



Federal Railway Authority Report

pursuant to Article 18 of the Directive on safety on the
Community's railways
(Directive 2004/49/EC, 'Safety Directive')
on the activities of the safety authority



Report Year 2008



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A.1. Scope of the report

The Federal Railway Authority (Eisenbahn-Bundesamt, EBA) is the safety authority for railways in Germany and, as such, is responsible for carrying out all tasks assigned to it by the Fifth Law Amending Railway Regulations (*Fünftes Gesetz zur Änderung eisenbahnrechtlicher Vorschriften*) of 16 April 2007, by which the Directive on safety on the Community's railways (2004/49/EC, 'Safety Directive') was transposed into national law. These tasks are:

- Issuing commissioning (authorising their putting into service) licences for structural subsystems in accordance with the interoperability guidelines for the trans-European high-speed rail system (pursuant to Directive 96/48/EC) and the trans-European conventional rail system (pursuant to Directive 2001/16/EC),
- Monitoring operation and maintenance of subsystems and compliance with basic requirements by the interoperability components,
- Issuing commissioning licences for vehicles that have not yet been the subject of a Technical Specification for Interoperability (TSI),
- Issuing safety certificates for rail transport undertakings and safety licences for rail infrastructure undertakings,
- Looking at and refining rail safety law, including national safety provisions,
- Entering vehicles in the National Vehicle Register.

This report covers all of the EBA's activities in carrying out these tasks of a safety authority pursuant to Article 16 of the European Safety Directive for the reporting year 2008. However, it does not include all of the additional tasks that the EBA performs, such as planning for operational equipment for the State railways, helping to finance construction work in accordance with the Federal Railway Development Act (BSWAG), tasks associated with hazardous materials or planning, approving and monitoring magnetic levitational railways.



A.2. Summary

The overall purpose of this report is to convey information on the performance of the Eisenbahn-Bundesamt (EBA) acting as the National Safety Authority in accordance with the Directive on safety on the Community's railways (2004/49/EC, 'Safety Directive'). This report is aimed at stakeholders in the German and European railway market and the interested public.

The EBA was founded in 1994 in the context of German railway reform as one element of that reform. When transforming the former state railways Deutsche Bundesbahn and Deutsche Reichsbahn into the private undertaking Deutsche Bahn AG, sovereign tasks such as e.g. the approval of vehicles and tracks or public financing of investments were assigned to the EBA. Since 1994, the EBA has acted as an independent authority within the ambit of the German Federal Ministry of Transport, Building and Urban Development. Its headquarters are located in Bonn, while most of the approximately 1 250 employees work in twelve branch offices at fifteen locations throughout Germany.

Building on the EBA's experience since 1994, it was a logical step to officially allocate the tasks of a National Safety Authority pursuant to Article 16 of the Safety Directive to the EBA as well. This step was taken in April 2007 when the '*Fünftes Gesetz zur Änderung eisenbahnrechtlicher Vorschriften*' (Fifth Law Amending Railway Regulations) entered into force and completed the transposition of the provisions of the Safety Directive into German law.

Parts A, B and C of this report and the related annexes contain global information on the railway system in Germany as well as details concerning the legal background, tasks and organisation of the EBA. Parts D to G focus on safety related issues:

- Part D enumerates important safety measures taken by the EBA in 2008, divided into measures resulting from an accident or precursors and measures with other triggers. Furthermore, it contains a trend analysis of Common Safety Indicators (CSI). Annex C shows a table of CSI for 2008.
- Part E of the report gives an overview of important changes in German railway legislation in 2008; the table in Annex D reports all changes in detail.
- Part F deals with safety certification and licensing; Annex E contains figures related to this topic.
- Part G outlines how supervision of railway undertakings and infrastructure managers was performed by the EBA in 2008. As the Safety Directive was implemented in Germany in 2007 and the process of delivering safety certificates and licences under the Safety Directive will take until December 2010, the development of a supervision system with audits and inspections in accordance with the Safety Directive is still in progress.

The last section of this report (H) sums up the report and tries to give an outlook on future activities and core topics for the EBA.



B. Introduction

General

This annual report provides information on the activities carried out by the EBA as the German safety authority for railways pursuant to the Safety Directive. It is primarily aimed at the railway sector in Germany and Europe, but also at representatives from other areas of politics, business and the press and interested members of the general public.

The EBA was founded as an independent, unitary higher Federal authority within the ambit of the Federal Ministry of Transport, Building and Urban Development (BMVBS) when the railway system in Germany was restructured in 1994. It is the inspection and licensing authority for the State railways (EdB), magnetic levitational railways and rail transport undertakings (EVU) based abroad for the territory of the Federal Republic of Germany. With the entry into force of the Fifth Law Amending Railway Regulations on 21.04.2007, the EBA is now also responsible for inspecting non-federally owned railways that require a safety certificate or safety licence as well as network-based inspection in accordance with Section 5(1c) of the General Railway Act (AEG)

Information on the structure of the railways

On 31 December 2008, the public rail network in Germany consisted of a total of approx. 38 000 km of track, of which about 20 000 km were connected to Germany's standard mains system (15 kV, 16 2/3 Hz). This network of track is operated by a total of around 170 licensed public rail infrastructure undertakings. Around 33 000 km of track are operated by DB Netz AG alone, the largest infrastructure operator in Germany.

Over 370 public rail transport undertakings were licensed under Section 6 of the General Railway Act to provide rail transport services on Germany's public rail network at the end of 2008, this corresponding to a licence pursuant to Directive 95/18/EC (2001/13/EC) on the licensing of railway undertakings. Foreign rail transport undertakings also operate in Germany on the basis of a licence acquired in another Member State of the European Union in accordance with Directive 95/18/EC.

In 2008 the transport performance on the German railway network increased once again, although the effects of the economic recession were becoming clearly evident in the railways' transport volumes by the end of the year. The public transport railways carried around 371.3 million tonnes of goods in 2008 (+ 2.8 % compared to the previous year). Transport performance rose by only 0.9% to 115.7 billion tkm. The number of passengers carried by the railways also rose by 4.6% to 2.33 billion, while



the transport performance rose rather less steeply from 79.1 to 81.8 billion pkm (+3.4%).¹

Annexes

A map of the rail network in Germany is attached to this report (**Annex A.1**). There is also a list of rail transport and rail infrastructure undertakings licensed in Germany (**Annex A.2**).

C. Organisation

The EBA is, as already mentioned in the introduction, in accordance with Section 2(1) of the State Rail Transport Management Act (BEVVG), an independent, unitary higher Federal authority within the ambit of the Federal Ministry of Transport, Building and Urban Development (BMVBS). It is managed by its President.

The specific tasks of the EBA are defined in Section 3 of the State Rail Transport Management Act. Accordingly, the EBA is responsible for the following:

1. Planning for operational equipment for the State railways,
2. Inspecting the railways,
3. Inspecting construction of operational equipment for the State railways,
4. Issuing and revoking operational licences,
5. Exercising its own authority and inspection and participation rights pursuant to other laws and regulations,
6. Preparing and carrying out agreements pursuant to Section 9 of the Federal Railway Development Act,
7. In accordance with Section 5(1g) of the General Railway Act, carrying out expert investigation into dangerous rail incidents,
8. Granting State funds to promote rail transport and to promote the combination of rail transport with other means of transport.

For the purposes of carrying out its tasks pursuant to Section 3 of the State Rail Transport Management Act, the EBA is divided into a head (Central) office in Bonn and 12 branch offices in 15 locations throughout Germany. The EBA's Central Office has four departments (The Central Department, providing Head Office services, and the Infrastructure, Vehicles/Operation and Finance Departments), each with subsidiary units, some of which are at the same time responsible for the relevant five specific areas (called 'fields') in the branch offices. In 2008, the EBA employed a total of

¹ Source: Federal Statistical Office, Volume 8, Series 2.



1 224 staff (equivalent to 1 080 full-time posts). An organisational diagram of the EBA and an overview of the locations of the branch offices is given in **Annex B**.

The EBA is set up as a higher Federal authority within the purview of the Federal Ministry for Transport, Building and Urban Development and is therefore answerable to that ministry. Alongside the EBA, three other bodies have responsibilities in the railway sector in Germany:

Eisenbahn-Cert (EBC), as the Notified Interoperability Body for the trans-European conventional and high-speed rail system sector pursuant to Directives 96/48/EC and 2001/16/EC, checks and certifies compliance with the European rules for interoperability components and subsystems of the rail system.

The **Federal Network Agency (Bundesnetzagentur, BNetzA)**, as a regulatory body pursuant to Directive 2001/14/EC, monitors non-discriminatory network access in Germany. The Federal Network Agency also regulates the electricity, gas, postal and telecommunications markets and is therefore organisationally answerable to the Federal Ministry for the Economy and Technology. However, specialist monitoring in the rail regulation sector is the responsibility of the Federal Ministry for Transport, Building and Urban Development.

The **Central Office for Accident Investigation**, i.e., the State Railways Accident Investigation Office (**Eisenbahn-Unfalluntersuchungsstelle des Bundes, EUB**), as an investigation body pursuant to Safety Directive 2004/49/EC, is in charge of and responsible for the investigation of accidents in accordance with Chapter V of the Safety Directive for infrastructures subject to State inspection. Managing the EUB is the responsibility of the BMVBS, while operative tasks are carried out by an investigation centre technically answerable to the BMVBS in the EBA.

An illustrative representation of the situation on 31.12.2008 is attached to this annual report in **Annex B.2**. An overview of the cooperation between Notified Bodies and the EBA for issuing commissioning licences for structural subsystems is given in **Annex B.3**.



D. The development of rail safety

1. Initiatives to maintain/improve safety

This section contains a list of the measures decided on and taken by the EBA in 2008 to maintain or improve safety on the railways. EBA measures based on specific events such as accidents are shown in Table D.1.1, while EBA measures triggered by other factors (such as findings during inspections) are shown in Table D.1.2.

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

Accidents/Precursors triggering the measure			Safety measure decided on
Date	Place	Description of the event	
Driving with open doors while train in service			
Several in period 12/07 – 01/08	Schwandorf (Bavaria)	Open doors were reported during journeys with passenger carriages of type Bomz 236.	As an operational measure, operation of the carriages concerned is prohibited if there is no guarantee that all boarding doors are closed before and during the journey.
Goods wagon brake not working (brake coupling head clogged)			
24.04.2008	DB works Seelze	The main air pipe of a Samms 489 goods wagon was checked to see that it was clear during specific monitoring. The check revealed that the brake coupling head of this Samms 489 goods wagon's pneumatic coupling was clogged with casting residues. This meant that the brake would not work properly.	On 15.07.2008 the manufacturer of the brake coupling head was sent a notice requiring him to check that brake coupling heads are completely clear during the manufacturing process.



Goods wagon brake not working (kink in connecting hose)			
15.07.2008	Nuremberg-Würzburg line	A dangerous brake failure occurred on a journey from Nuremberg to Mannheim. The cause of the brake failure was found to be that the main air pipe connecting hose of wagon 31 84 495 5 677-4, Sdggmrs 717 (TWIN wagon) had not been installed properly, had become twisted and developed a kink. The connecting hose is the flexible connection between the fixed main air pipes of the two wagon halves near the middle bogie. The twisted hose connection is not an interoperability component according to the TSI for goods wagons.	Following the investigation, it was decided to issue a working instruction to check the connecting hoses of all TWIN wagons already delivered and an order was given for necessary information on brake failure reports and their causes to be sent to all lessees and owners. The safety authorities of other states were informed of the matter via the internet.
ICE 3 wheel set axle fracture			
09.07.2008	Cologne Main Station	A driving wheel set axle fracture caused an ICE 3 to derail. The ICE 3 driving wheel set in question is made of the material 34CrNiMo6.	Vehicles of series 403/406 (ICE 3) whose running performance was more than 60 000 km since the last ultrasonic test for cracks were taken out of service on 10.08.2008. The operator was instructed to use mechanical ultrasonic testing to ensure that driving wheel set axles made from 34CrNiMo6 were free from cracks. Since October 2008, driving wheel set axles made from 34CrNiMo6 must be checked every 30 000 km.
Crack in a driving wheel set axle of the ICE-T			
October 2008	Workshop	A crack was detected during ultrasonic testing of a driving wheel set axle of an ICE-T (series 411/415).	High-speed running of series 411/415 vehicles on curves was suspended. Series 411/415 vehicles whose wheel set axles had a running performance of more than 30 000 km since the last ultrasonic test were taken out of service and tested for cracks. Wheel set axles of series 411/415 must be tested for cracks ultrasonically every 30 000 km.



Track occupied by a locomotive reported clear			
25.11.2008	Recklinghausen Ost	<p>A goods train collided with a locomotive that was on the track. The series 1209 locomotive had entered a section of track equipped with a track circuit and may have been spreading sand automatically at low speed close to where the accident occurred. Although the section of track was occupied, the insulating effect of the sand meant that the track was not reported occupied and allowed a route to be set for the goods train.</p>	<p>The following additional rules were issued for train and shunting movements involving single locomotives, light locomotives, auxiliary vehicles and individually travelling single unit rail cars in conjunction with a safety recommendation from the accident investigation body:</p> <ol style="list-style-type: none">1. At speeds of 25 km/h or less, sanding should not be used to assist the braking process. Braking processes should therefore be initiated that much earlier.2. The sand distributor should nevertheless always be activated in an emergency.3. If the sand distributor has nevertheless been activated in conjunction with a stopping or braking process at a speed of 25 km/h or less, or if there is reason to believe that automatic sanding has taken place, the vehicle must stop and the traffic controller must be notified right away. The journey may continue only as agreed with the traffic controller. <p>On receipt of such a message, traffic controllers have been instructed immediately to check whether a track section with track circuits is involved and whether the track is shown to be occupied.</p> <p>If under those circumstances a section with track circuits is not shown to be occupied and a journey has already been authorised, emergency action must be taken. The section must be considered out of order and further journeys may be authorised only after checking that the section is clear by visual inspection or by the front train reporting back.</p>



Table D.1.2. Safety measures triggered by other factors

Description of the factor triggering the measure	Safety measure decided on
Equipping sections with train radio	
<p>It has become apparent from the EBA's regular enquiries that a large number of relevant sections are still not equipped with an authorised train radio system.</p>	<p>Under Section 16(4) of the Railway Construction and Operation Order (EBO), sections of track used by passenger trains are to be equipped with train radio. Train radio equipment must be installed on:</p> <ol style="list-style-type: none"> 1. sections where speeds of more than 160 km/h are permitted, 2. sections with no section block systems on which <ol style="list-style-type: none"> a) passenger trains or b) trains capable of more than 60 km/h travel. <p>To ensure that these requirements are complied with, a legally binding timetable has been adopted by administrative action, laying down the time within which remaining unequipped sections of long-distance, suburban and regional networks must be equipped with an authorised train radio system. Plans are coordinated with the EBA at regular intervals.</p>
Gaps in GSM-R radio coverage resulting from intermodulation	
<p>In the course of its inspections, the EBA has increasingly been finding gaps in the coverage of the GSM-R radio network, which show up when 'Kein Netz' [no network] is displayed on train radio motive power unit devices. Possible causes of these gaps in coverage include missing or incorrect parameters in the GSM-R network elements, mechanical changes to GSM-R radio antennae, interference from public radio network operators in the form of third order intermodulation interference (IM3) or 'blocking' of train radio motive power unit devices as a result of very high signal levels of public mobile telephone network operators.</p>	<p>Under Section 16(4) of the Railway Construction and Operation Order (EBO), sections of track used by passenger trains are to be equipped with train radio.</p> <p>On the sections concerned, which are reported to the EBA on a monthly basis, a technical solution must be found to overcome the outages or disturbances to the GSM-R radio network caused by outside interference. Alternative operational measures must be observed on the sections affected until the necessary technical solution is implemented.</p>



Vegetation	
<p>Growth of vegetation around electrical cables and growth preventing achievement of the prescribed minimum signal visibility or encroaching into the normal clearance was discovered during both specific and general railway inspections.</p>	<p>Release of electric cables and to improve signal visibility and maintain normal clearance:</p> <p>Under Section 9 of the Railway Construction and Operation Order (EBO) in conjunction with Annex 1 of the EBO, the area enclosed by the normal clearance limits must be kept clear. The railway inspection identified contraventions of Section 9 of the EBO and prompt restoration of the regulation condition was ordered.</p> <p>Furthermore, following the discovery that minimum signal visibility had not been achieved owing to the growth of vegetation, the immediate removal thereof was ensured through administrative law procedures.</p> <p>The amount of cutting back required is determined by the plant manager and transferred to a section-relevant plan. For vegetation-related issues, three maintenance levels are distinguished:</p> <p>Care level D: section-relevant elimination of error (6 m from the centre of the track, preventive, 1X)</p> <p>Care level P: tending measure for D sections, annually</p> <p>Care level I: ad hoc measure; elimination of error if an incident has occurred.</p>
Stop signals passed during shunting	
<p>On evaluating the accident database, the Federal Railway Authority found that since 1998, after the rules were changed, a train movement on the adjoining track was endangered in around 10% of cases where a set of wagons passed a signal showing stop and that there is therefore an avoidable risk. The rail infrastructure undertaking was then to have produced an expert report showing that the changed rules in force since 1997 offer the same level of flank protection as the rules previously in force, but it failed to do so.</p>	<p>Reintroduction of a ban on shunting on tracks converging with a track on which a train is moving, if, where trains are moving at more than 60 km/h and there are no trap points, there are not two stop signals before the point of convergence, as the train movement protection provisions required prior to 1997.</p>



2. Detailed analysis of trends

Annex I of the Safety Directive sets out Common Safety Indicators (CSIs) that the safety authorities give details of in their annual reports. The various categories of CSI include:

- Number of accidents;
- Number of fatalities;
- Number of persons injured;
- Number of precursors (forerunners) to accidents;
- Costs of all accidents, time spent on safety and
- Technical safety of the infrastructure and its implementation and safety management.

