



**TEHNILISE JÄRELEVALVE AMET**  
ESTONIAN TECHNICAL SURVEILLANCE AUTHORITY

## **2012 REPORT OF THE ESTONIAN TECHNICAL SURVEILLANCE AUTHORITY**

## **A. 1 Summary**

This Annual Report provides an overview of the Estonian railway sector in 2012. The report describes the progress in the implementation of the Railway Safety Directive, the matters related to the issue of safety certificates and the key trends in railway safety as well as providing an overview of the national railway safety supervision. It also describes the organisational structure of the Estonian Technical Surveillance Authority (National Safety Authority – NSA) and its relations with the railway sector.

Some tables have headings in both Estonian and English.

In 2012, as in 2011, the sector worked towards the introduction of a new passenger rolling stock – infrastructure managers invested in the reconstruction of passenger infrastructure, while the Estonian Technical Surveillance Authority directed their efforts towards the improvement of the legal basis. These activities mark a significant milestone in the modernisation of the technical basis of the Estonian railway network – access of passengers to station platforms and of all user groups to the rail passenger transport service has improved, and safer railway crossing possibilities have been created.

In addition, a number of measures were taken to improve the safety of the railway network. The implementation obligation was laid down in the national law on the initiative of the Technical Surveillance Authority. The measures focussed on upgrading automatic level crossings and automation (in particular, on the replacement of obsolete traffic signals with LED traffic lights) and improving the visibility at level crossings. These measures constitute a part of a major programme (over a period of seven years, from 2011 to 2018, the infrastructure managers are required to replace all existing traffic signals with LED traffic lights), which is progressing as planned and had a significant effect in 2012 (this is clear from the relevant safety indicators).

The priorities of the Technical Surveillance Authority for railway safety monitoring changed somewhat – based on the risk analysis of the railway network, the objectives for accident prevention and their implementation plan were clarified and the authority intensified co-operation with both railway operators and local authorities. The existing information was analysed in a more consistent way by all structural units of the Railway Division of the Technical Surveillance Authority in order to make the work plans as precise as possible and to use the existing resources as effectively as possible. The Authority has shifted from inspection based supervision towards supervision audits. This approach enables the Authority to monitor the activity of railway undertakings by functions across the entire organisation.

## B. Introduction

### B.1 General

This 2012 report is the seventh in a series of reports on railway safety prepared by the Technical Surveillance Authority (previous reports were published in 2006-2010). This report provides an overview of the implementation of the Safety Directive and of the developments and progress made so far in the field of railway safety.

Based on an analysis of the main safety indicators (level crossing accidents, accidents to persons caused by rolling stock in motion, derailments and other incidents), the authors provide an overview of railway safety performance in Estonia. Although the provision of the relevant information was not mandatory until 2011, we can confirm that the provision of relevant source data and their accuracy has been ensured since at least 2004. The railway sector has been cooperative and the implementation of regulation “The classification and the procedure for notification of railway accidents and incidents<sup>1</sup>”, adopted in 2012, has been smooth. The gathered data have enabled us to compare and monitor the trends over nearly 10 years.

### B.2 Estonian railway sector

Map of the railways in Estonia

#### ANNEX A.1



In 2012, the total length of railways in Estonia was 2 167 km, of which 1 540 km are declared public in accordance with Estonian legislation. Public railways are managed by **AS Eesti Raudtee** and **Edelaraudtee Infrastruktuuri AS**.

**AS Eesti Raudtee** (public undertaking) owns and manages 1 317 km of railways (including double-track railways and electrified tracks).

**Edelaraudtee Infrastruktuuri AS** is a subsidiary of Edelaraudtee AS, a private undertaking, which is the owner of 223 km of railways.

#### ANNEX A.2.1

Public Railway Infrastructure Managers [Avaliku raudteeinfrastruktuuri majandajad]	
1. AS Eesti Raudtee	TEN-T (except for the Valga-Koidula, Keila-Riisipere and Klooga-Klooga-Ranna routes)
2. Edelaraudtee Infrastruktuuri AS	Non-TEN-T

