legislation is organised in cooperation with the Ministry of Economic Affairs and Communications.

There was one serious accident in Estonia in 2010 (see B.3) giving rise to the obligation to fit on-board devices of new rolling stock with extra safety functions and to a review of the railway undertaking's safety processes. No important amendments were made in the railway sector in 2010 that would have required the assessment of risks related to implementation pursuant to the risk management process described in Article 5.

## I. Summary, conclusions, priorities

For the Technical Surveillance Authority, 2010 was a year of specifying work processes – updating the existing tools, refining the accident prevention plan, and further assessing the risks encountered in the sector in order to get the best possible overview of the current safety level. In addition, the first steps were taken to implement measures to reduce risks. In view of the foregoing, planned surveillance activities continued to focus on monitoring the implementation of safety management systems by undertakings. In the future, TSA will largely focus on monitoring the implementation of railway undertakings' self-regulation programmes and will pay, in updating its routines, more attention to the best practices described in the Common Safety Methods Regulation.

In 2010, the Technical Surveillance Authority also made a greater effort to spread its safety message. Preparatory work done in order to launch the safety website enables us to communicate safety information to target groups in a more systematic manner.

Next year's priority is to include measures to increase the safety level in the legislative provisions that govern the field.



## **J. Primary sources of information**

- Reports on accidents prepared by the Ministry of Economic Affairs and Communications (NIB);
- Reports and applications submitted by railway undertakings;
- Information collected by the Technical Surveillance Authority in the course of exercising supervision (based on common safety indicators).