Since 2007, the data on which the Common Safety Indicators are based are taken from the safety reports made by the railways to the EBA (the data source for 2006 was the database of hazardous incidents reported to the EBA). The scope of the accidents covered is based on the ERA recommendation for the amendment of Annex I of the Safety Directive of 29.08.2008. Accordingly, only those accidents are included in which

- at least one person was killed or seriously injured,
- considerable damage to property was caused (damage amounting to at least EUR 150 000), or
- significant operational incidents (disruption to traffic on a main section of track for six hours or more) occurred.

As a result, the reported accident figures for 2007 and 2008 have fallen sharply compared to 2006 and cannot in any way be compared with the 2006 values. This becomes very clear in the categories of collisions, derailments and vehicle fires. It is not therefore possible to use the CSIs to analyse trends before 2007. The definition to be applied also changed for rail failures in 2007: rail failures without any actual danger also have to be recorded from then on.

The CSIs for accidents, fatalities and serious injuries were coordinated with the results of the data collected by the Federal Statistical Office. Congruence of the values is not possible, since the Federal Statistical Office takes account of all public railways in Germany, while reporting of the Common Safety Indicators in accordance with Directive 2004/49/EC includes those undertakings which require a safety certificate or licence. For this reason, the Federal Statistical Office's accident figures exceed those of the CSIs as given in this report.



In 2008, a total of 329 significant railway accidents occurred within the scope of the Safety Directive. That was a slight increase compared to the previous year (2007: 319 significant accidents, + 3.1%). At the same time, the number of accidents in the categories 'collisions' and 'accidents at level crossings' fell, while the number of incidents in the other accident categories rose.

At 156 persons, the number of persons seriously injured in rail accidents in 2008 was almost the same as the previous year. At the same time, the number of seriously injured passengers rose by comparison with the previous year, from 20 to 30. On the other hand, the number of users of level crossings seriously injured in railway accidents fell from 55 in 2007 to 23 in 2008. Around one half (approx. 45%) of all seriously injured persons are users of level crossings or trespassers on railway property.

The total number of persons killed in railway accidents fell again from 180 in 2007 to 164 in 2008. Around 80% of fatalities can be assigned to the categories of 'level crossing users' and 'trespassers on railway property'. If the groups of persons are considered in detail, the downward trend is again particularly evident in the area of level crossing users (down from 67 fatalities in 2007 to 50 in 2008). There was also a slight fall in the number of cases involving the other groups of persons with the exception of 'other persons'. In this category the number of fatalities rose by 14 to 27.

Data on the individual CSIs for the report year 2008 and the definitions used for determining the CSIs are given in **Annex C** of this report.



E. Important changes to legal and regulatory provisions

During 2008, the following changes were made to railway law in Germany:

Third Regulation Amending Railway Regulations

The Third Regulation Amending Railway Regulations of 09.01.2008 serves to implement at national level Commission Directive 2007/32/EC of 1 June 2007 amending Annex VI to Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Annex VI to Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system. This regulation introduces the possibility of dividing EC verification into initial evaluations for the planning and production phase and the issue of interim inspection certificates by notified bodies. A similar provision was incorporated into the Trans-European Railway Interoperability Regulation (TEIV) and references in the Railway Safety Regulation (EsiV) and the State Railway Fees Regulation (BEGebV) were amended accordingly.

Fourth Regulation Amending the Railway Construction and Operation Order (EBO)

This regulation of 19.03.2009 inserted into the EBO a provision to the effect that track sections approved for more than 100 km/h must be equipped with train control systems both to bring a train to a halt automatically and also to automatically prevent trains from starting when signals are showing stop. At the same time, tractive units and other leading vehicles must also be fitted with similar train control systems.

Regulation on fees and charges for official acts of the State rail transport administrations (State Railway Fees Regulation - BEGebV)

This regulation has been revised and came into force on 01.05.2008. The regulation now contains a legal basis of authorisation for the collection of time-based fees for official acts of the EBA and the BNetzA.

First Regulation Amending the Trans-European Railway Interoperability Regulation (TEIV)

The First Regulation Amending the TEIV of 23.06.2009 was enacted to implement the following European Commission decisions:

- Commission Decision 2007/756/EC of 9 November 2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC
- Commission Decision 2008/217/EC of 20 December 2007 on the 'infrastructure' TSI
- Commission Decision 2008/232/EC of 21 February 2008 on the 'rolling stock' TSI
- Commission Decision 2008/284/EC of 6 March 2008 on the 'energy' TSI



- Commission Decision 2008/386/EC of 23 April 2008 modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system and Annex A to Decision 2006/860/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high-speed rail system
- Commission Decision 2008/231/EC of 1 February 2008 on the 'operation' TSI
- Commission Decision 2008/163/EC of 20 December 2007 on the 'safety in railway tunnels' TSI
- Commission Decision 2008/164/EC of 21 December 2007 on the 'persons with reduced mobility' TSI

The provisions of Decision 2007/756/EC concerning the national rolling stock register were incorporated into Section 20 of the TEIV. In accordance with Section 4 of the TEIV, the various decisions on new or amended TSIs were declared binding by reference to the official journal concerned in Annex 2 of the TEIV.

Annex D contains a table giving an overview of the main details of the legal and regulatory changes occurring during the reporting year 2008.



F. Development of the safety certificate and safety licence

1. National law – Starting date – Availability

In 2007, the Safety Directive was transposed into national law by the Fifth Law Amending Railway Regulations and the Second Regulation Amending and Enacting Railway Regulations. The start date for issuing safety certificates and safety licences is the date the Fifth Law Amending Railway Regulations came into force, i.e. 21.04.2007. Up to this point, safety certificates were issued by the Federal Railway Authority in accordance with Directive 2001/14/EC.

As national safety regulations, the provisions are applicable in accordance with the Communication from the Government of the Federal Republic of Germany to the European Commission of 25 January 2008 on relevant national safety provisions for the rail system in Germany pursuant to Article 8(2) of Directive 2004/49/EC. This Communication is available on the EBA homepage. The annexes to the Communication contain the classification of regulations in accordance with Annex II of Directive 2004/49/EC, together with further details as per the form developed by the ERA, including links to the individual regulations.

2. Figures

Annex E contains a summary of various figures on safety certificates and safety licences.

In 2008 the following applications were received by the EBA:

- 3 applications for the issue of a safety licence
- 33 applications for the issue of a safety certificate parts A + B
- 9 applications for the issue of a safety certificate part B
- 214 applications for the issue of a safety certificate that only applies nationally in accordance with Section 7a(2) in conjunction with Section 7a(3) of the General Railway Act (AEG).

All applications for the issue of a safety licence were made by infrastructure operators who were already operational on 21.04.2007. Under Section 38(5c) of the General Railway Act, the safety licences were therefore deemed to have been provisionally issued until a final decision was taken on the applications.

The vast majority of rail transport undertakings are already operational, and therefore hold a safety certificate under Directive 2001/14/EC that is still valid in Germany until the end of 2010 under Section 38(5a) of the General Railway Act. Under Section 38(5b) of the General Railway Act, these undertakings were to submit an application for the issue of a safety certificate pursuant to Directive 2004/49/EC by 31.12.2008, as a result of which the total number of current applications for the issue of a safety certificate received in 2008 was very high over all.



3. Aspects of procedure

3.1. Safety certificates – Part A

Not all the information required for the Part A applications submitted in 2008 was yet available. The undertakings do not yet have any experience in setting up a safety management system (SMS) and still require extensive advice on understanding the European requirements. The SMS documentation submitted for the first time therefore generally has to be revised and supplemented in accordance with the safety authority's requirements. However, the deadline under Article 12(1) of the Safety Directive or Section 7a(6) of the General Railway Act was not exceeded in any instance. No Part As to safety certificates have yet been issued under Directive 2004/49/EC, and no amendments or updates were therefore required.

Satisfying the requirements of Article 9(2) of Directive 2004/49/EC presents the railway undertakings with a particular challenge; in particular the requirements arising from the corresponding ERA evaluation criteria in connection with maintenance where rolling stock of other owners is used. In order to demonstrate maintenance risk control, railway undertakings must among other things satisfy themselves that owners are competent at maintenance and ensure that the necessary standards are maintained. Full implementation of these new requirements requires every railway undertaking to implement additional procedures, which they were not yet able to demonstrate in the year under review. As a result, the EBA was unable to issue any Part A safety certificates to these railway undertakings.

Formal feedback procedures for rail transport undertakings in connection with the process for issuing safety certificates are not required under either the Safety Directive or national legislation. However, undertakings are free to submit their views on the procedures informally. In this connection, undertakings report that a considerable amount of time and money is required to develop and set up an SMS and to draft the SMS documents required by the safety authority. A common understanding of the SMS requirements by rail transport undertakings and the safety authority is often achieved only after repeated consultation and extensive correspondence.

3.2. Safety certificate Part B

Despite existing guidance notes, undertakings sometimes require extensive advice in order to understand the European requirements. The Part B documentation submitted for the first time therefore often has to be revised and supplemented in accordance with the safety authority's requirements, especially in the case of undertakings new to the German market. When examining application documents for a Part B safety certificate submitted by undertakings with a licence from another Member State, it is often clear that the processes and procedures described in the SMS are ineffective and not producing the desired results, especially to satisfy the requirements on the German network.



The processing times specified in Article 12(1) of the Safety Directive and Section 7a(6) of the General Railways Act have not hitherto been exceeded. Part A safety certificates issued by the safety authorities of other Member States have been recognised without any problem up until now.

There is no provision for formal feedback procedures for Part B safety certificates either, although undertakings can submit their views informally at any time. In this connection, rail transport undertakings report that a considerable amount of time and money is required to draft the Part B documents required by the safety authority.



G. Inspection of rail transport undertakings and infrastructure operators

The following section explains how rail transport undertakings and infrastructure operators in Germany were inspected by the Federal Railway Authority in 2008. In 2008, there were about 170 staff available to the Federal Railway Authority for carrying out inspections in the areas described below.

Inspection of permanent-way and structural equipment (Unit 21)

Monitoring of track operators to ensure that equipment meets prescribed standards and complies with rules for the inspection and servicing of equipment is carried out by Unit 21 and Field 2 of the branch offices during inspections of permanent-way and structural equipment. Monitoring of engineering equipment and machinery, which in 2007 was still the responsibility of Unit 21 and Field 2, was transferred to Units 33/34 and Field 4 in the course of 2008.

Railway inspections ensure that the General Railway Act and the legal regulations based thereon and accepted rules of engineering are being complied with even when approved equipment is being used. The main cornerstone of the railway inspection is checking that the rail transport undertaking is meeting the safety obligations laid down in Section 4(1) of the General Railway Act. General monitoring during the railway inspection is basically limited to random checks. In this respect, the Federal Railway Authority distinguishes between three kinds of monitoring in accordance with the Administrative Regulation on the Inspection of Structural and Mechanical Rail Equipment and Performance of the Technical Inspections of Safety in the Workplace ('VV TAU', view or download at

http://www.eba.bund.de/cln_005/SharedDocs/Publikationen/DE/Infothek/Infrastruktur/AllgemeineVorschriften/VVTAU):

- a) Monitoring of undertakings
- b) Monitoring of installations
- c) Special monitoring

This division into three areas is aimed at achieving the most flexible and reliable assessment of maintenance activities carried out by infrastructure operators. The following applies in relation to the individual kinds of monitoring:

- a) The purpose of the monitoring of undertakings (UbÜ, Audit) is to verify to what extent existing – partly internal – rules for carrying out maintenance within the meaning of DIN 30541 (maintenance, inspection, repair) are implemented and followed. It is therefore used to assess the maintenance organisation of the operator's offices responsible for equipment and is basically an audit of the maintenance organisation. This type of monitoring is carried out at regular intervals.
- b) The monitoring of installations (ObÜ, accompanying participation in operators' inspections) means an assessment can be made of the condition of equipment on site and the staff responsible for maintenance can be monitored. Monitoring of



this kind is also often carried out in respect of the different kinds of maintenance work.

- c) Special monitoring is used to build up a full picture of the technical condition of equipment from the perspective of stability, operational safety, railworthiness, fire resistance and, if applicable, also maintenance organisation. The EBA reserves the right to carry out special monitoring in cases in which the monitoring of undertakings and/or the monitoring of installations do not result in a clear assessment of equipment. Special monitoring can also be carried out, *inter alia*, after accidents or unusual incidents.

The monitoring carried out in 2008 did not reveal any deficits in the maintenance systems of the State railways which could have significant safety-related repercussions for the condition of permanent-way and structural equipment. Instructions had to be given to track operators in only a small number of monitoring cases for individual equipment. Most issues involved *inter alia* the documentation of data and activities of relevance to maintenance and the updating of documentation.

Not least in order to take account of the organisational changes in the EBA, the VV TAU was radically revised and will probably be introduced on 01.01.2010 as the 'Administrative Regulation for the Inspection of Structural Installations (VV EA)'.

Inspection of signalling, telecommunication and electrical equipment (Unit 22)

Unit 22 of the Federal Railway Authority is responsible for inspecting signalling, telecommunication and electrical equipment (STE). The inspection is carried out in accordance with the Administrative Regulation for the Inspection of Railway Signalling, Telecommunication and Electrical Equipment 'VV TAU-STE', which can be viewed and downloaded at:

http://www.eba.bund.de/cIn_016/nn_342570/DE/Infothek/Infrastruktur/Allg_Vorschriften/VVTauSte/VVTauSte_node.html

The safe operational condition of railway equipment is monitored on a random sampling basis by monitoring the undertakings' maintenance organisation functionality, by the monitoring of installations within the framework of accompanying inspections of equipment on site and in special cases by in-depth consideration in the form of special monitoring.

STE is split into signalling, telecommunications and electrical equipment with safety tasks (safety installations) and signalling, telecommunication and electrical equipment with safety tasks (other STE). The safety installations are listed in Annex 2S of the Administrative Regulation and the other STE in Annex 2A.

The priorities of the monitoring carried out in 2008 lay in replication of linear shut-down equipment on level crossings, the equipping of sections of track with an authorised digital train radio system and the control of vegetation in relation to signal visibility.



The monitoring of State railways carried out in 2008 showed no serious safety faults. Where faults were discovered that had safety implications, instructions were given to restore safety and order in relation to the rail equipment.

Operational railway inspection (Unit 34)

Unit 34 of the Federal Railway Authority is responsible for carrying out the operational railway inspection, which takes the form of an examination of an undertaking's systems (in part as an audit) and an examination of specific installations (inspection).

The examination of an undertaking's systems includes an examination of the

1. Organisation and documentation of safety management systems,
2. Organisation and delegation of functions involving safety responsibilities,
3. Instructions to railway operation managers.

The examination of an undertaking's systems is usually carried out in cooperation with other EBA departments by special agreement.

The railway inspection also extends to compliance with the undertakings' internal safety management systems (SMS). In this connection, it also examines whether rail transport undertakings are further developing their SMS to constantly make them more effective and whether they make an appropriate response, on their own initiative, to the lessons of dangerous incidents. The examination of the undertaking's systems also focuses on the railway undertakings' procedures for risk assessment and risk control. Random checks are made of railway undertakings in which they are required to demonstrate their ability to assess the effects on the level of safety of any changes in their processes and to initiate suitable compensatory measures. In this connection, specific risk analyses of railway undertakings were also undertaken on a random basis; in 2008 these included, for example, risk analysis of the modified procedure for the operation of trains with eddy-current brakes.

The examination of specific installations includes the following:

1. Organisational units of rail infrastructure undertakings and rail transport undertakings responsible for planning, controlling and monitoring with implications for operational safety,
2. Organisational units of rail infrastructure undertakings and rail transport undertakings responsible for staff management and planning with implications for operational safety,
3. Organisational units of the railway operation managers of rail infrastructure undertakings and rail transport undertakings,
4. Organisational units charged with monitoring disruption in rail services,
5. Locally manned offices for the operation of signalling equipment and installations (e.g. signal box, gatekeeper post),
6. Offices responsible for train formation, handling and preparation,
7. Visiting sites and travelling along sections of track on inspection journeys,
8. Visual inspections of standard and auxiliary vehicles and their loads,



9. Travelling up front with the driver of tractive units, driving trailers and auxiliary vehicles,
10. Travelling in passenger trains monitoring safety devices, external doors and the departure procedure,
11. Jobs within the risk area of the track relating to operational management and protection against threats to rail services.

The following logs and checklists are available to employees for the purpose of carrying out inspections:

- Monitoring rail operation at operating posts,
- Track inspection journeys,
- Monitoring tractive unit and train staff,
- Monitoring vehicles.

To remedy safety-related issues, instructions were issued to rail transport and infrastructure undertakings to restore safety and order in railway operations. These instructions mostly related to the removal of situations that contravened the regulations, or to compliance with existing safety rules.