#### ANNEX A.2.2

Railway undertakings engaged in the transport of goods on public railways in 2012 Railway Undertaking (cargo) [Avalikul raudteel 2012. aastal kaubaveoga tegelevad/tegelenu raudtee-ettevõtted]	
1. AS E.R.S	started in January 2008
2. AS EVR Cargo	started in January 2009
3. Edelaraudtee AS	marginal freight transport on the infrastructure of Edelaraudtee AS
Railway Undertaking (passenger) Railway undertakings engaged in the transport of passengers in Estonia [Reisijateveoga tegelevad raudtee-ettevõtted Eestis]	
1. Edelaraudtee AS	domestic rail passenger transport service by DMUs
2. AS GoRail	international rail passenger transport service on the Tallinn-Moscow-Tallinn and Tallinn-St. Petersburg-Tallinn

	<b>routes</b>
<b>3. Elektriraudtee AS</b>	rail passenger transport service on electrified tracks in Tallinn and Harju County

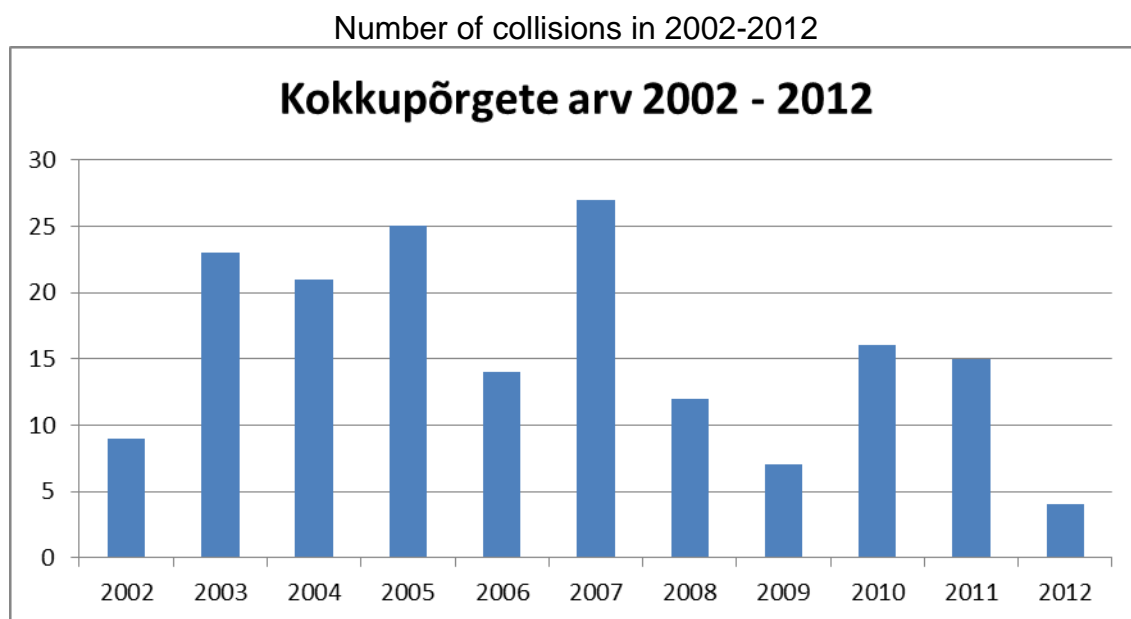
### B.3 Summary – analysis of general trends (development of railway safety; certification)

By changing the safety surveillance methodology used by the Technical Surveillance Authority, a clearer obligation was imposed on business operators to periodically assess the efficiency of the self-control instruments established by those business operators. Business operators are more actively raising safety awareness among their cooperation partners by organising lectures, information days and cooperation exercises (in particular, events aimed at improving cooperation with rescue services and the police).

An analysis of safety indicators shows no negative trends in 2012. The following positive trends should be highlighted:

- The number of accidents to persons caused by rolling stock in motion has slightly decreased. The main reason were improved access to railway platforms and improved warning signs as well as more optimum and clearer paths in the vicinity of or for crossing railways;
- The number of incidents related to rolling stock failures, derailments, broken rails and people ignoring warning traffic lights as well as failures of communication and safety equipment also decreased. This may be explained by the fact that business operators' self-control procedures have become more transparent and systematic. According to the Technical Surveillance Authority, one of the reasons for such a trend was also the reconstructed infrastructure and decrease in freight transport;
- The number of collisions also decreased in 2012 (see Annex B.3.1). This was caused by the improved safety of the railway network on the one hand as well as the increased awareness of road users about the dangers related to railways. The closing of dangerous level crossings (in 2010-2012, a total of eight level crossings were closed in Estonia; these level crossings had been the scene of serious accidents) and the implementation of safer solutions (LED traffic lights, arm barriers) at five level crossings also played an important role.

## ANNEX B.3.1



It appears from the above that the implementation of measures to reduce the risks mapped in the course of the railway network risk analysis has produced early positive results, particularly at level crossings. The implementation of other measures identified in the course of the risk analysis has also started. When new rolling stock was acquired, particular attention was paid to the additional functions of safety devices, which prevent unauthorised persons from starting a train; additional safety functions were also installed to prevent accidents when only one person is driving a train. According to the Technical Surveillance Authority, this contributes to improving the safety performance of the railway network.

In addition, the Technical Surveillance Authority is assured that the safety level of the railway network is in compliance with the changed circumstances by the fact that an amendment to the Railways Act, adopted on 1 January 2010, introduced a requirement for non-public railway infrastructure managers to apply for a safety certificate (Part B) in order to manage rail traffic on privately owned railway infrastructure. In Estonia, 55 companies hold the referred safety certificate.

## C. Organisation

### C.1 The Estonian Technical Surveillance Authority

The Estonian Technical Surveillance Authority is a governmental authority acting in the area of government of the Ministry of Economic Affairs and Communications. The Estonian Technical Surveillance Authority, established on 1 January 2008, has three divisions: Electronic Communication Division, Industrial Safety Division and Railway Division.

The Railway Division of the Estonian Technical Surveillance Authority is responsible for the activities provided for 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 also participates in the practical implementation of the relevant legislation.

According to the Railways Act, the Technical Surveillance Authority has jurisdiction over the issue of safety certificates and deciding on the extension of their validity; the verification of the conformity of rolling stock, railway infrastructure and railway traffic; coordinating the detailed plans or design criteria of railway civil engineering works and the national surveillance of railway construction work; the issue of building and utilisation permits and locomotive driving licences; activities concerning the allocation of railway infrastructure capacity; guaranteeing the performance of the obligations of the Republic of Estonia laid down in international contracts and related to the technical surveillance of railways and representing the Republic of Estonia in international railway organisations, if necessary; the performance of other duties arising from legislation.

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 2012, 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. The head of the division and three other employees not involved in supervision activities 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 the railway infrastructure.

Organisation chart  
Structure of the NSA

## ANNEX B.1

Director General [Peadirektor]								
	Electronic Communications Division [Elektroonilise side teenistus]			Railway division [Raudteeteenistus]		Industrial Safety Division [Tööohutuse teenistus]		
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 includes a Road and Railways Department that is 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.

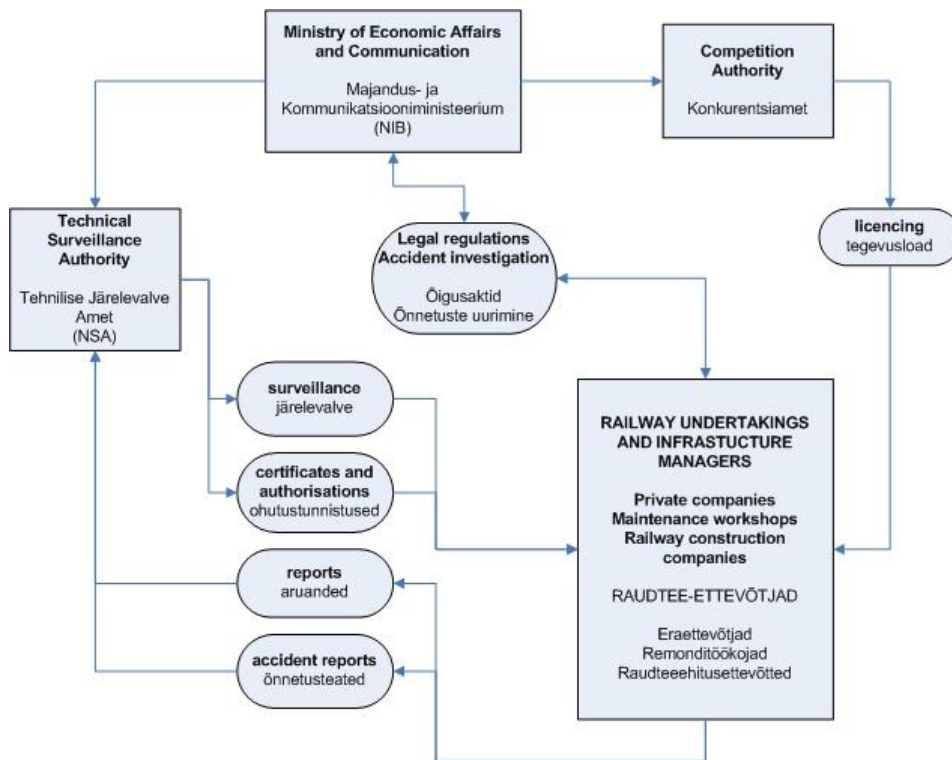
The Estonian Technical Surveillance Authority, as a National Safety Authority (NSA), exercises state supervision to the extent of the functions provided for by law and exercises the enforcement powers of the state on the basis of and to the extent provided for by law. Furthermore, the Railway Division issues 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.