The systems examination in the form of audits relates to the systematic monitoring of safety management systems pursuant to Article 9 of Directive 2004/49/EC. Since these requirements were only introduced into national law in 2007, the only safety management system audits carried out until now have been those prior to a safety certificate being issued for the first time. However, these audits cannot be regarded as audits for monitoring purposes during the lifetime of a safety certificate within the meaning of this chapter.

Inspection of railway vehicles (Unit 35)

Unit 35 of the Federal Railway Authority is responsible for inspecting railway vehicles in accordance with the Administrative Regulations for the Inspection of Rail Vehicles 'VV-EbAu (F)'. The extent and methods of monitoring are characterised by the need, as the supervisory authority, to build up a reliable picture of the quality and extent of compliance with all technical and legal obligations by rail transport undertakings. In order to determine the extent to which rail transport undertakings are meeting their legal obligations under Section 4(1) of the General Railway Act in relation to the safe construction and safe condition of vehicles, the EBA uses a system-based approach and carries out:

- Systematic examinations of organisations and undertakings,
- Systematic examinations of construction types and design series, and
- Examinations of specific installations.

In the systematic examination of organisations, the procedures, responsibilities and structures set out by the State railways, applied by them and ensuring the safety of vehicles are examined in relation to their likely effectiveness. When carrying out systematic examinations of construction types and series, examinations differ according to type and series.



The aim of examining specific installations is to compare the actual and desired condition of vehicles in accordance with the relevant legal provisions and recognised rules of engineering (depending on the vehicle) and the examination of process-related factors like the existence of evidence, the implementation of safety management systems in relation to the vehicle, etc. Furthermore, specific monitoring is carried out and measures imposed to avert danger if necessary. A detailed description of the processes is given in the 'Administrative Regulation for the Inspection of Rail Vehicles – EbAu(F) –'.

Unit 35 of the EBA also monitors the market for railway vehicles. Market monitoring is closely related to the inspection of railway vehicles because the information on the non-conformity of interoperability components gained from the inspection of railway vehicles is passed on directly to market monitoring. A guidance note for the conduct of market monitoring for interoperability components is currently being prepared. This guidance note will set out the procedures to be followed when non-conformity of an interoperability component becomes known and the basis for them in national law.



H. Decisions – Priorities – Results of safety recommendations

The monitoring and inspections of the rail transport undertakings and infrastructure operators carried out by the Federal Railway Authority in 2008 showed no serious safety issues. The frequency of these issues has remained fairly constant for several years, as a result of which no critical influence on the level of safety can be inferred from them. Considering the actual trend in accidents with increasing traffic flows on the German rail network, the level of safety in railway operations can be said to be assured.

Where faults were discovered that had safety implications, the Federal Railway Authority issued instructions for the proper maintenance of railway equipment and vehicles and for the safe running of operations pursuant to Section 2(4) of the Railway Construction and Operation Order. The main initiatives and measures taken by the Federal Railway Authority to maintain and improve safety standards are summarised in Section D, Part 1. Based on the findings in 2008, no specific examinations were ordered for 2009 in addition to regular monitoring with the previous priorities.

In 2008, two safety recommendations were made by the investigation body:

One safety recommendation related to the derailment of an ICE 3 in Cologne Central Station following a drive wheel set axle fracture on 09.07.2008 and recommended that the material input data be checked for evidence of fatigue strength when the wheel set axle was specified. The procedure relating to this incident is not yet completed, since the final report from the Federal Institute for Materials Research is not yet to hand. The measures taken following the derailment are shown in **Section D**, Table D.1.1.

The second recommendation resulted from a collision between a goods train and a locomotive in Recklinghausen Ost on 25.11.2008. Because the locomotive was sanding when it entered the track in question, the track was not reported as occupied and a route was set for the goods train on to the occupied track. The measures taken in response to this incident are again shown in **Section D**, Table D.1.1.

Addendum to the safety recommendations shown in the 2007 report but not finally dealt with:

In 2007, the investigating office made a safety recommendation concerning the use of hot axle-box detectors. The Federal Rail Authority discussed possible improvements (required distances, detection possibilities, basic assumptions re temperature rises) with the infrastructure operator. The infrastructure operator reports that the regulations and the hot axle box detector specification have been updated and are at the stage of final scrutiny by the undertaking. They should be submitted to the EBA by the IVth quarter of 2009. The procedure is not yet closed.



Another safety recommendation related to a rail accident on 20.11.2006 caused by inadequate braking power of a suburban train in Berlin-Südkreuz. The situation reported in the 2007 safety report continues to apply and this procedure is also not yet closed.

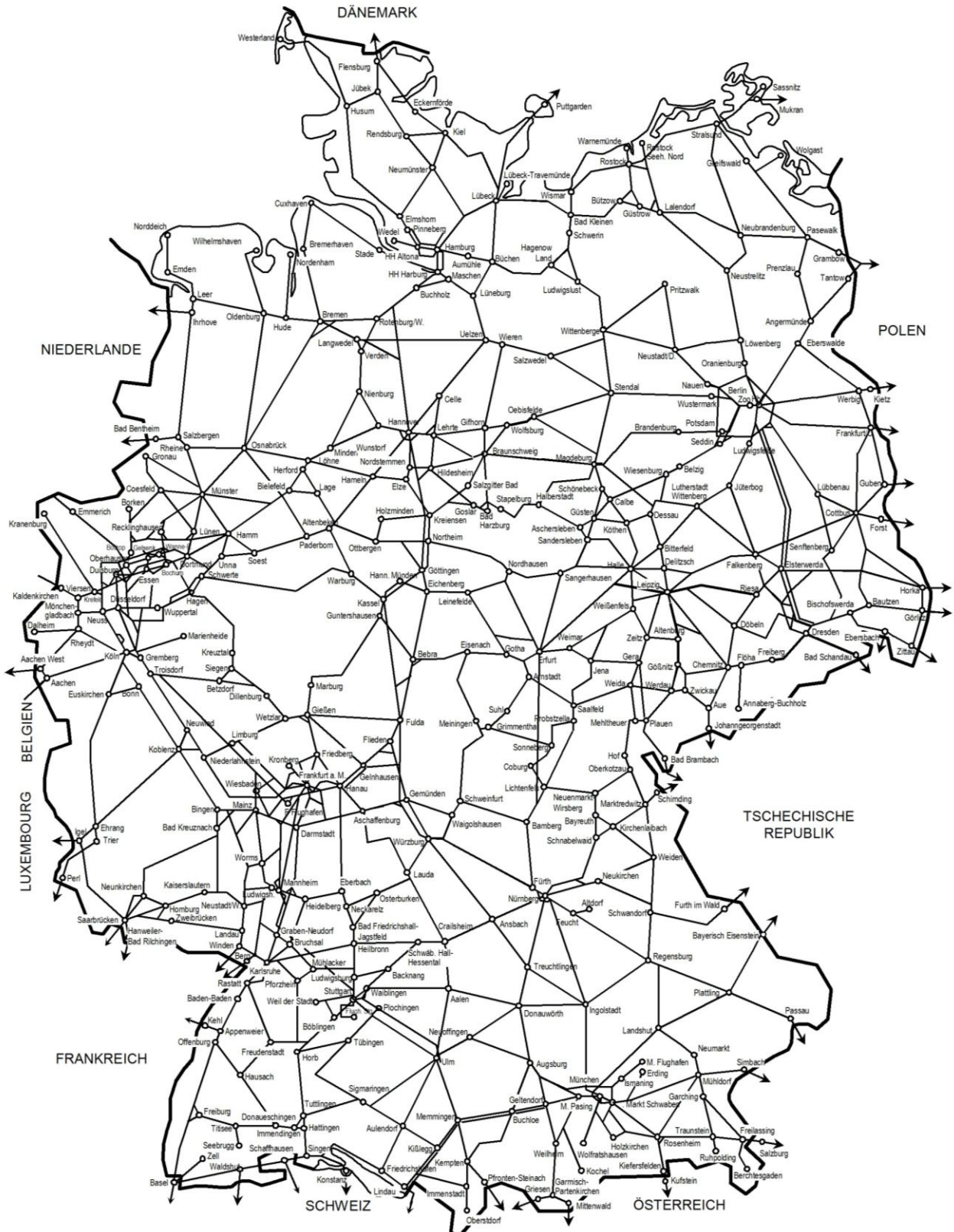
I. Annexes

- ANNEX A: Information on the structure of the railways
- ANNEX B: Organisational diagram of the National Safety Authority
- ANNEX C: CSI data – definitions used
- ANNEX D: Important changes to legal and regulatory provisions
- ANNEX E: Development of safety certification and safety licence – Figures
- ANNEX F: Abbreviations



ANNEX A: Information on the structure of the railways

A.1. Map of the rail network





A.2. Lists of rail transport undertakings and infrastructure operators

Status of lists: 31.12.2008 in each case. Up-to-date lists of public rail transport undertakings and rail infrastructure undertakings – as well as plenty of other information – can be found on the Federal Railway Authority website:

http://www.eba.bund.de/cln_007/nn_204044/DE/Infothek/Eisenbahnunternehmen/eisenbahnunternehmen_node.html

A.2.1. List of public rail infrastructure undertakings in Germany

Undertaking:	Street:	Code:	Town	Federal state:
A.V.G. Mirko Mokry e.K. Ascherslebener Verkehrsgesellschaft	Herrenbreite 24	06449	Aschersleben	SA
Ablachtalbahnhof GmbH	Bleicherstr. 14	78467	Konstanz	BW
AKN Eisenbahn AG	Rudolf-Diesel-Straße 2	24568	Kaltenkirchen	HH; SH
Albtal-Verkehrs-Gesellschaft mbH (AVG)	Tullastraße 71	76131	Karlsruhe	BW, RP
Angelner Eisenbahn Gesellschaft UG	Schwennastraße 1	24960	Glücksburg	
Anhaltische Bahn Gesellschaft mbH	Zur großen Halle 11+13	06844	Dessau	SA
Ankum - Bersenbrücker Eisenbahn GmbH	Bersenbrücker Str. 6	49577	Ankum	NI
Augsburger Localbahn GmbH	Friedberger Straße 43	86161	Augsburg	BY
Bahnbetriebsgesellschaft Mainschleifenbahn mbH	Industriestr. 3	97332	Volkach	BY
Bahnbetriebsgesellschaft Stauden mbH	Oberer Schleisweg 11	86156	Augsburg	BY
Bahnen der Stadt Monheim GmbH	Daimlerstraße 10	40789	Monheim am Rhein	NW
Bahnhof Mooskamp gGmbH	Mooskamp 23	44359	Dortmund	NRW
Bayerische Regionaleisenbahn GmbH	Ludwigstr. 6	96052	Bamberg	BY
Bayerische Zugspitzbahn Bergbahn AG	Olympiastraße 27	82467	Garmisch-Partenkirchen	BY
BayernBahn Betriebsgesellschaft mbH	Am Hohen Weg 30	86720	Nördlingen	BY
Bentheimer Eisenbahn AG	Otto-Hahn-Straße 1	48529	Nordhorn	NI
Bergbahnen im Siebengebirge AG	Drachenfelsstraße 53	53639	Königswinter	NW
Borkumer Kleinbahn- und Dampfschiffahrt GmbH	Georg-Schütte-Platz 8	26757	Borkum	NI
Bremen-Thedinghauser Eisenbahn GmbH	Leester Str. 88	28844	Weyhe - Leeste	NI
Brohltal Eisenbahn GmbH	Kapellenstraße 12	56651	Niederzissen	RP
Chiemsee- Schifffahrt Ludwig Feßler	Seestraße 108	83209	Prien	BY
City-Bahn Chemnitz GmbH	Carl-von-Ossietzky-Straße 186	09127	Chemnitz	SN
Currenta GmbH & Co. OHG	Gebäude L. 7	51368	Leverkusen	NW
Dampfbahn Fränkische Schweiz e.V.	Pretzfelderstraße 21	91316	Ebermannstadt	BY
DB Netz AG	Theodor-Heuss-Allee 7	60486	Frankfurt am Main	---
DB RegioNetz Infrastruktur GmbH	Stephensonstraße 1	60326	Frankfurt am Main	BY; SN; HE; BW; TH
DB Station&Service AG	Köthener Straße 2-3	10963	Berlin	---
DE Infrastruktur GmbH	Speicherstr. 23	44147	Dortmund	NW
Delmenhorst - Harpstedter Eisenbahn GmbH	Am Bahnhof 3	27243	Harpstedt	NI
Dessauer Verkehrs- und Eisenbahngesellschaft mbH (DVG)	Albrechtstr. 48	06844	Dessau	ST
Deutsche Museumseisenbahn GmbH	Steinstraße 7	64291	Darmstadt	HE
Deutsche Regionaleisenbahn GmbH (DRE)	Kurfürstendamm 11	10719	Berlin	BB; SN; BY; NI
Deutsche Steinkohle AG (DSK)	Shamrockring 1	44623	Herne	NW
Döllnitzbahn GmbH	Bahnhofstraße 2	04769	Mügeln	SN
Donnersberg-Touristik-Verband e.V. (DTV)	Umlandstr. 2	67292	Kirchheimbolanden	RP
Eifelbahn Verkehrsgesellschaft mbH	Rheinhöller 3	53545	Linz am Rhein	RP
Eisenbahn Logistik und Service GmbH (ELS)	Gewerbepark Ost 14	17235	Neustrelitz	MV
Eisenbahnfreunde Rodachtalbahnhof e.V. c/o Ralf Ellinger	Krögelsmühle 1	96365	Nordhalben	BY
Eisenbahnfreunde Wetterau e. V.	Postfach 1212	61212	Bad Nauheim	HE
EKO-Transportgesellschaft mbH (EKO-Trans)	Werkstraße 1	15890	Eisenhüttenstadt	BB
Emsländische Eisenbahn GmbH	Bahnhofstr. 41	49716	Meppen	NI
Energiewerke Nord GmbH	Latzower Straße 1	17509	Rubnow	MV
Erlebnisbahn GmbH & Co. KG	An Bahnhof Mellensee 3	15838	Mellensee	BB
Erlebnisbahn Ratzeburg GmbH	Am Bahnhof im Zug	23911	Schmilau	SH
Erms-Neckar-Bahn AG	Pfählerstraße 17	72574	Bad Urach	BW
ESWE Verkehrsgesellschaft mbH	Gartenfeldstr.18	65189	Wiesbaden	HE
EVb Elbe-Weser GmbH	Bahnhofstr. 67	27404	Zeven	NI
EVS EUREGIO-Verkehrsschiennennetz GmbH	Rüst 30	52224	Stolberg	NW
EVU Seehäse Landkreis Konstanz	Benediktinerplatz 1	78467	Konstanz	BW
Farge-Vegesacker Eisenbahn GmbH	Rödelheimer Bahnweg 31	60489	Frankfurt am Main	NI
Fels Netz GmbH	Kalkwerk Hornberg	38875	Elbingerode	ST