Organisational relationship chart



## ANNEX B.2



## D. Development of railway safety

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

In 2012, the measures taken to maintain and improve railway safety focused on improving the existing legal framework (see subsection E and Annex D) in order to create a basis for the government to increase the speed of trains and traffic volume.

As the speed of trains and traffic volume need to be increased, the Technical Surveillance Authority made several proposals in 2012 for supplementing the existing rules. The most important of these is definitely the obligation of railway infrastructure managers to install additional hot axle box detectors by 2020 and to ensure more efficient monitoring of track geometry (the method used to date is not sufficiently effective and reliable). The rolling stock owners have an obligation to include additional functions to rolling stock safety devices, which, inter alia, prevent unauthorised persons from operating the rolling stock.

It is worth mentioning that over the past few years, railway undertakings have assessed the risks arising from unauthorised persons on the railway and have restricted access to railways by installing trackside boundary fences in densely populated areas. Although these measures have not been laid down in applicable legislation as an obligation, their effect so far has been remarkable according to the Technical Surveillance Authority (since the fences have been in place, there have been no accidents in these areas).

## D.2 Detailed analysis of data

Input from the Estonian Technical Surveillance Authority to the table of Common Safety Indicators (CSI) in 2012 has been uploaded to the ERAIL information system (<http://erail.era.europa.eu/>).

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

Consolidated data regarding the main safety indicators in 2012 as compared with the years 2006 to 2011 are presented below.

<b>Year</b> [aasta]	<b>Railway accidents</b> [raudteeõnnetused]	<b>Fatalities</b> [surmajuhtumid]	<b>Injuries</b> [vigastatud]
<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>26</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>
<b>2011</b>	<b>28*</b>	<b>9</b>	<b>7</b>
<b>2012</b>	<b>20*</b>	<b>7</b>	<b>7</b>

\*Railway accidents in 2012 and 2011 include both collisions between a motor vehicle and rolling stock in motion and persons hit by rolling stock, derailments and collisions between trains (in 2012, there was a total of four derailments and collisions between trains). In previous years, this number only included collisions and persons hit by rolling stock because collisions between trains during shunting operations were not classified as traffic accidents. Over the past two years, the Estonian legal space has been brought in line with European law and, therefore, the total number of accidents also includes the derailments and collisions between trains that have occurred during shunting.

The total number of railway accidents decreased significantly in 2012 as compared with 2011. Road users ignoring traffic rules and driving at speeds unsuitable for the prevailing road and weather conditions continue to be the main cause of collisions at level crossings. The majority of the collisions (three out of four) occurred in winter at regulated level crossings in harsh weather conditions and were due to the carelessness of drivers. The measures taken in recent years have raised the safety performance at level crossings to the required level. The updating of the relevant regulation, the closing of dangerous level crossings and improved visibility have started to bear fruit.

In the cases of people being hit by rolling stock, the main reason is people being careless and ignoring traffic rules (eight cases) and trespassing (four cases). In order to reduce the number of accidents caused by carelessness, trackside boundary fences were installed in several stations and railway sections within towns (e.g. Tallinn-Balti, Lilleküla, Tapa, Tartu, Jõgeva). In addition, several pedestrian

tunnels were built to make the crossing of railways as safe as possible. According to the Estonian Technical Surveillance Authority, the positive effect of these measures will become evident in the future.

In 2012, the Estonian Technical Surveillance Authority issued a user permit for five pedestrian tunnels in Tallinn and Harju County. One pedestrian tunnel was open for use in connection with the reconstruction of railway platforms at Ülemiste station in Tallinn and two tunnels in connection with the reconstruction of the Ülemiste traffic node. The fourth pedestrian tunnel was opened in Lilleküla, Tallinn, to replace a level crossing that had been used intensively (there are densely populated city districts on both sides of the railway and a big shopping centre in the vicinity). Taking into account the circumstances, the railway undertaking found the means to increase railway safety by creating a non-level crossing in the course of reconstruction. The fifth pedestrian tunnel was opened at Lagedi station on the outskirts of Tallinn. A tunnel was badly needed because the level crossing at the station was often closed for pedestrians due to intensive train service and shunting operations. The tunnel built in the course of the reconstruction of railway platforms at Lagedi station provides a safer way for people to cross the railway and to access the railway platforms.

Further reconstruction of railway platforms and specification of pedestrian routes in the vicinity of the railway will help to maintain the achieved safety level. In 2012, the Estonian Technical Surveillance Authority issued user permits for a total of 36 railway platforms reconstructed to the height of 550 mm. Together with the 55 platforms for which the user permits were issued in 2011, about 80% of all railway platforms on the public railway infrastructure have been reconstructed to the height of 550 mm. The remaining fifth of railway platforms are expected to be reconstructed in 2013.

### D.3 Summary of safety recommendations

In 2012, a total of 18 proposals for improving railway safety, made by the Estonian Safety Investigation Bureau (National Investigation Body - NIB) and addressed to five different bodies, were implemented. Five proposals relating to legislation were addressed to the Estonian Technical Surveillance Authority. When looking at the progress made in implementing the proposals, we can expect that more than half of all proposals will be implemented by 2013.

No further safety recommendations were addressed to the Estonian Technical Surveillance Authority in 2012.

Information about the recommendations is available at the website of the Estonian Safety Investigation Bureau: <http://www.ojk.ee/>.

## **E. Main amendments to legislation**

The Estonian Technical Surveillance Authority provided important input to changing the legal space by cooperating with both the railway sector and the Ministry of Economic Affairs and Communication. The amendments are mainly required to maintain the achieved safety level in a situation where new and faster rolling stock is introduced and railway infrastructure and structures are reconstructed.

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

## **ANNEX D**

<b>Title of legal act and adopting body</b>	<b>Date of enforcement</b>	<b>Reason for adoption</b>	<b>Description</b>
<b>Rules for technical use of railway</b>	<b>Entered into force on 12 September 2012</b>	<b>The need to maintain the achieved safety level in changed circumstances; the railway sector's and government's requirements in implementing the transport policy</b>	<b>Increasing the maximum allowed speed; additional requirements of rail quality inspection; enabling more flexible passenger train operation; increasing the overall level of safety on the railway network</b>
<b>Standard for railway platforms</b>		<b>Introduction of new rolling stock</b>	<b>New requirements for 550 mm railway platforms</b>
<b>Updating of TSIs in different parts of the 1 520 mm network</b>		<b>Evaluation of 1 520 mm railway network specific parameters with the intention to harmonise them with the whole EU network</b>	<b>Implementing the proposals of the ERA working groups in TSI drafts</b>

## **F. Development and authorisation of safety certificates**

### F.1 National legal space – safety certificates and permits

The legislation process can be viewed on-line at the following address [www.riigiteataja.ee](http://www.riigiteataja.ee). Website <http://www.tja.ee/index.php?id=11142> includes a list of railway legislation; the list is updated when necessary. All railway undertakings can directly view the legislation to be approved in the railways sector and participate in the legislative process through the document register of the Estonian Technical Surveillance Authority.

Representatives from the ministry, larger railway transport undertakings and railway infrastructure undertakings are involved in the final phase of legislative drafting. The harmonisation of the Safety Directive has been an open process in Estonia and every interested party has had a chance to become familiar with the draft legislation as well as submit their proposals. The Estonian Technical Surveillance Authority organises training courses, where necessary, for all railway undertakings to introduce the amendments to the law and to other legal acts and provides railway undertakings with information and support prior to the entry into force of new legislation.