Flecken Bruchhausen-Vilsen	Lange Str. 11	27305	Bruchhausen-Vilsen	NI
Friesoyther Eisenbahninfrastruktur-Gesellschaft mbH	Mühlenstraße 12	26169	Friesoythe	NI
Gemeinde Dornum	Schatthäuser Str. 9	26553	Dornum	NI
Gemeinde Losheim am See	Merziger Str. 3	66679	Losheim am See	SL
Gesellschaft der Förderer der Museumseisenbahn Hamm e. V.	Schumannstraße 35	59065	Hamm	NW
Gesellschaft zur Betreibung der Waldeisenbahn Muskau mbH (WEM)	Jahnstr. 53 (Haus A)	02943	Weißwasser	SN
GET Eisenbahn und Transport GmbH	Neue Hüttenstraße 1	49124	Georgsmarienhütte	NI
Görlitzer Oldtimer Parkeisenbahn e. V.	An der Landskronbrauerei	02826	Görlitz	SN
Groß-Bieberau-Reinheimer Eisenbahn GmbH	Wersauer Weg 100	64401	Groß Bieberau	HE
Hafen Krefeld GmbH & Co. KG	Oberstraße 13	47829	Krefeld	NW
Häfen und Güterverkehr Köln AG (HGK)	Harry-Blum-Platz 2	50678	Köln	NW
Härtfeld-Museumsbahn e.V.	Dischinger Straße 11	73450	Neresheim	BW
Harzer Schmalspurbahnen GmbH	Friedrichstraße 151	38855	Wernigerode	ST; TH
Hersfelder-Eisenbahn AG (HEG)	Heinrich-Börner-Str. 10	36251	Bad Hersfeld	HE
Hespertalbahn e.V.	Postfach 150223	45242	Essen	NRW
Hessencourrier e.V. Kassel	Kaulenbergstraße 5	34131	Kassel	HE
HLB Basis AG	Mannheimer Str. 15	60329	Frankfurt am Main	HE
Hohenzollerische Landesbahn AG (HzL)	Bahnhofstraße 21	72379	Hechingen	BW
Hörseltalbahn GmbH	Adam-Opel-Straße 100	99817	Eisenach	TH
Hunsrückbahn e.V.	Bahnhofstr. 14	54411	Hermeskeil	RP; SL
Ilmebahn GmbH	Dr.-Friedrich-Uhde-Str. 24	37574	Einbeck	NI
Kahlgrund-Verkehrs-GmbH	Am Bahnhof 1	63825	Schöllkrippen	BY
Keolis Deutschland GmbH & Co. KG	Hardenbergplatz 2	10623	Berlin	NW
Kommunalunternehmen Stadtwerke Ochsenfurt (KSO)	Postfach 12 52	97196	Ochsenfurt	BY
Kreisbahn Mansfelder Land GmbH	Ahlsdorfer Weg 10	06311	Helbra	ST
Kreisbahn Siegen-Wittgenstein GmbH (KSW)	Eiserfelder Straße 16	57072	Siegen	NW
Kreisverkehrs- und Infrastrukturbetrieb St. Wendel	Mommstraße 21-27	66606	St. Wendel	SL
Kuckucks-Bühne! Bahnbetriebs GmbH	Sommerbergstraße 3	67466	Lambrecht	RP
KVVH Karlsruher Versorgungs-, Verkehrs- und Hafens GmbH	Werftstr. 2	76189	Karlsruhe	BW
Landkreis Cuxhaven	Postfach	27470	Cuxhaven	NI
Lappwaldbahn GmbH	Am Bahnhof 4	39356	Weferlingen	ST, NI
Lüchow-Schmarsauer Eisenbahn GmbH	Königsberger Str. 10	29439	Lüchow	NI
MaLoWa Bahnwerkstatt GmbH	Hauptstraße 10	06308	Benndorf	SA
Mansfelder Bergwerksbahn e.V.	Postfach 1155	06305	Klostermansfeld	ST
Märkische Eisenbahngesellschaft mbH	Wehberger Straße 80	58507	Lüdenscheid	NW
Märkische Museums-Eisenbahn e.V. (MME)	Postf 13 46	58813	Plettenberg	NW
Max Aicher GmbH	Teisenbergstraße 7	83395	Freilassing	BY
Mecklenburgische Bäderbahn Molli GmbH & Co. KG	Am Bahnhof	18209	Bad Doberan	MV
Mecklenburg-Pommersche Schmalspurbahn-Freunde e.V.	Dorfstraße 6b	17099	Schwichtenberg	MV
Mindener Kreisbahnen GmbH	Karlstraße 48	32423	Minden	NW
Museumsbahn Schönheide e.V. (Gemeindeverwaltung Schönheide)	Hauptstraße 43	08304	Schönheide	SN
MVV OEG AG	Augustaanlage 59	68165	Mannheim	BW
NEB Niederbarnimer Eisenbahn AG	Georgenstraße 22	10117	Berlin	BE; BB; ST
neg Niebüll GmbH	Bahnhofstraße 6	25899	Niebüll	SH
neg Süderau Betriebs GmbH	Bahnhofstraße 6	25899	Niebüll	SH
Neukölln-Mittenwalder Eisenbahn AG (NME)	Gottlieb-Dunkel-Straße 47/48	12099	Berlin	BE
Niederlausitzer Museumseisenbahn e.V.	Holsteiner Straße 37	03238	Finsterwalde	BB
Niederrheinische Verkehrsbetriebe AG (NIAG)	Hornbergerstraße 113	47441	Moers	NW
Norddeutsche Naturstein Rail GmbH (NNRail)	Altenhäuser Str. 41	39345	Flechtingen	ST
Nordzucker AG	Küchenstraße 9	38100	Braunschweig	SA
Öchsle-Bahn AG	Postfach 16 62	88396	Biberach/ Riss	BW
Osthannoversche Eisenbahnen AG (OHE)	Biermannstr. 33	29221	Celle	NI
Osthavelländische Eisenbahn AG (OHE)	Schönwalder Allee 51	13587	Berlin	BE
Parkeisenbahn Chemnitz gGmbH	Küchenwaldring 24	09113	Chemnitz	SN
Parkeisenbahn Syrtal	Hainstr. 10	08523	Plauen	SN
Planungs- und Entwicklungsgesellschaft Güterverkehrszentrum Emscher mbH	Am Westhafen 27	44653	Herne	NW
Prignitzer Eisenbahn GmbH (PEG)	Pritzwalker Straße 2	16949	Putlitz	BB
Prignitzer Kleinbahnmuseum Lindenberg e.V.	Hauptstraße 7	16928	Lindenberg	BB
Prinsen Eisenbahninfrastruktur GmbH	Gewerbehof 10	14797	Kloster Lehnin/ Reckahn	BB
Regental Bahnbetriebsgesellschaft mbH	Bahnhofsplatz 1	94234	Viechtach	BY
Regio Infra Service Sachsen GmbH	Carl-von-Ossietzky-Straße 186	09127	Chemnitz	SN
Regionalbahn Kassel GmbH	Wilhelmshöher Allee 252	34119	Kassel	HE
Regionale Bahngesellschaft Kaarst-Neuss-Düsseldorf-Erkath-Mettmann-Wuppertal mbH	An der Regiobahn 15	40822	Mettmann	NW
Regionalverkehr Münsterland GmbH	Krögerweg 11	48155	Münster	NW
Regionalverkehr Ruhr-Lippe GmbH	Am Bahnhof 10	59494	Soest	NW
Rennsteigbahn GmbH & Co. KG	Bahnhof Rennsteig	98711	Schmiedefeld	TH
Rhein-Haardtbahn GmbH	Mannheimer Straße 53	67098	Bad Dürkheim	RP
Rhein-Sieg-Verkehrsgesellschaft mbH	Steinstraße 31	53844	Troisdorf	NW



Rinteln-Stadthagener Verkehrs GmbH	Biermannstr. 33	29221	Celle	Ni
RP Eisenbahn GmbH	Schwetzingen Straße 2	67157	Wachenheim	RP; SN
RSE Rhein-Sieg-Eisenbahn GmbH	Siebengebirgsstraße 152	53229	Bonn	NW; BY
Rügenschke Kleinbahn GmbH & Co	Binzer Straße 12	18581	Putbus	MV
Rurtalbahn GmbH	Köln Landstraße 271	52351	Düren	NW
Sächsisch-Oberlausitzer Eisenbahngesellschaft mbH	Bahnhofstraße 41	02763	Zittau	SN
Schiffahrt der Inselgemeinde Langeoog (Inselbahn)	Hauptstr. 28	26465	Langeoog	NI
Schleifkottenbahn GmbH	Staklenberg 1	58553	Halver	NW
Schlösser und Gärten in Dresden -Dresdner Parkeisenbahn-	Hauptallee 5	01219	Dresden	SN
Schwäbische-Wald-Bahn GmbH	Kirchplatz 3	73642	Welzheim	BW
SDG Sächsische Dampfeisenbahngesellschaft mbH	Geyersdorfer Str. 32	09456	Annaberg-Buchholz	SN
Seehafen Kiel GmbH & Co. KG	Bollhörnkai 1	24103	Kiel	SH
SRS Rail Service GmbH	Neuoffingen 3	89362	Offingen	BY
Stadt Arneburg	Breite Straße 14a	39596	Arneburg	ST
Stadt Bitburg	Rathausplatz 3 - 4	54634	Bitburg	RP
Stadt Blumberg - Wutachtalbahn	Hauptstraße 97	78176	Blumberg	BW
Stadt Jöhstadt -Preßnitzalbahn-	Markt 185	09475	Jöhstadt	SN
Stadtbahn Saar GmbH	Hohenzollernstraße 104-106	66117	Saarbrücken	SL
Stadtverwaltung Bad Wurzach	Postfach 12 80	88405	Bad Wurzach	BW
Stadtverwaltung Pfullendorf	Postfach 1280	88618	Pfullendorf	BW
Stadtwerke Trossingen GmbH	Bahnhofstraße 9	78647	Trossingen	BW
Südwestdeutsche Verkehrs-AG (SWEG)	Rheinstraße 8	77933	Lahr	BW
Talbahn GmbH	Mühlenstr. 38	58285	Gevelsberg	NW
Tegernsee-Bahn Betriebsgesellschaft mbH	Bahnhofplatz 5	83684	Tegernsee	BY
Teutoburger Wald-Eisenbahn-AG	Am Grubenhof 2	33330	Gütersloh	NW
Thüringer Eisenbahn GmbH	Schollerstraße 47	99096	Erfurt	TH
TME Torsten Meincke Eisenbahn GmbH	Ludwigsluster Chaussee 72	19061	Schwerin	MV
Tourismus und Warnetalbahn GmbH	Kreisstraße 19	38304	Wolfenbüttel	NI
Touristik Eisenbahn Ruhrgebiet GmbH	Kronprinzenstr. 35	45128	Essen	NW
UEF Eisenbahnverkehrsgesellschaft mbH	Zehntwiesenstraße 31 c,	76275	Ettlingen	BW
Usedomer Bäderbahn GmbH	Am Bahnhof 1	17424	Seebad Heringsdorf	MV
Verden-Walsroder Eisenbahn GmbH	Moorstraße 2a	27283	Verden	NI
Verein Parkeisenbahn Auensee e. V.	Gustav-Esche-Str. 8	04159	Leipzig	SN
Verkehrsbetriebe Grafschaft Hoya GmbH	Am Bahnhof 1	27318	Hoya	NI
Verkehrsbetriebe Kreis Plön GmbH	Diederichstraße 5	24143	Kiel	SH
Verkehrsgesellschaft Landkreis Osnabrück GmbH	Bremer Str. 11	49163	Bohnte	NI
Verkehrsgesellschaft Norderstedt mbH (VGN)	Heidbergstraße 101-111	22846	Norderstedt	SH
Verkehrsverband Hochtaunus -Zweckverband (VHT)	Ludwig-Erhard-Anlage 1- 4	61352	Bad Homburg	HE
Vorwohle-Emmerthaler Verkehrsbetriebe GmbH	Am Bahnhof 1	37619	Bodenwerder	NI
VPS Infrastruktur GmbH	Am Hillenholz 28	38229	Salzgitter	NI
Vulkan-Eifel-Bahn Betriebsgesellschaft mbH	Kasselburger Weg 16	54568	Gerolstein	RP
VVM Verein Verkehrsamateure und Museumsbahnen e. V. c/o Herr Harald Elsner	Kollaustraße 177	22453	Hamburg	SH
Wendelsteinbahn GmbH	Kerschelweg 30	83098	Brannenburg	BY
WestEnergie und Verkehr GmbH	Haihover Straße 19	52511	Geilenkirchen	NW
Westerwaldbahn GmbH	Rosenheimer Straße 1	57520	Steinebach	RP
WHE Wanne-Herner Eisenbahn und Hafen GmbH	Am Westhafen 27	44653	Herne	NW
WLE Westfälische Landes-Eisenbahn GmbH	Beckumer Straße 70	59555	Lippstadt	NW
Württembergische Eisenbahn-Gesellschaft mbH	Seewiesenstraße 19	71334	Waiblingen	BW
Zweckverband Brandenburgisches Museum für Klein- und Privatbahnen	Am Bahnhof 3	17291	Gramzow	BB
Zweckverband Fränkisches Freilandmuseum Fladungen	Silcherstraße 5	97074	Würzburg	BY
Zweckverband Kandertalbahn	Postfach 1128	79400	Kandern	BW
Zweckverband ÖPNV im Ammertal	Wilhelm-Keil-Straße 50	72072	Tübingen	BW
Zweckverband Schönbuchbahn (ZÖA)	Postfach 16 40	71006	Böblingen	BW
Zweckverband Verkehrsverband Wieslaufalbahn	Alter Postplatz 10	71332	Waiblingen	BW



A.2.2. List of public rail transport undertakings in Germany

Undertaking	Street	Code	Town	Licence date	Passenger	Goods
A.V.G. Mirko Mokry e.K. Ascherslebener Verkehrsgesellschaft	Herrenbreite 24	06449	Aschersleben	28.09.2005	Yes	Yes
AAE Ahaus Alstätter Eisenbahn GmbH	Gronauer Straße 26	48683	Ahaus Alstätte	10.11.1998	No	Yes
Abellio Rail NRW GmbH	Bredeneyer Straße 2	45133	Essen	11.12.2005	Yes	No
AHG Handel & Logistik GmbH & Co. KG	Am Seegraben 16	03058	Groß Gaglow	11.07.2000	Yes	Yes
Aicher Cargo GmbH	Industriestraße 1	86405	Meitingen-Herbertshofen	05.11.2007	Yes	Yes
AKN Eisenbahn AG	Rudolf-Diesel-Straße 2	24568	Kaltenkirchen	15.12.1997	Yes	Yes
Albtal-Verkehrs-Gesellschaft mbH (AVG)	Tullastraße 71	76131	Karlsruhe	10.05.1995	Yes	Yes
AmE Raillogistik GmbH	Bernard-Remy-Str. 6	19322	Wittenberge	04.03.2002	Yes	Yes
Anhaltische Bahn Gesellschaft mbH	Zur großen Halle 11+13	06844	Dessau	16.02.2000	Yes	Yes
Ankum - Bersenbrücker Eisenbahn GmbH	Bersenbrücker Str. 6	49577	Ankum	26.10.1995	Yes	Yes
Anschlussbahn-Servicegesellschaft Pressnitzal-bahn mbH	Siegmund-Bergmann-Straße 15	03222	Lübbenau OT Groß Klessow	22.03.2007	Yes	Yes
Arco Transportation GmbH	Dr. Fischer Straße 1	06729	Tröglitz	02.03.2005	Yes	Yes
Augsburger Localbahn GmbH	Friedberger Straße 43	86161	Augsburg	04.08.1995	Yes	Yes
Bahnbetriebsgesellschaft Stauden mbH	Oberer Schleisweg 11	86156	Augsburg	03.09.2002	Yes	Yes
Bahnen der Stadt Monheim GmbH	Daimlerstraße 10	40789	Monheim am Rhein	11.10.1995	Yes	Yes
BahnLog Bahnlogistik und Service GmbH	Rathausstraße 5	66571	Eppelborn	14.11.2003	Yes	Yes
BASF Schwarzheide GmbH	Schipkauer Straße 1	01986	Schwarzheide	29.03.2000	No	Yes
BASF SE Service Center Railway	WLL/R	67056	Ludwigshafen	26.05.2008	Yes	Yes
Bayerische Cargo Bahn GmbH	Edisonallee 5	89231	Neu Ulm	14.03.2002	Yes	Yes
Bayerische Oberlandbahn GmbH	Bahnhofplatz 1	83607	Holzkirchen	10.03.1998	Yes	No
Bayerische Regiobahn GmbH	Bahnhofplatz 1	83607	Holzkirchen	05.05.2003	Yes	Yes
Bayerische Zugspitzbahn Bergbahn AG	Olympiastraße 27	82467	Garmisch-Partenkirchen	04.08.1995	Yes	Yes
BayernBahn Betriebsgesellschaft mbH	Am Hohen Weg 30	86720	Nördlingen	04.04.1995	Yes	Yes
Bayernhafen GmbH & Co. KG	Osthafenstraße 5	93055	Regensburg	13.02.2006	Yes	Yes
BBL Logistik GmbH	Entenfangweg 7-9	30419	Hannover	17.02.2006	No	Yes
BDG Bahnservice- und Dienstleistungsgesellschaft mbH & Co. KG	Pfännerstraße 23	39218	Schönebeck (Elbe)	30.11.2007	No	Yes
BEHALA Berliner Hafen- und Lagerhausgesellschaft mbH	Westhafenstraße 1	13353	Berlin	06.07.2007	Yes	Yes
BeNex GmbH	Burchardstraße 21	20095	Hamburg	09.11.2007	Yes	Yes
Bentheimer Eisenbahn AG	Otto-Hahn-Straße 1	48529	Nordhorn	26.10.1995	Yes	Yes
Bergbahnen im Siebengebirge AG	Drachenfelsstraße 53	53639	Königswinter	10.05.1994	Yes	No
Berlin-Brandenburgische Eisenbahn GmbH	Andreasstraße 66	10243	Berlin	27.01.2004	Yes	Yes
BGE Eisenbahn Güterverkehr Gesellschaft mbH	Sennefelder Straße 15	51469	Bergisch Gladbach	03.11.1997	No	Yes
BLP Wiebe Logistik GmbH	Im Finigen 8	28832	Achim	02.06.2005	No	Yes
Bocholter Eisenbahngesellschaft mbH	Hindenburgstraße 5	46395	Bocholt	16.02.2005	Yes	Yes
Bodensee-Oberschwaben-Bahn GmbH	Kornblumenstraße 7/1	88046	Friedrichshafen	16.05.1995	Yes	No
Borkumer Kleinbahn- und Dampfschiffahrt GmbH BoxXpress.de GmbH	Georg-Schütte-Platz 8 Köhlfleetdamm 5	26757 21129	Borkum Hamburg	24.01.1996 07.05.2003	Yes No	Yes Yes
Bräunert Eisenbahnverkehr GmbH & Co. KG	Obere Bahnhofstraße 30	67308	Albisheim	05.12.2006	Yes	Yes
Breisgau-S-Bahn GmbH	Besanconallee 99	79111	Freiburg	24.01.1996	Yes	No
Bremen-Thedinghauser Eisenbahn GmbH	Leester Str. 88	28844	Weyhe - Leeste	03.03.2000	Yes	Yes
Bremer Straßenbahn AG	Flughafendamm 12	28199	Bremen	04.11.1997	Yes	No
Brohltal Schmalspureisenbahn Betriebs GmbH	Brohltalstraße	56654	Brohl-Lützing	31.08.1996	Yes	Yes
BSB - Saugbagger und Zweiwegetechnik Stefan Mattes GmbH & Co. KG	Vulkanstraße 13	10367	Berlin	06.10.2006	No	Yes
BSL GmbH Betrieb-Service-Logistik	Am Kanal 59	15749	Mittenwalde	02.07.2003	Yes	Yes
BT Berlin Transport GmbH	Torstraße 49	10119	Berlin	25.05.2005	Yes	Yes
BTS Bahn Tec GmbH	Tannenweg 39	54293	Trier-Ehrang	06.01.2003	Yes	Yes
Burgenlandbahn GmbH	Bahnhofstraße 46	06618	Naumburg	22.12.1998	Yes	No
BVG Berliner Verkehrsbetriebe	Potsdamer Straße 188	10783	Berlin	14.03.2002	Yes	Yes
cantus Verkehrsgesellschaft mbH	Wilhelmshöher Allee 252	34119	Kassel	13.07.2006	Yes	No
Cargo Rail GmbH	Werkstraße 1	66763	Dillingen /Saar	02.07.1999	No	Yes
CFL Cargo Deutschland GmbH	Bahnhofstraße 6	25899	Niebüll	19.03.2007	Yes	Yes
Chemion Logistik GmbH	Bayer Chemiepark X 6	51368	Leverkusen	22.02.2002	No	Yes
Chiemsee- Schifffahrt Ludwig Feßler	Seestraße 108	83209	Prien	04.08.1995	Yes	Yes
City-Bahn Chemnitz GmbH	Carl-von-Ossietzky-Straße 186	09127	Chemnitz	04.12.1997	Yes	No
CTL Logistics GmbH	Zollhof 8	40221	Düsseldorf	05.02.2007	No	Yes
D & D Eisenbahn GmbH	Friedrich-List-Straße 13	19230	Hagenow-Land	10.02.2000	Yes	Yes
Dampfbahn Fränkische Schweiz e.V. Dampfzug-Betriebsgemeinschaft e. V.	Pretzfelderstraße 21 Chausseestraße 4a	91316 39279	Ebermannstadt Loburg	01.08.1995 11.02.1999	Yes Yes	Yes Yes
DB AutoZug GmbH	Königswall 21	44137	Dortmund	17.10.2000	Yes	Yes
DB Fahrwegdienste GmbH	Stephensonstraße 1	60326	Frankfurt	28.05.2008	Yes	Yes
DB Fahrzeuginstandhaltung GmbH	Weilburger Str. 22	60326	Frankfurt	21.01.2004	Yes	Yes
DB Fernverkehr AG	Stephensonstraße 1	60326	Frankfurt	29.05.2008	Yes	Yes