## F.2 Issued safety certificates (table)

### ANNEX E

No	Railway undertaking Safety certificate number	Business register code	Field of activity (RU, RU- passenger, IM)	Validity
	<b>Westgate Transport OÜ</b> EE1120080004 Part A	11056908	Rail freight transport service (RU)	01/10/2013
	EE1220080024 Part B			09/12/2013
	<b>OÜ Dekoil</b> EE1120080006 Part A	10069369	Rail freight transport service (RU)	01/10/2013
	EE1220080025 Part B			09/12/2013
	<b>AS Sillamäe Sadam</b> EE1120080007 Part A	10318973	Rail freight transport service (RU)	01/10/2013
	EE1220080019 Part B			09/12/2013
	<b>Maardu Raudtee AS</b> EE1120080008 Part A	10049295	Rail freight transport service (RU)	01/10/2013
	EE1220080020 Part B			09/12/2013
	<b>AS Railservis</b> EE1120080009 Part A	10677459	Rail freight transport service (RU)	01/10/2013
	EE1220080022 Part B			09/12/2013
	<b>AS E.R.S</b> EE1120080010 Part A	10676715	Rail freight transport service (RU)	01/10/2013
	EE1220080026 Part B			09/12/2013
	<b>AS GoRail</b> EE1120080011 Part A	10541949	Passenger train service (RU- passenger)	01/10/2013
	EE1220080032 Part B			23/12/2013
	<b>Elektriraudtee AS</b> EE1120080012 Part A	10520953	Passenger train service (RU- passenger)	01/10/2013
	EE1220080028 Part B			09/12/2013
	<b>Edelaraudtee Infrastruktuuri AS</b> EE1120080015 Part A	10786958	Management of railway infrastructure (IM)	10/11/2013
	EE1220080031 Part B			23/12/2013
	<b>OÜ Eurodek Synergy</b> EE1120080016 Part A	11301354	Rail freight transport service (RU)	09/12/2013
	EE1220080033 Part B			23/12/2013
	<b>AS Kunda Trans</b> EE1120080029 Part A	10228551	Rail freight transport service (RU)	23/12/2013
	EE1220080030 Part B			23/12/2013
	<b>AS EVR Cargo</b> EE1120090035 Part A	11575850	Rail freight transport service (RU)	21/01/2014
	EE1220090036 Part B			21/01/2014
	<b>AS Eesti Raudtee</b> EE1120090037 Part A	11575838	Management of railway infrastructure (IM)	23/01/2014
	EE1220090038 Part B			23/01/2014
	<b>Petromaks Stiviori AS</b> EE1120090039 Part A	10411916	Rail freight transport service (RU)	03/02/2014
	EE1220090041 Part B			20/02/2014

	<b>AS Paldiski Raudtee</b> EE1120090040 Part A	10892057	Rail freight transport service (RU)	19/02/2014
	EE1220090042 Part B			28/03/2014
	<b>Edelaraudtee AS</b> EE1120090043 Part A	10702335	Rail freight transport service (RU)	05/06/2014
	EE1220090044 Part B			05/06/2014
	<b>Edelaraudtee AS</b> EE1120090045 Part A	10702335	Passenger train service (RU-passenger)	05/06/2014
	EE1220090046 Part B			05/06/2014
	<b>AS Alexela Terminal</b> EE1120100001 Part A	10392389	Rail freight transport service (RU)	02/02/2015
	EE1220100003 Part B			02/02/2015
	<b>Eesti Energia Kaevandused AS</b> EE1120100002 Part A	10032386	Rail freight transport service (RU)	02/02/2015
	EE1220100004 Part B			02/02/2015

### F.3 Safety certificates - authorisation

At the end of 2012, 15 Estonian companies held a safety certificate for railway freight transport (parts A and B), three companies held a safety certificate for passenger train service (parts A and B) and two companies held a safety certificate for the management of railway infrastructure (parts A and B). Part B of the safety certificate held by one company was amended in relation to changes in the structure of the company. All safety certificates issued are registered in the ERADIS database.

On 1 January 2010, an amendment to the Railways Act was adopted, which 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. This increased safety-related certainty for the whole sector, in particular for those railway undertakings that provide transport services on privately owned railway infrastructure. 55 such safety certificates were issued by the end of 2012.

In connection with the introduction of new Stadler Flirt type passenger trains, a test period started at the end of 2012. The testing constituted a part of the conformity assessment procedure intended to assess the conformity of the new type of rolling stock with EU and national requirements. The aim of the tests was to be satisfied that the new rolling stock and the Estonian railway network are interoperable and that the rolling stock can be operated safely, as well as to adjust the rolling stock if necessary. The tests were conducted in accordance with the test programme approved by the Estonian Technical Surveillance Authority, according to which all critical parts of the rolling stock must be tested. The Estonian Technical Surveillance Authority paid special attention to testing the safety of driving (efficiency of breaks, stability) and the functions designed for passengers (access of all user groups, notification systems).