DB Heidekrautbahn GmbH	Babelsberger Straße 18	14473	Potsdam	17.09.2003	Yes	Yes
DB Regio AG	Stephensonstraße 1	60326	Frankfurt	15.10.1998	Yes	Yes
DB Regio Baden-Württemberg GmbH	Presslestraße 17	70191	Stuttgart	06.08.2008	Yes	Yes
DB Regio Bayern GmbH	Richelstraße 3	80634	München	06.08.2008	Yes	Yes
DB Regio Hessen GmbH	Mannheimer Straße 81	60327	Frankfurt	06.08.2008	Yes	Yes
DB Regio Nord GmbH	Ernst-August-Platz 10	30159	Hannover	06.08.2008	Yes	Yes
DB Regio Nordost GmbH	Babelsberger Straße 18	14473	Potsdam	06.08.2008	Yes	Yes
DB Regio NRW GmbH	Willi-Becker-Allee 11	40227	Düsseldorf	15.04.2004	Yes	No
DB Regio RheinNeckar GmbH	Am Victoria-Turm 2	68163	Mannheim	06.08.2008	Yes	Yes
DB Regio Südost GmbH	Richard-Wagner-Straße 1	04109	Leipzig	06.08.2008	Yes	Yes
DB Regio Südwest GmbH	Erthalstraße 1	55118	Mainz	06.08.2008	Yes	Yes
DB RegioNetz Verkehrs GmbH	Stephensonstraße 1	60326	Frankfurt	10.07.2001	Yes	Yes
DB Services Nord GmbH	Museumstraße 39	22765	Hamburg	26.04.2001	Yes	Yes
DB Services Nordost GmbH	Köthener Straße 2-3	10963	Berlin	26.02.1999	Yes	Yes
DB Services Süd GmbH	Bahnhofplatz 2	80335	München	08.01.2001	Yes	Yes
DB Services Südost GmbH	Richard-Wagner Straße 3	04109	Leipzig	30.11.1998	Yes	Yes
DB Services Südwest GmbH	Karlstraße 6	60329	Frankfurt	13.12.2000	Yes	Yes
DB Services West GmbH	Gereonstraße 5 - 11	50670	Köln	10.06.1999	Yes	Yes
DB Zwölfte Vermögensverwaltungs AG	Stephensonstraße 1	60326	Frankfurt	29.05.2008	Yes	Yes
Delmenhorst - Harpstedter Eisenbahn GmbH	Am Bahnhof 3	27243	Harpstedt	26.10.1995	Yes	Yes
DeltaRail GmbH	Nussweg 5	15232	Frankfurt (Oder)	07.04.2005	No	Yes
Deutsche Bahn Gleisbau GmbH	Masurenallee 427	47279	Duisburg	27.10.1999	Yes	Yes
Deutsche Museumseisenbahn GmbH	Steinstraße 7	64291	Darmstadt	26.03.1997	Yes	Yes
Deutsche Privatbahn GmbH	Tunnelweg 3	31785	Hameln	19.04.2007	Yes	Yes
DGEG Bahnen & Reisen Bochum AG	Dr.-C. Otto-Straße 191	44879	Bochum	29.12.1995	Yes	No
Die-Lei GmbH	Ochshäuser Straße 9	34123	Kassel	29.11.2005	Yes	Yes
Dipl.-Ing. Günter Müller	Kreherstraße 104	09127	Chemnitz	11.12.1997	Yes	Yes
Dispolok GmbH	Krauss-Maffei-Straße 2	80997	München	05.07.2002	Yes	Yes
Döllnitzbahn GmbH	Bahnhofstraße 2	04769	Mügeln	17.12.1993	Yes	Yes
Dortmunder Eisenbahn GmbH	Speicherstraße 23	44147	Dortmund	29.04.2005	No	Yes
DRE Transport GmbH	Bahnhofsstraße 10	15926	Luckau	25.06.2007	Yes	Yes
Dresdner Verkehrsbetriebe AG	Trachenberger Straße 40	01142	Dresden	07.09.2000	Yes	Yes
Dresdner Verkehrsservicegesellschaft mbH	Trachenberger Straße 40	01129	Dresden	05.10.2000	Yes	Yes
Duisport Rail GmbH	Bliersheimer Straße 83	47229	Duisburg	18.01.2001	No	Yes
DUOmobile GmbH	Am Containerbahnhof 1	91605	Gallmersgarten	30.08.2006	No	Yes
DWK GmbH & Co. KG	Dietrichstraße 9	24143	Kiel	10.10.2006	No	Yes
EBW Eisenbahn-Bewachungs-GmbH	Roßwachtstraße 40 b	85221	Dachau	31.03.2003	No	Yes
EfW-Verkehrsgesellschaft mbH	Hauptstraße 15-17	50226	Frechen	29.06.2001	Yes	Yes
EH Güterverkehr GmbH	Franz-Lenze-Straße 15	47166	Duisburg	17.11.1998	No	Yes
Ei. L. T. GmbH Eisenbahn, Logistik und Transporte	Parkstasse 4	14513	Teltow	01.03.2005	No	Yes
Eichholz Eivel GmbH	Bessemerstraße 42b	12103	Berlin	02.02.2007	Yes	Yes
Eifelbahn Verkehrsgesellschaft mbH	Rheinhöller 3	53545	Linz am Rhein	18.12.1997	Yes	Yes
Eisenbahn Logistik Leipzig GmbH	Vierackerwiesen 4	04179	Leipzig	19.07.2005	Yes	Yes
Eisenbahn Logistik und Service GmbH (ELS)	Gewerbepark Ost 14	17235	Neustrelitz	24.03.2005	No	Yes
Eisenbahn Technik Betrieb GmbH & Co. KG (ETB)	Elbestraße 6	16321	Bernau b. Berlin	17.01.2008	Yes	Yes
Eisenbahn-Bau- und Betriebsgesellschaft Pressnitztalbahn mbH	Am Bahnhof 78	09477	Jöhstadt	07.06.2000	Yes	Yes
Eisenbahnbetriebe Mittlerer Neckar GmbH	Bolzstraße 126	70806	Kornwestheim	05.11.1996	Yes	Yes
Eisenbahnfreunde Rodachtalbahn e.V. c/o Ralf Ellinger	Krögelsmühle 1	96365	Nordhalben	10.07.2007	Yes	Yes
Eisenbahnfreunde Treysa e. V.	Otto-Kuwilky-Straße 28	34613	Schwalmstadt	29.08.2007	Yes	Yes
Eisenbahngesellschaft Ostfriesland - Oldenburg mbH (e.g.o.o.)	Zobtenstraße 9	26603	Aurich		Yes	No
Eisenbahngesellschaft Potsdam mbH	Am Luftschiffhafen 1	14471	Potsdam	11.04.2005	Yes	Yes
Eisenbahn-Logistik-Gesellschaft GmbH	Schürmannstraße 25a	45136	Essen	21.06.2007	No	Yes
Eisenbahn-Service-Gesellschaft mbH	Alemannenstraße 19	71665	Vaihingen/Enz	24.03.2004	Yes	Yes
EKO-Transportgesellschaft mbH (EKO-Trans)	Werkstraße 1	15890	Eisenhüttenstadt	21.10.2003	Yes	Yes
ekr Bahnlogistik & Bauüberwachung GmbH	Dahlwitzer Straße 41	12623	Berlin	15.12.2004	No	Yes
ELBA Logistik GmbH	Postfach 1764	71507	Backnang	18.10.2005	No	Yes
Elbe-Saale-Bahn GmbH	Bahnhofstraße 69	39104	Magdeburg	28.04.2004	Yes	Yes
Elektrische Bahnen der Stadt Bonn und des Rhein-Sieg-Kreises	Theaterstraße 24	53111	Bonn	30.09.1997	Yes	No
ELP - Eurolokkpool GmbH	Marienstraße 39	06618	Naumburg	18.10.2006	Yes	Yes
Elsenztalbahn GmbH	Postfach 1256	74872	Sinsheim	14.07.1995	Yes	No
Emsländische Eisenbahn GmbH	Bahnhofstr. 41	49716	Meppen	11.09.1998	Yes	Yes
Energy Rail GmbH	Nordparkstraße 30	03044	Cottbus	07.02.2006	Yes	Yes
Erfurter Bahn GmbH (EIB)	Am Rasenrain 16	99089	Erfurt	15.09.1997	Yes	Yes
Erfurter Bahnservice GmbH	Spielbergtor 12d	99096	Erfurt	14.02.2007	Yes	Yes
ERS Railways GmbH	Baseler Straße 35-37	60329	Frankfurt	15.03.2006	No	Yes
ESG Eisenbahn und Sonderwagen-Betriebsgesellschaft mbH	Mittlerer Lechfeldweg 2 f	86179	Augsburg	24.09.1997	Yes	No
ETS European Train Service GmbH	Waidmarkt 10-12	50676	Köln	22.10.2007	No	Yes
EuroRail GmbH	Schröbzigter Straße 4	06800	Jeßnitz (Anhalt)	04.09.2008	No	Yes
EVB Elbe-Weser GmbH	Bahnhofstr. 67	27404	Zeven	28.12.1995	Yes	Yes
EVS EUREGIO-Verkehrsschiennetz GmbH	Rüst 30	52224	Stolberg	15.05.2001	Yes	Yes



EVU Seehäsele Landkreis Konstanz	Benediktinerplatz 1	78467	Konstanz	22.11.2006	Yes	No
Farge-Vegesacker Eisenbahn GmbH	Rödelheimer Bahnweg 31	60489	Frankfur	19.12.1994	No	Yes
FBE Freie Bergbau- und Erlebnisbahn e. V.	Schlossstraße 1	06773	Gräfenhainichen	20.04.1999	Yes	Yes
Flecken Bruchhausen-Vilsen	Lange Str. 11	27305	Bruchhausen-Vilsen	22.11.1995	Yes	No
Frankenbahn GmbH	Am Plärrer 43	90338	Nürnberg	14.11.1996	Yes	Yes
Fränkische Museums Eisenbahn e.V.	Klingenhofstraße 70	90411	Nürnberg	17.01.1996	Yes	Yes
Freiberger Eisenbahngesellschaft mbH	Carl-Schiffner-Str. 26	09599	Freiberg	10.01.2001	Yes	Yes
Freunde des Schienenverkehrs Flensburg e.V.	Postfach 1617	24906	Flensburg	11.07.2005	Yes	No
Gemeinde Dornum	Schatthäuser Str. 9	26553	Dornum	04.05.1995	Yes	No
Georg Verkehrsorganisation GmbH (GVG)	Savignystraße 80	60325	Frankfurt	05.06.2008	Yes	No
Gesellschaft der Förderer der Museumseisenbahn Hamm e. V.	Schumannstraße 35	59065	Hamm	12.12.1995	Yes	Yes
GET Eisenbahn und Transport GmbH	Neue Hüttenstraße 1	49124	Georgsmarienhütte	14.01.1997	Yes	Yes
GfE Gesellschaft für Eisenbahnbetrieb GmbH	Hofäckerstraße 9	88677	Markdorf	09.05.1998	Yes	Yes
Gleis- und Verkehrslogistik GmbH	Lange Wand 1	27753	Delmenhorst	28.04.2000	No	Yes
GLV Gesellschaft für Logistik- und Vegetationsdienste mbH	Erzbergerstraße 106	67063	Ludwigshafen	31.08.2006	Yes	Yes
GoTrain Eisenbahnverkehre GmbH	Am Holzkamp 8	27283	Verden	14.01.2003	No	Yes
Groß-Bieberau-Reinheimer Eisenbahn GmbH	Wersauer Weg 100	64401	Groß Bieberau	08.10.1996	No	Yes
H.F. Wiebe GmbH & Co. KG	Im Finigen 8	28832	Achim	27.10.1998	No	Yes
Hafen Krefeld GmbH & Co. KG	Oberstraße 13	47829	Krefeld	18.01.1996	Yes	Yes
Häfen und Güterverkehr Köln AG (HGK)	Harry-Blum-Platz 2	50678	Köln	13.12.2004	No	Yes
Hafenbetriebsgesellschaft Hildesheim mbH	Hafenstraße 20	31137	Hildesheim	08.03.2006	No	Yes
Hafendienste Wilhelmshaven GmbH	Virchowstr. 21	26382	Wilhelmshaven	06.02.1996	No	Yes
Hamburger Hochbahn AG (HHA)	Steinstraße 20	20095	Hamburg	13.09.2001	Yes	Yes
Hanseatic Rail AG	Öztaler Straße 5	13187	Berlin	08.01.2004	Yes	Yes
Härtsfeld Betriebs GmbH	Dischinger Straße 11	73450	Neresheim	20.06.1996	Yes	Yes
Harzer Schmalspurbahnen GmbH	Friedrichstraße 151	38855	Wernigerode	24.05.1995	Yes	Yes
Havelländische Eisenbahn AG	Schönwalder Allee 51	13587	Berlin	27.02.2002	Yes	Yes
Heavy Haul Power International GmbH	Steigerstraße 9	99096	Erfurt	09.05.2000	No	Yes
Hellertalbahnen GmbH	Bahnhofstr. 1	57518	Betzdorf/Sieg	13.10.1999	Yes	Yes
Hersfelder Eisenbahn GmbH	Wilhelmshöher Allee 252	34119	Kassel	22.11.1999	Yes	Yes
Hespertalbahnen e.V.	Postfach 150223	45242	Essen	06.09.2006	Yes	Yes
Hessencourrier e.V. Kassel	Kaulenbergstraße 5	34131	Kassel	22.11.2007	Yes	No
Hessische Landesbahn GmbH (HLB)	Mannheimer Straße 15	60329	Frankfurt	02.04.2004	Yes	Yes
HGB Hessische Güterbahn GmbH	Alter Weg 28	35418	Buseck-Trohe	24.05.2006	No	Yes
HLB Basis AG	Mannheimer Str. 15	60329	Frankfurt	13.02.2007	Yes	Yes
HLB Hessenbahn GmbH	Mannheimer Straße 15	60329	Frankfurt	13.06.2005	Yes	Yes
HLG Holzlogistik & Güterbahn GmbH	Kasseler Straße 28a	36179	Bebra	23.09.2008	No	Yes
Hohenzollerische Landesbahn AG (HzL)	Bahnhofstraße 21	72379	Hechingen	24.02.1995	Yes	Yes
Hörseftalbahnen GmbH	Adam-Opel-Straße 100	99817	Eisenach	03.06.1999	Yes	Yes
HSL Logistik GmbH	Grusonstraße 46	22113	Hamburg	19.12.2003	Yes	Yes
Hupac Transportgesellschaft mbH	Zum Umschlagbahnhof 2	78224	Singen	29.06.1999	No	Yes
HWB Verkehrsgesellschaft mbH	Bahnhofstraße 16a	54411	Hermeskeil	01.07.2005	Yes	Yes
IGE Bahntouristik GmbH & Co. KG	Am Bahngelände 2	91217	Hersbruck	31.07.2003	Yes	Yes
IGT Inbetriebnahmegesellschaft Sporttechnik mbH	Am Schmiedeberg 12a	38274	Klein Elbe	25.11.2005	Yes	Yes
Ilmebahn GmbH	Dr.-Friedrich-Uhde-Str. 24	37574	Einbeck	26.10.1995	Yes	Yes
Industrietransportgesellschaft mbH Brandenburg (ITB)	Friedrich-Franz-Straße 11	14770	Brandenburg	29.12.1995	No	Yes
INFRALEUNA Infrastruktur und Service GmbH	Am Haupttor/Gebäude 4310	06237	Leuna	04.05.2000	Yes	Yes
intalliance rail GmbH	Am Hohen Ufer 6	30159	Hannover	29.11.2004	Yes	No
ITL-Cargo GmbH	Magdeburger Straße 58	01067	Dresden	18.08.2004	Yes	Yes
Import-Transport-Logistik						
ITL-Eisenbahngesellschaft mbH	Magdeburger Straße 58	01067	Dresden	08.12.1998	Yes	Yes
Jade-Weser-Bahn GmbH	Ludwig-Erhard-Straße 15	28197	Bremen	05.01.2009	Yes	Yes
Johann Walthelm GmbH	Clemensstraße 8	99817	Eisenach	02.02.2007	No	Yes
Kahlgrund-Verkehrs-GmbH	Am Bahnhof 1	63825	Schöllkrippen	01.08.2008	Yes	Yes
Keolis Deutschland GmbH & Co. KG	Hardenbergplatz 2	10623	Berlin	29.03.2007	Yes	Yes
Kirow Ardeft AG	Spinnereistraße 13	04179	Leipzig	09.12.1998	No	Yes
Kölner Verkehrs-Betriebe AG	Scheidtweiler Straße 38	50933	Köln	03.07.2001	Yes	No
Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG	Ludwig-Landmann-Straße 405	60486	Frankfur	17.11.1999	No	Yes
Kompetenz für Schienengebundene Verkehre GmbH	Ludwig-Erhard-Straße 55a	04103	Leipzig	22.03.2006	Yes	Yes
Kreisbahn Mansfelder Land GmbH	Ahlsdorfer Weg 10	06311	Helbra	24.11.1995	Yes	Yes
Kreisbahn Siegen-Wittgenstein GmbH (KSW)	Eiserfelder Straße 16	57072	Siegen	10.10.1995	Yes	Yes
Kreisverkehrs- und Infrastrukturbetrieb St. Wendel	Mommstraße 21-27	66606	St. Wendel	01.05.2001	Yes	No
Kube Con Logistics GmbH	Lange Wand 1	27753	Delmenhorst	19.11.2008	No	Yes
Kuckucks-Bähnle Bahnbetriebs GmbH	Sommerbergstraße 3	67466	Lambrecht	24.04.1996	Yes	Yes
Laeger & Wöstenhöfer GmbH & Co. KG	Jahnstraße 29	12347	Berlin	23.02.2005	Yes	Yes
Landkreis Cuxhaven	Postfach	27470	Cuxhaven	02.10.2003	Yes	No
Lappwaldbahn GmbH	Am Bahnhof 4	39356	Weferlingen	03.11.1997	Yes	Yes
Lausitzer Dampflokomotive Club e.V.	Am Stellwerk 552	03185	Teichland-Neuendorf	22.09.1998	Yes	No



LDS GmbH Logistik, Dienstleistungen & Service	Röntgenstraße 1-3	23701	Eutin	28.09.2004	Yes	Yes
LEANDER-Eisenbahn GmbH	Reichsstraße 97 A	14052	Berlin	07.04.2008	Yes	Yes
Leipziger Eisenbahnverkehrsgesellschaft mbH	Berliner Straße 18	04509	Delitzsch	10.10.2003	Yes	Yes
Leonhard Weiss GmbH & Co. KG	Leonhard-Weiss-Straße 22	73037	Göppingen	09.05.1996	No	Yes
locomore rail GmbH & Co. KG	Planufer 92 A	10967	Berlin	15.02.2008	Yes	Yes
LOCON Logistik & Consulting AG	Dorfstraße 23	17291	Oberuckersee	02.07.2003	Yes	Yes
Lokomotion Gesellschaft für Schienentraction mbH	Kastenbauerstraße 2	81677	München	28.05.2004	Yes	Yes
Lotrac EVU GmbH	Eichrodter Weg Ende	99817	Eisenach	02.04.2002	No	Yes
LTE Lightrail Transit Enterprises GmbH	Am Rohrbach 2	69126	Heidelberg	13.02.2001	Yes	Yes
Lüchow-Schmarsauer Eisenbahn GmbH	Königsberger Str. 10	29439	Lüchow	26.10.1995	Yes	Yes
Lutra GmbH	Postf 1124	15701	Königs Wusterhausen	30.01.2001	No	Yes
Mansfelder Bergwerksbahn e.V.	Postfach 1155	06305	Klostermansfeld	30.09.1999	Yes	Yes
Märkische Eisenbahngesellschaft mbH	Wehberger Straße 80	58507	Lüdenscheid	16.11.1995	No	Yes
Märkische Museums-Eisenbahn e.V. (MME)	Postf 13 46	58813	Plettenberg	03.03.1999	Yes	No
MEB-Bahndienstleistungen GmbH	Schanzenweg 3	39104	Magdeburg	22.06.2004	No	Yes
Mecklenburgische Bäderbahn Molli GmbH & Co. KG	Am Bahnhof	18209	Bad Doberan	28.09.1995	Yes	Yes
metronom Eisenbahngesellschaft mbH	St. Viti-Straße 15	29525	Uelzen	22.08.2002	Yes	No
MEV Eisenbahn Verkehrsgesellschaft mbH	Am Viktoria-Turm 2	68163	Mannheim	14.11.2000	Yes	Yes
Mindener Kreisbahnen GmbH	Karlstraße 48	32423	Minden	18.06.1996	Yes	Yes
Mitteldeutsche Eisenbahn GmbH	Bau A 103 bei Dow Olefinverbund GmbH	06258	Schkopau	16.08.1999	Yes	Yes
Mittelweserbahn GmbH	Bahnhofstraße 2	27305	Bruchhausen-Vilsen	18.10.1999	Yes	Yes
Muldental-Eisenbahnverkehrsgesellschaft mbH	Schwanefelder Straße 1b	08393	Meerane	19.01.2001	Yes	Yes
Mülheimer Verkehrs Gesellschaft mbH	Duisburger Straße 78	45479	Mülheim (Ruhr)	05.11.2003	No	Yes
Museumsbahn Schönheide e.V. (Gemeindeverwaltung Schönheide)	Hauptstraße 43	08304	Schönheide	18.09.1995	Yes	Yes
Museums-Eisenbahn-Club Losheim (MECL)	Vierherrenwald 35	66679	Losheim am See	02.05.1995	Yes	No
Museums-Eisenbahn-Gemeinschaft Wachtl e. V.	Pendingstraße 6	83088	Kiefersfelden	04.08.1995	Yes	No
MVV OEG AG	Luisenring 49	68159	Mannheim	03.08.2000	Yes	No
NBE nordbahn Eisenbahngesellschaft mbH	Rudolf-Diesel-Straße 2	24568	Kaltenkirchen	10.12.2002	Yes	No
NEB Betriebsgesellschaft mbH	Georgenstraße 22	10117	Berlin	24.03.2005	Yes	Yes
neg Niebüll GmbH	Bahnhofstraße 6	25899	Niebüll	12.03.2004	Yes	Yes
NeSA Eisenbahn- Betriebsgesellschaft Neckar-Schwarzwald-Alb mbH	Bahnhof 10/1	78628	Rottweil	29.04.1999	Yes	Yes
Neukölln-Mittenwalder Eisenbahn AG (NME)	Gottlieb-Dunkel-Straße 47/48	12099	Berlin	25.09.1990	Yes	Yes
Neuss-Düsseldorfer Häfen GmbH & Co. KG - Neusser Eisenbahn -	Hammer Landstraße 3	41460	Neuss	11.03.2004	No	Yes
Niederlausitzer Museumseisenbahn e.V.	Holsteiner Straße 37	03238	Finsterwalde	05.04.2002	Yes	No
Niederrheinische Verkehrsbetriebe AG (NIAG)	Hornbergerstraße 113	47441	Moers	17.11.1995	Yes	Yes
NiedersachsenBahn GmbH	Biermannstraße 33	29221	Celle	21.08.2002	Yes	No
Nordbayerische Eisenbahngesellschaft mbH	Hafenbahnhofstraße 25	63741	Aschaffenburg	15.07.2002	Yes	Yes
Nordic Rail Service GmbH	Hafenstraße 1b	23568	Lübeck	19.07.2004	No	Yes
Nord-Ostsee-Bahn GmbH (NOB)	Raiffeisenstraße 1	24103	Kiel	19.04.2002	Yes	Yes
NordWestBahn GmbH	Alte Poststr. 9	49074	Osnabrück	10.12.1999	Yes	Yes
Öchsle-Bahn Betriebsgesellschaft mbH	Mittelbergstraße 37	88400	Biberach	30.04.2004	Yes	No
ODEG Ostdeutsche Eisenbahngesellschaft mbH	Bahnhof 1	19370	Parchim	02.12.2002	Yes	Yes
Ortenau-S-Bahn GmbH	Rammersweierstraße 20	77654	Offenburg	19.11.1997	Yes	No
Osthannoversche Eisenbahnen AG (OHE)	Biermannstr. 33	29221	Celle	23.10.1995	Yes	Yes
Ostseeland Verkehr GmbH (OLA)	Ludwigsluster Chaussee 72	19061	Schwerin	21.12.2005	Yes	Yes
PBSV-Verkehrs-GmbH	An der Halberstädter Chaussee 10	39116	Magdeburg	28.07.1997	Yes	Yes
PCT Private Car Train GmbH	Feierabendmühle 2	85283	Wolnzach	08.08.2002	No	Yes
Pfalzbahn Eisenbahnbetriebsgesellschaft mbH	Dürkheimer Straße 109	67227	Frankenthal	24.04.1996	Yes	Yes
Power Rail GmbH	Langenweddinger Straße 10	39167	Hohendodel-eben	26.05.2007	Yes	Yes
Prignitzer Eisenbahn GmbH (PEG)	Pritzwalker Straße 2	16949	Putlitz	05.11.2003	Yes	Yes
Prignitzer Kleinbahnmuseum Lindenberg e.V.	Hauptstraße 7	16928	Lindenberg	11.04.2002	Yes	No
Prüfcenter Wegberg-Wildenrath der Siemens AG Verkehrstechnik	Friedrich-List-Allee 1	41844	Wegberg-Wildenrath	06.11.1999	No	Yes
Rail Technologie & Logistics GmbH	Hamburger Strasse 11	39124	Magdeburg	14.07.2006	No	Yes
RAIL4CHEM Eisenbahnverkehrsgesellschaft mbH	Schützenbahn 60	45127	Essen	31.10.2001	Yes	Yes
Raildix GmbH & Co. KG	Bahnhofstraße 23	99084	Erfurt	09.07.2008	Yes	Yes
Railiflex GmbH	An der Horst 10a	40885	Ratingen	23.03.2007	Yes	Yes
Railion Deutschland AG	Rheinstraße 2	55116	Mainz	15.10.1998	Yes	Yes
Railogic GmbH	Köln Landstr. 271	52351	Düren	15.07.2002	Yes	Yes
RBH Logistics GmbH	Talstraße 7	45966	Gladbeck	03.05.2001	Yes	Yes
RCB rail center Bützow GmbH & Co. KG	Tarnower Chaussee	18246	Bützow	11.11.2003	No	Yes
RCN Logistik GmbH	Katzwanger Straße 175	90461	Nürnberg	20.11.2002	No	Yes
Regental Bahnbetriebsgesellschaft mbH	Bahnhofplatz 1	94234	Viechtach	22.12.1994	Yes	Yes
Regio Infra Service Sachsen GmbH	Carl-von-Ossietzky-Straße 186	09127	Chemnitz	06.12.2006	Yes	Yes
Regio Tram Betriebsgesellschaft mbH	Bahnhofplatz 1	34117	Kassel	06.09.2007	Yes	No
Regiobahn Bitterfeld Berlin GmbH	Straße am Landgraben 5	06749	Bitterfeld	25.04.1996	Yes	Yes
Regiobahn Fahrbetriebsgesellschaft mbH	An der Regiobahn 15	40822	Mettmann	01.02.2006	Yes	No



RegioBus Hannover GmbH, (Betrieb Steinhuder Meer-Bahn)	Hindenburgstr. 43-45	31515	Wunstorf	11.09.1998	Yes	Yes
Regional- und Stadtverkehr Bayern GmbH	Sandstraße 38-40	90443	Nürnberg	27.03.2003	Yes	Yes
Regionalbahn Kassel GmbH	Wilhelmshöher Allee 252	34119	Kassel	26.02.1998	Yes	No
Regionalverkehr Münsterland GmbH	Krögerweg 11	48155	Münster	16.12.1986	No	Yes
Regionalverkehr Ruhr-Lippe GmbH	Am Bahnhof 10	59494	Soest	31.12.1987	No	Yes
Rennsteigbahn GmbH & Co. KG	Bahnhof Rennsteig	98711	Schmiedefeld	17.11.2003	Yes	Yes
Rent-a-Rail Eisenbahn-Service AG (RAR)	Sudetenstraße 7	73479	Ellwangen	25.05.2007	Yes	Yes
Reuschling Bahn und Service GmbH	Firnhaberstraße 22	86159	Augsburg	03.04.2007	Yes	Yes
Rhein-Haardtahn GmbH	Mannheimer Straße 53	67098	Bad Dürkheim	19.09.1996	Yes	Yes
Rhein Hessische Eisenbahn GmbH	Elsterstraße 24-26	12526	Berlin	08.09.2006	Yes	Yes
Rhein-Neckar-Verkehr GmbH (RNV)	Luisenring 49	68159	Mannheim	17.02.2005	Yes	No
Rhein-Sieg-Verkehrsgesellschaft mbH	Steinstraße 31	53844	Troisdorf	29.02.1996	Yes	Yes
Rhenus Rail Logistics GmbH	August-Hirsch-Straße 3	47119	Duisburg-Ruhrort	22.11.2006	No	Yes
Rhenus Veniro GmbH & Co. KG	Weißlilien-gasse 10	55116	Mainz	29.03.2007	Yes	Yes
Rinteln-Stadthagener Verkehrs GmbH	Biermannstr. 33	29221	Celle	04.10.1995	Yes	Yes
Röbel/Müritz Eisenbahn GmbH	Am Bahnhof 4	17207	Röbel (Müritz)	23.05.2002	Yes	Yes
RP Eisenbahn GmbH	Schwetzingen Straße 2	67157	Wachenheim	25.02.1999	Yes	Yes
RSE Rhein-Sieg-Eisenbahn GmbH	Siebengebirgsstraße 152	53229	Bonn	01.07.2005	Yes	Yes
RST Rangier-Service und Transportgesellschaft mbH	Am Güterbahnhof 11	66386	St. Ingbert	22.12.1995	No	Yes
RTS Rail Transport Service Germany GmbH	Landsberger Straße 480	81241	München	14.06.2006	No	Yes
Rügensche Kleinbahn GmbH & Co	Binzer Straße 12	18581	Putbus	21.12.1995	Yes	Yes
Rurtalbahn GmbH	Kölnler Landstraße 271	52351	Düren	23.10.2003	Yes	Yes
Saarbahn GmbH	Hohenzollernstraße 104-106	66117	Saarbrücken	01.08.1997	Yes	No
Sächsisch-Oberlausitzer Eisenbahngesellschaft mbH (SOEG)	Bahnhofstraße 41	02763	Zittau	15.11.1996	Yes	Yes
S-Bahn Berlin GmbH	Invalidenstraße 19	10115	Berlin	29.12.1994	Yes	Yes
S-Bahn Hamburg GmbH	Museumstraße 39	22765	Hamburg	11.03.1997	Yes	No
SBB Cargo Deutschland GmbH	Schifferstraße 200	47059	Duisburg	17.07.2002	No	Yes
SBB GmbH	Hafenstrasse 10	78462	Konstanz	28.03.2003	Yes	No
Schienerverkehrsgesellschaft mbH	Marienbaderstraße 48	70372	Stuttgart	17.10.1996	Yes	Yes
Schiffahrt der Inselgemeinde Langeoog (Inselbahn)	Hauptstr. 28	26465	Langeoog	24.01.1996	Yes	Yes
Schleifkottenbahn GmbH	Staklenberg 1	58553	Halver	19.12.2000	No	Yes
Schleswig-Holstein-Bahn GmbH (SHB)	Rudolf-Diesel-Straße 2	24568	Kaltenkirchen	08.12.2003	Yes	No
Schneider & Schneider GmbH	Bundesstraße 19	21423	Winsen/Rottorf	07.04.2004	No	Yes
SDG Sächsische Dampfeisenbahngesellschaft mbH	Geyersdorfer Str. 32	09456	Annaberg-Buchholz	23.02.1998	Yes	Yes
Seehafen Kiel GmbH & Co. KG	Bollhörnkai 1	24103	Kiel	28.11.1973	No	Yes
SGL Schienen Güter Logistik GmbH	Am Theresenhof 3	15834	Rangsdorf	08.07.2008	Yes	Yes
SIBA Bahn- und Gleissicherheit GmbH	Postfach 5549	76037	Karlsruhe	04.09.2000	Yes	Yes
SKL Umschlagservice GmbH	Alt Salbke 6-10	39122	Magdeburg	07.08.2001	No	Yes
SLG Spitzke Logistik GmbH	Märkische Allee 39/41	14979	Großbeeren	17.04.2000	No	Yes
SMB Spedition GmbH	Hartinger Weg 16	93083	Obertraubling	08.09.2003	No	Yes
SRS Rail Service GmbH	Neuoffingen 3	89362	Offingen	26.02.2002	Yes	Yes
SSG Saar-Service GmbH	Mainzer Straße 159a	66121	Saarbrücken	01.03.2002	Yes	Yes
Stadt Blumberg - Wutachtalbahn	Hauptstraße 97	78176	Blumberg	26.11.1996	Yes	Yes
Stadtwerke Trossingen GmbH	Bahnhofstraße 9	78647	Trossingen	17.10.2005	Yes	No
Stadtwerke Verkehrsgesellschaft Frankfurt am Main mbH (VGF)	Kurt-Schumacher-Straße 10	60311	Frankfurt	26.04.2004	Yes	Yes
Stahlwerk Thüringen GmbH	Kronacher Straße 6	07333	Unterwellenborn	30.01.2001	No	Yes
Stauden Verkehrs Gesellschaft mbH (SVG)	Oberer Schleisweg 11	86156	Augsburg	19.02.2004	Yes	Yes
Stock -Transport-	Hans-Zöller-Straße 24k	55130	Mainz	12.05.2004	No	Yes
Süd-Thüringen-Bahn (STB)	Am Rasenrain 16	99086	Erfurt	04.02.2000	Yes	No
Südwestdeutsche Verkehrs-AG (SWEG)	Rheinstraße 8	77933	Lahr	21.05.2003	Yes	Yes
Talgo (Deutschland) GmbH	Revaler Straße 99	10245	Berlin	20.03.2002	Yes	No
Tegernsee-Bahn Betriebsgesellschaft mbH	Bahnhofplatz 5	83684	Tegernsee	10.10.2007	Yes	Yes
TFR-Transport GmbH Traction For Railways	Schäferestraße 3a	01591	Riesa	22.03.2007	Yes	Yes
TGP Terminalgesellschaft Pfullendorf mbH	Hessenbühl 20	88630	Pfullendorf	04.07.2001	No	Yes
Thüringer Eisenbahn GmbH	Schollerstraße 47	99096	Erfurt	30.01.2004	Yes	Yes
TIM Rail Eisenbahnbetriebsgesellschaft mbH	Schwetzingen Straße 2	67157	Wachenheim	08.08.2003	Yes	Yes
Tourismus und Warnetalbahn GmbH	Kreisstraße 19	38304	Wolfenbüttel	23.10.1995	Yes	No
Touristenbahnen im Rheinland GmbH (TBR)	Am Bahnhof 13a	52538	Gangelt	30.04.1996	Yes	Yes
Touristik-Eisenbahn Lüneburger Heide GmbH	Lüner Damm 26	21337	Lüneburg	16.09.1998	Yes	No
Traditionsbahn Radebeul e.V.	Am Alten Güterboden 4 k	01445	Radebeul	14.05.2003	Yes	No
Trans Regio Deutsche Regionalbahn GmbH	Eisenbahnstraße 73	67655	Kaiserslautern	07.12.1999	Yes	Yes
Transpetrol GmbH	Nagelsweg 34	20097	Hamburg	25.10.2007	Yes	Yes
Transport-Schienen-Dienst GmbH	Dießemer Straße 18	47799	Krefeld	12.08.2005	Yes	Yes
Triangula Logistik GmbH	Oebisfelder Straße 4	39359	Calvörde	14.10.2008	Yes	Yes
TWE Bahnbetriebs GmbH	Am Grubenhof 2	33330	Gütersloh	10.12.2002	Yes	Yes
TX Logistik AG	Rhöndorfer Straße 85	53604	Bad Honnef	06.12.2001	Yes	Yes
UEF Eisenbahnverkehrsgesellschaft mbH	Zehntwiesenstraße 31 c,	76275	Ettlingen	14.10.1997	Yes	Yes
Usedomer Bäderbahn GmbH	Am Bahnhof 1	17424	Seebad Heringdorf	13.12.1994	Yes	Yes