## G. Surveillance of railway undertakings

The 14 employees of the Railway Division represent approximately 16% of the total staff of the Estonian Technical Surveillance Authority and only four of them are not directly involved in surveillance activities.

The Technical Surveillance Authority carried out 46 planned surveillance operations in 2012, in which they checked the implementation of safety management systems by railway undertakings, including traffic management, the work of drivers, maintenance of rolling stock, transport of dangerous goods, maintenance of railway infrastructure and fire safety of rail transport.

Audits within the meaning of the Railway Safety Directive (includes surveillance at three different levels at one undertaking) were conducted in 2012 in two railway undertakings. In one case, an audit was required because of the structural changes and division of a company; the second audit concerned a passenger train service provider who had to operate for a significant period of time on lines that underwent extensive reconstruction. The reconstruction works interrupted the normal operation of the undertaking. It was verified in the course of the audits that any agreements between a railway undertaking and infrastructure manager are valid, that information exchange worked and safety is constantly ensured.

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 2012.

The number of unplanned surveillance operations conducted in 2012 was 10 and they all concerned the construction supervision of railway structures.

Inspections and audits of RUs/IMs in 2012		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (national surveillance)
planned	46	0	0	0	46
unplanned	10	0	0	0	10
completed	56	0	0	0	56

We would like to point out that in 2012 the European Railway Agency carried out interviews as part of an audit of the Estonian Technical Surveillance Authority; the audit concerned the procedures of issuing safety certificates, preparing and implementing the surveillance strategy and conformity assessment of rolling stock and infrastructure. The final report of the audit was issued in 2013 and some recommendations in the report have already been implemented by the Estonian

Technical Surveillance Authority (more precise worksheets and descriptions of rules of procedure.

## **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 being organised in cooperation with the Ministry of Economic Affairs and Communication.

The most important fact is that no important amendments were made in the railway sector in 2012 that would have required the assessment of risks related to implementation pursuant to the risk management process described in Article 5.

As regards safety indicators, it is worth mentioning that all railway undertakings submitted their annual safety reports in the form laid down in regulation "The classification and the procedure for notification of railway accidents and incidents"<sup>1</sup>. Although it was the first time for all undertakings to prepare their reports according to the regulation, all reports were submitted on time and as required. According to the Estonian Technical Surveillance Authority, the information required under the Common Safety Methods Regulation has been collected in Estonia for years and, therefore, the new procedure laid down in national legislation did not cause any confusion among railway undertakings.

## **I. Summary, conclusions, priorities**

In conclusion, we can say that in 2012 the Estonian Technical Surveillance Authority continued to specify their procedures and routines, updating the existing tools, refining the accident prevention plan and assessing various risks in the sector in order to achieve a comprehensive and updated overview of safety performance in the sector. Planned surveillance activities focused in 2012 on monitoring the implementation of safety management systems by undertakings.

The Estonian Technical Surveillance Authority has adopted an approach according to which the Estonian Technical Surveillance Authority will mainly focus on monitoring the implementation of the self-regulation programmes of railway undertakings and will pay, in updating its routines, more attention to the findings of risk analysis in order to reduce the identified risks.

In 2012, the activities of the Authority focused on supplementing the existing regulative basis in order to create the necessary conditions for increasing traffic volume and train speed. In addition, two technical standards (passenger infrastructure and rolling stock) were updated and brought in line with each other in order to ensure the safe integration of new rolling stock in the Estonian railway network in 2013.

The priority of the Estonian Technical Surveillance Authority in 2013 is the safe integration of new rolling stock in the Estonian public railway network and informing both the sector and the public about the new environment. The Estonian Technical Surveillance Authority will also continue implementing the recommendations made in the course of the ERA audit.



## **J. Primary information sources**

- Reports on accidents prepared by the Ministry of Economic Affairs and Communications (NIB);
- Reports and applications submitted by railway undertakings;
- Information collected by the Estonian Technical Surveillance Authority in the course of exercising supervision (based on common safety indicators);
- The Estonian Technical Surveillance Authority Yearbook 2012.