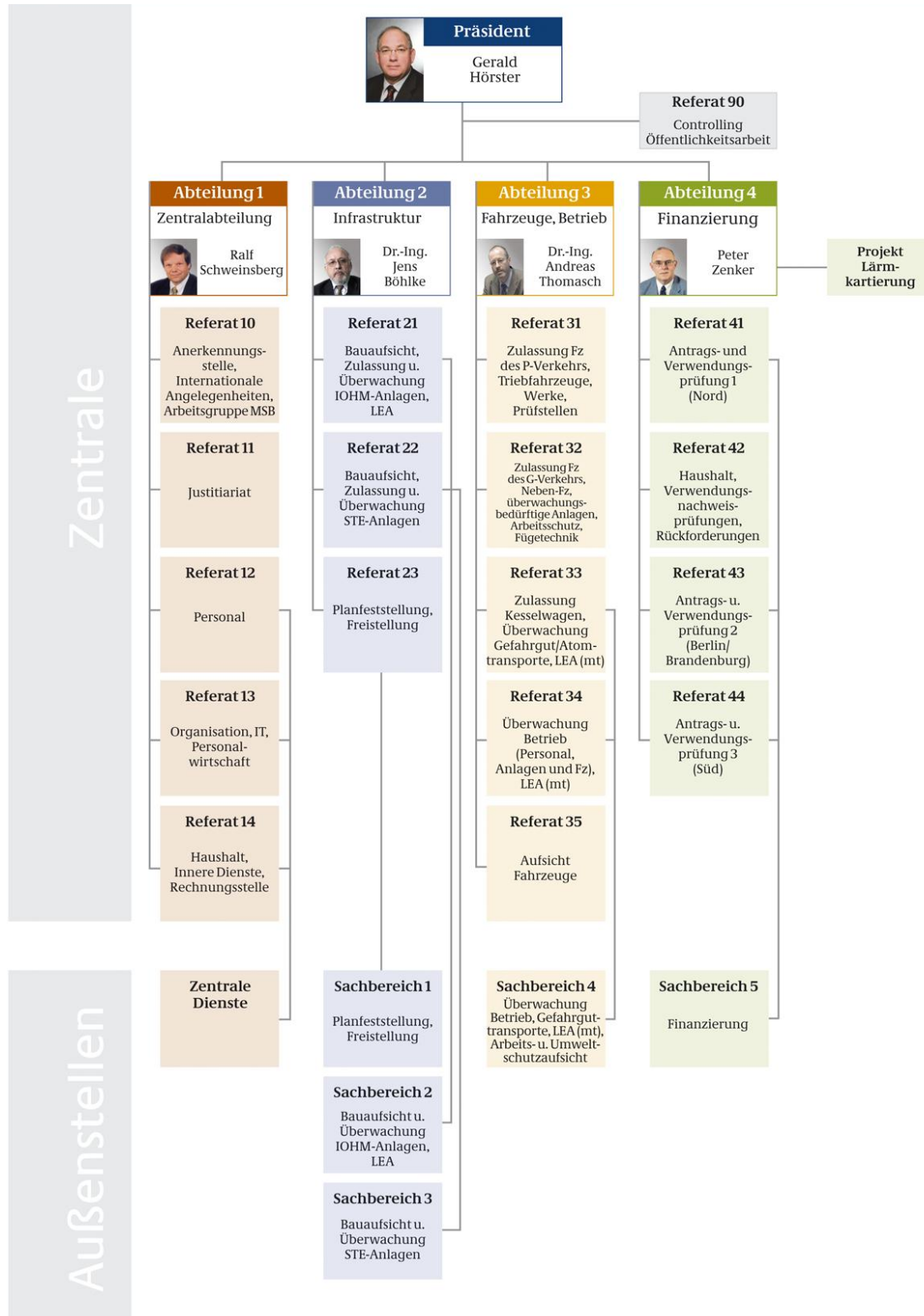


UTL Umwelt- und Transportlogistik GmbH	Seehang 28	78465	Konstanz	20.10.2005	Yes	Yes
Vattenfall Europe Mining AG Eisenbahnbetrieb	Schwarze Pumpe - An der Heide	03130	Spremberg	01.09.2006	No	Yes
vectus Verkehrsgesellschaft mbH	Bahnhofplatz 2	65549	Limburg	05.04.2004	Yes	No
Veolia Verkehr Regio Ost GmbH	Wintergartenstr. 12	04103	Leipzig	31.07.2002	Yes	Yes
Veolia Verkehr Rheinland GmbH	Neuköllner Straße 10	52068	Aachen	22.11.2006	Yes	Yes
Veolia Verkehr Sachsen-Anhalt GmbH	Magdeburger Straße 29	38820	Halberstadt	08.04.2005	Yes	No
Verden-Walsroder Eisenbahn GmbH	Moorstraße 2a	27283	Verden	26.10.1995	Yes	Yes
Verein Sächsischer Eisenbahnfreunde e. V. (VSE)	Schneeberger Straße 60	08340	Schwarzenberg	11.01.2000	Yes	Yes
Verkehrsbetriebe Extertal - Extertalbahn GmbH	Am Bahnhof 1	32699	Extertal	30.04.1996	Yes	Yes
Verkehrsbetriebe Grafschaft Hoya GmbH	Am Bahnhof 1	27318	Hoya	09.11.1995	Yes	Yes
Verkehrsbetriebe Peine - Salzgitter GmbH	Am Hillenholz 28	38229	Salzgitter	24.01.1996	Yes	Yes
Verkehrsgesellschaft Görlitz GmbH	Zittauer Straße 71/73	02828	Görlitz	19.12.2000	Yes	Yes
Verkehrsgesellschaft Landkreis Osnabrück GmbH	Bremer Str. 11	49163	Bohmte	09.07.1996	Yes	Yes
Verkehrsgesellschaft Norderstedt mbH (VGN)	Heidbergstraße 101-111	22846	Norderstedt	25.09.1996	Yes	No
Vetter GmbH Busunternehmen	Hinsdorfer Weg 1	06779	Salzfurkapelle	30.01.2002	Yes	Yes
VGT Vorbereitungsgesellschaft Transporttechnik mbH	Linke-Hoffmann-Busch-Straße 1	38239	Salzgitter	19.02.2003	Yes	Yes
VIAS GmbH	Kurt-Schumacher-Straße 10	60311	Frankfurt	21.09.2005	Yes	Yes
Vogtlandbahn GmbH	Ohmstraße 2	08496	Neumark	18.03.1998	Yes	Yes
Vorwohle-Emmerthaler Verkehrsbetriebe GmbH	Am Bahnhof 1	37619	Bodenwerder	26.10.1995	Yes	Yes
Vossloh Locomotives GmbH	Falckensteiner Straße 2	24159	Kiel	30.01.2001	Yes	Yes
Vulkan-Eifel-Bahn Betriebsgesellschaft mbH	Kasselburger Weg 16	54568	Gerolstein	13.03.2002	Yes	Yes
VVM Verein Verkehrsamateure und Museumsbahnen e. V. c/o Herrn Hans-Jürgen Kämpf	Billhorner Deich 79	20539	Hamburg	19.02.1996	Yes	Yes
Wendelsteinbahn GmbH	Kerschelweg 30	83098	Brannenburg	04.08.1995	Yes	Yes
Werra Eisenbahnverkehrsgesellschaft mbH	Planstraße A	36460	Merkers	15.11.2006	Yes	Yes
Weserbahn GmbH (WBG)	Flughafendamm 12	28199	Bremen	27.06.2000	Yes	Yes
Westbahn GmbH	Zur Werksbahn 2	41569	Rommerskirchen	31.10.2008	Yes	Yes
WestEnergie und Verkehr GmbH	Haihover Straße 19	52511	Geilenkirchen	30.04.1996	Yes	Yes
Westerwaldbahn GmbH	Rosenheimer Straße 1	57520	Steinebach	26.10.1994	Yes	Yes
WestfalenBahn GmbH	Zimmerstraße 20	33602	Bielefeld	10.03.2006	Yes	Yes
Westfälische Almetalbahn e.V.	Castellestraße 8	44141	Dortmund	14.04.2008	Yes	No
Westfälische Almetalbahn GmbH	Obere Sage	33184	Altenbeken	31.07.1998	Yes	Yes
Westigo GmbH	Scheidtweiler Straße 38	50933	Köln	18.10.2006	Yes	No
Westmecklenburgische Eisenbahngesellschaft mbH (WEMEG)	Zum Bahnhof 3	19246	Bantin		Yes	Yes
Westsächsische Eisenbahntransport Gesellschaft mbH	Am Schafteich 1	08371	Glauchau	13.07.2005	No	Yes
WHE Wanne-Herner Eisenbahn und Hafen GmbH	Am Westhafen 27	44653	Herne	21.12.1995	No	Yes
Wincanton Rail GmbH	Kaiserstraße 170-174	66386	St. Ingbert	04.12.1996	Yes	Yes
WLE Westfälische Landes-Eisenbahn GmbH	Beckumer Straße 70	59555	Lippstadt	29.11.1995	Yes	Yes
Württembergische Eisenbahn-Gesellschaft mbH	Seewiesenstraße 19	71334	Waiblingen	03.08.1995	Yes	Yes
Xaver Riebel Gleislogistik GmbH	Schwabenstraße 1	86807	Buchloe	18.01.2008	No	Yes
ZugBus Regionalverkehr Alb-Bodensee GmbH	Karlstraße 31-33	89073	Ulm	08.03.1996	Yes	No
Zweckverband Brandenburgisches Museum für Klein- und Privatbahnen	Am Bahnhof 3	17291	Gramzow	31.01.1998	Yes	No
Zweckverband Fränkisches Freilandmuseum Fladungen	Silcherstraße 5	97074	Würzburg	23.10.2000	Yes	No
Zweckverband Kandertalbahn	Postfach 1128	79400	Kandern	24.07.1995	Yes	Yes
Zweckverband ÖPNV im Ammertal	Wilhelm-Keil-Straße 50	72072	Tübingen	21.07.1999	Yes	No
Zweckverband Ringzug Schwarzwald-Baar-Heuberg	Humboldtstraße 11	78166	Donaueschingen	22.12.2004	Yes	No



ANNEX B: Organisational diagram of the National Safety Authority

B.1.1. Diagram: Internal organisation (as at May 2009)





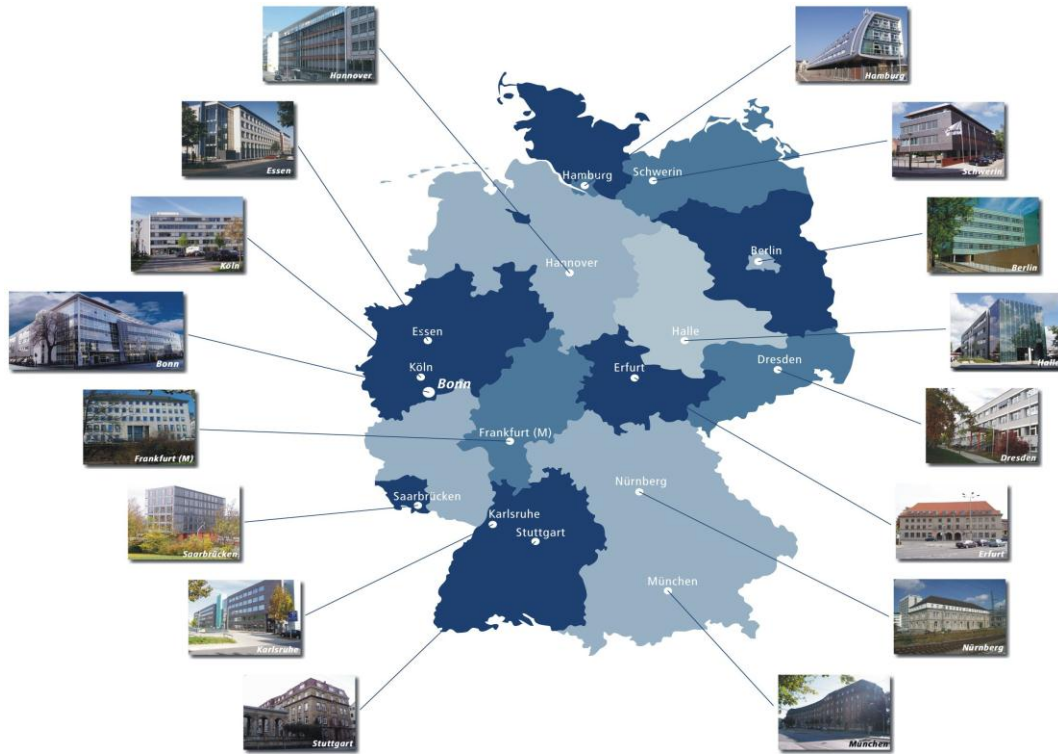
Head Office	President: Gerald Hörster				
				Unit 90 Controlling Public relations	
	Department 1 Staff Department Ralf Schweinsberg	Department 2 Infrastructure Dr.-Ing. Jens Böhlke	Department 3 Vehicles, Operation Dr.-Ing. Andreas Thomasch	Department 4 Finance Peter Zenker	Project: Noise mapping
	Unit 10 Recognition of- fice, International Affairs, Maglev Working Party	Unit 21 Building inspec- tion, approval and monitoring of per- manent-way, structural and other engineering equipment and machinery, re- gional railway inspectorate	Unit 31 Approval of pas- senger vehicles, tractive units, works, verifica- tion offices	Unit 41 Application for and appropriation of funds – scruti- ny I (North)	
	Unit 11 Legal	Unit 22 Building inspec- tion, approval and monitoring of sig- nalling, telecom- munication and electrical equip- ment	Unit 32 Approval of goods vehicles, auxiliary vehi- cles, equipment requiring moni- toring, occupa- tional safety, joining technolo- gy	Unit 42 Budget, scrutiny of statements of appropriation of funds, recovery	
	Unit 12 Personnel	Unit 23 Planning, dis- charge	Unit 33 Approval of tank wagons, monitor- ing of consign- ments of danger- ous goods /nuclear material, regional railway inspectorate (mechanical)	Unit 43 Application for and appropriation of funds – scruti- ny 2 (Berlin/ Brandenburg)	
	Unit 13 Organisation, IT, Personnel Man- agement		Unit 34 Operational mon- itoring (person- nel, plant and vehicles), regional railway inspectorate (mechanical)	Unit 44 Application for and appropriation of funds – scruti- ny 3 (South)	
	Unit 14 Budget, Internal Services, Accounts Office		Unit 35 Inspection of vehicles		



Branch offices	Central Services	Field 1 Planning, discharge	Field 4 Operational monitoring, consignments of dangerous goods, regional railway inspectorate (mechanical), inspection of occupational safety and environmental protection	Field 5 Finance	
		Field 2 Building inspection, monitoring of permanent-way, structural and other engineering equipment and machinery, regional railway inspectorate			
		Field 3 Building inspection, monitoring of signalling, telecommunication and electrical equipment			

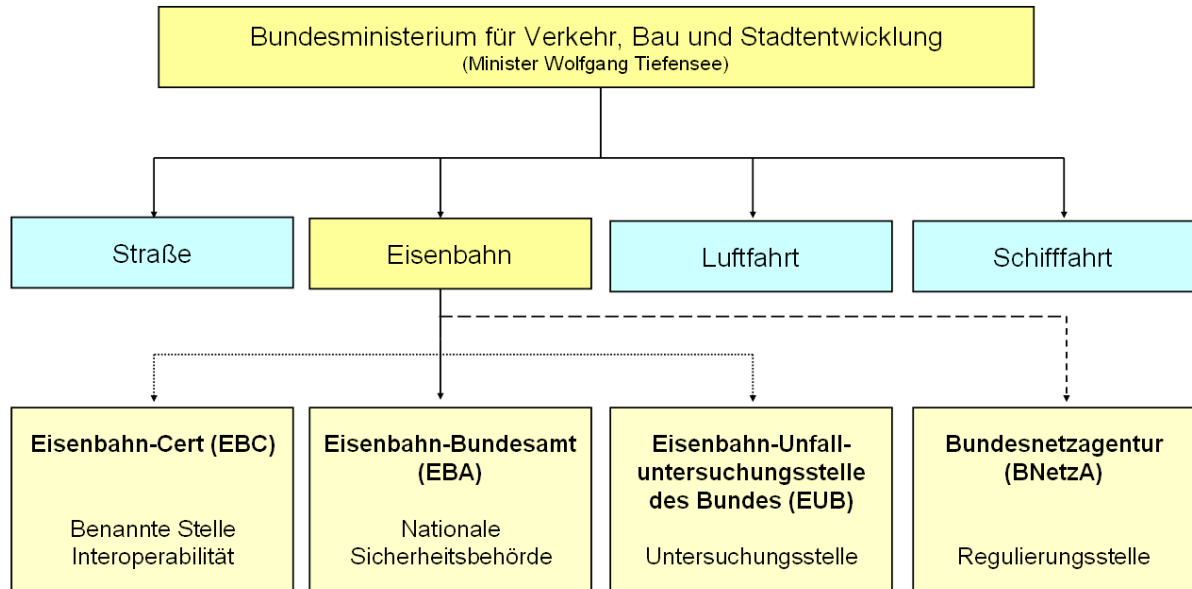


B.1.2. Internal organisation – Location of the EBA





B.2. Diagram: Connection with other national authorities, as at 31.12.2008



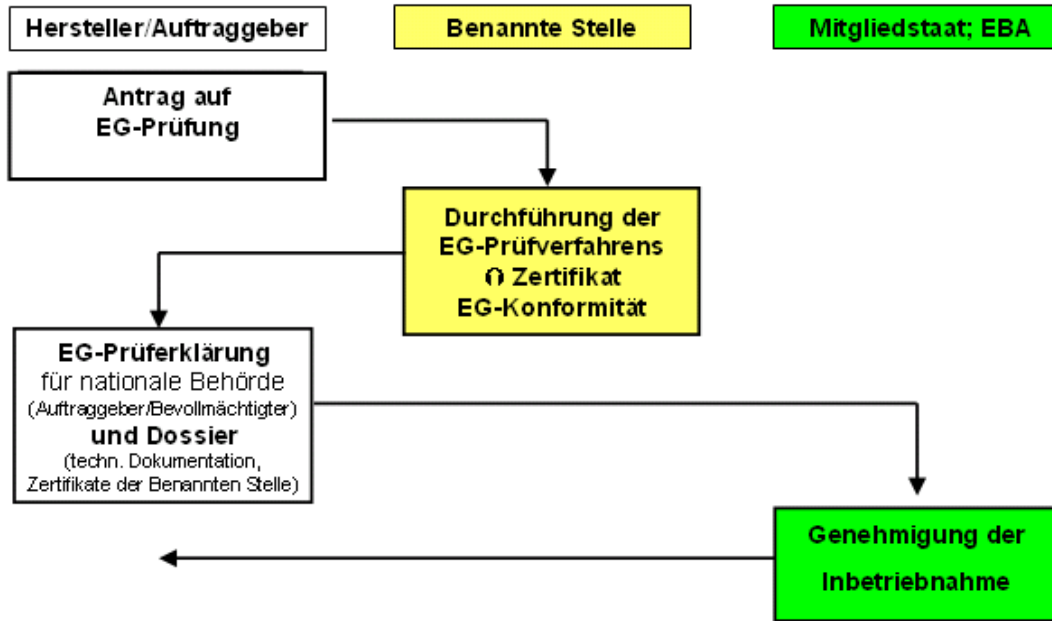
Federal Ministry of Transport, Building and Urban Development
(Minister Wolfgang Tiefensee)

Road	Rail	Aviation	Shipping
------	------	----------	----------

Eisenbahn-Cert (EBC) Notified Body Interoperability	Federal Railway Authority (EBA) National Safety Authority	State Railways Investigation Office (EUB) Investigation Body	Federal Network Agency (BNetzA) Regulatory Body
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B.3. Diagram: Cooperation with Notified Bodies



Manufacturer/Principal

Notified Body

Member State, EBA

Application for EC verification

Performance of EC verification

EC conformity certificate

Statement of EC verification

for national authority

(Principal/Agent)

and dossier

(technical documentation,

certificates from Notified Bodies)

Commissioning licence



ANNEX C: CSI data and applicable definitions

C.1. CSI data

Safety indicators pursuant to Annex I of the Safety Directive (2004/49/EC)

1. Indicators relating to accidents

1.1. Total and relative (to million train kilometres) number of significant accidents broken down according to the following types of accident

	All types of accident	Collisions of trains, including collisions with obstacles within the clearance gauge	Derailments of trains	Level crossing accidents Incl. accidents involving pedestrians	Accidents to persons caused by rolling stock in motion, with the exception of suicides	Fires in rolling stock	Other
TOTAL	329	13	12	76	193	6	29
RELATIVE	0,315	0,012	0,011	0,073	0,185	0,006	0,028

1.2. Total and relative (to million train kilometres) number of persons seriously injured and killed by type of

1.2.1. Persons seriously injured

	All types of accident	Collisions of trains, including collisions with obstacles within the clearance gauge	Derailments of trains	Level crossing accidents Incl. accidents involving pedestrians	Accidents to persons caused by rolling stock in motion, with the exception of suicides	Fires in rolling stock	Other
Total seriously injured	156	28	1	35	86	0	6
Relative number seriously injured	0,149	0,027	0,001	0,034	0,082	0,000	0,006
Incl							
Passengers	30	21	0	0	9	0	0
Relative number of seriously injured pass-	0,029	0,020	0,000	0,000	0,009	0,000	0,000
Seriously injured passengers per	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Employees	33	5	1	3	19	0	5
Relative number of seriously injured	0,032	0,005	0,001	0,003	0,018	0,000	0,005
Level-crossing users	32	0	0	32	0	0	0
Relative number of seriously injured	0,031	0,000	0,000	0,031	0,000	0,000	0,000
Trespassers on r/way property	38	0	0	0	37	0	1
Relative number of seriously injured	0,036	0,000	0,000	0,000	0,035	0,000	0,001
Other persons	23	2	0	0	21	0	0
Relative number of other seriously injured	0,022	0,002	0,000	0,000	0,020	0,000	0,000



1.2.2. Fatalities

	All types of accident	Collisions of trains, including collisions with obstacles within the clearance gauge	Derailments of trains	Level crossing accidents Incl. accidents involving pedestrians	Accidents to persons caused by rolling stock in motion, with the exception of suicides	Fires in rolling stock	Other
Total fatalities	164	1	1	52	110	0	0
Relative number of fatalities	0,157	0,001	0,001	0,050	0,105	0,000	0,000
Incl							
Passenger	1	0	0	0	1	0	0
Relative number of passenger fatalities	0,001	0,000	0,000	0,000	0,001	0,000	0,000
Relative number of passenger fatalities per billion passenger Km	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Employees	8	1	1	0	6	0	0
Relative number of employee fatalities	0,008	0,001	0,001	0,000	0,006	0,000	0,000
Level-crossing users	50	0	0	50	0	0	0
Relative number level-crossing user fatalities	0,048	0,000	0,000	0,048	0,000	0,000	0,000
Trespassers on railway property	78	0	0	2	76	0	0
Relative number fatalities among trespassers on railway property	0,075	0,000	0,000	0,002	0,073	0,000	0,000
Other persons	27	0	0	0	27	0	0
Relative number of other fatalities	0,026	0,000	0,000	0,000	0,026	0,000	0,000

2. Indicators relating to suicides

Total and relative (to million train kilometers) number of suicides

	Suicide
TOTAL	714
RELATIVE	0,684

3. Indicators relating to incidents and near misses

Total and relative (to million train kilometers) number of incidents and near misses, broken down into the following categories

	All incidents and near misses	Broken rails (EIU only)	Track buckles (EIU only)	Signaling failure (EIU only)	Signal passed at danger	Broken wheels	Broken axles
TOTAL	1.346	536	40	0	760	1	9
RELATIVE	1.290	0,514	0,038	0,000	0,728	0,001	0,009



4. Indicators relating to consequences of accidents

Consequences of accidents in euros or minutes and consequences relative to million train kilometres,

No standard compilation in the year under review.

5. Number of working hours lost as a result of accidents

Not compiled in the year under review.



6. Indicators relating to technical safety of infrastructure and its implementation

Percentage of tracks with automatic train protection (IEU only)	90%
Percentage of train kilometres using operational automatic train protection systems	Not available
Number of level crossings (EIU only)	18.051
Number of level crossings per line (EIU only)	0.53
Percentage of level crossings with active or passive protection (EIU only)	59%

7. Indicators relating to the safety management system

Not compiled in the year under review.



C.2. Definitions used in the annual report

C.2.1. Applicable definitions pursuant to Regulation 91/03:

Fatalities

Anyone who dies either immediately after an accident or within 30 days as a result of injuries sustained in an accident – apart from people committing suicide;

Seriously injured persons

Any injured person spending more than 24 hours in hospital after an accident, apart from people attempting suicide;

Passenger kilometres

The unit of measurement for the transportation of a passenger by rail over a distance of one kilometre. Only the distance covered in the territory of the reporting country is taken into account;

Passenger

A person travelling by rail who is not a member of staff. For the purposes of the accident statistics, passengers who try to jump on or off a moving train are included;

Suicide

An act of deliberate self-harm resulting in death, as registered and classified by the relevant national authority;

Significant accident

Any accident involving at least one moving railway vehicle in which at least one person is seriously injured or killed or which results in extensive damage to rolling stock, the tracks, other equipment or the surrounding area or considerable disruption to services. Accidents that occur in workshops and stores and at operational sites are excluded;

Train

One or more railway vehicles pulled by one or more locomotives or railway vehicles, or a single moving railway vehicle travelling under a specific number or a separate designation from a fixed starting point to a fixed finishing point. Empty locomotives (locomotives running on their own) are not counted as trains.

Train kilometres

The unit of measurement for the movement of a train over a distance of one kilometre. The distance taken into account is – where known – the distance actually travelled; otherwise, the standard network distance between the start and end point is used. Only the distance covered in the territory of the reporting country is measured;



C.2.2 National provisions

In the area of accident-based CSIs and CSIs relating to faults and near accidents, the definitions from the ERA recommendation for the amendment of Annex I of the Safety Directive of 29.09.2008 were to a very large extent used in addition to the definitions of Regulation 91/03. These definitions were published with the EBA's guidance note on the drafting of safety reports. The guidance note is available online at: http://www.eba.bund.de/cln_016/nn_201964/DE/Infothek/Bahnbetrieb/Sicherheitsbericht/sicherheitsbericht_inhalt.html

If an accident leads to other types of accident (e.g. a derailment leads to a fire), recording is under the type of accident that triggered the chain. This applies regardless of the severity of the consequences of the accident. The relevant definitions are listed below.

Significant damage to property

Damage to vehicles, infrastructure or the environment amounting to at least EUR 150 000.

Considerable holdups

These occur if traffic is interrupted on a main section of track for six hours or more.

Train

means one or more railway vehicles pulled by one or more locomotives or railcars, or a single moving railway vehicle travelling under a specific number or a separate designation from a fixed starting point to a fixed finishing point. An empty locomotive, i.e. a locomotive running on its own, is also counted as a train.

Level crossing

means any level crossing between a section of railway and a street that is used by public or private transport and is classified as a crossing by the infrastructure operator. Crossings between platforms in stations are not included.

Street

here means all public or private streets, paths and squares, including paths for pedestrians and bicyclists, any other crossing for persons, animals, vehicles or machines.

Collision

includes the following train collisions and collisions with obstacles in the clearance:

- collision of the front of a train with the front or rear of another train,
- (lateral) collision between a train and part of another train, or
- collision of a train with
 - shunters,
 - solid objects such as buffers, or
 - objects lying across or by the track (apart from on level crossings, if lost by the crossing user), such as rocks, landslips, trees, lost parts of railway vehicles,



lost or displaced cargoes, vehicles and machines or equipment for maintaining the tracks.

Derailment

includes all cases where at least one wheel of a train has left the rails.

Level-crossing accident

means an accident on level crossings in which at least one railway vehicle and

- one or more vehicles crossing the line (including bicycles),
 - one or more crossing users, such as e.g. pedestrians, or
 - objects lying across or by the track and which were lost by a crossing vehicle or other user of the level crossing,
- are involved.

Accident with personal injury caused by a moving railway vehicle

includes accidents where one or more persons are hit by a moving railway vehicle or by an object that is attached to a railway vehicle or has come loose from it. Persons who fall from railway vehicles are also counted, as are passengers who fall or are hit by loose objects inside the train.

Vehicle fire

Fires and explosions in a railway vehicle (including cargo), which occur while travelling from the starting to the destination station, in these stations or during stops or handling en route are vehicle fires.

Other accident

is any accident that does not fall into any of the above categories.

Passenger

is a person travelling by rail who is not a member of the train crew. For the purposes of the accident statistics, passengers who try to jump on or off a moving train are included.

Employee

is any person whose employment is connected with the railway and who is on duty at the time of the accident. This includes train crew members and persons working on or with vehicles and/or infrastructure facilities.

Level-crossing user

is any person who uses a level crossing with a means of transport or on foot to cross a section of track.

Trespassers on railway property

describes all persons who, without the appropriate authorisation, are on railway property which they are not entitled to enter. This does not apply to level-crossing users.



Other (third parties)

includes all persons who do not fall into any of the above categories.

Broken rail

means any rail that has separated into two or more pieces, or from which a piece of material has broken off, creating a gap more than 50 mm long and 10 mm deep in the running surface.

Track buckle

includes faults in relation to track continuity and geometry that require the track to be closed immediately or speed restrictions to be imposed to maintain safety.

Signalling error

is any malfunction in the signalling system (track-side or vehicle-side) that leads to signalling that is less restrictive than required.

Passing a stop signal

This includes any incident where any part of the train goes beyond the permissible end point of the train journey. This includes driving past

- light or semaphore signals showing stop,
- an end point of the driver permission in automatic train control systems,
- a point communicated by written or oral order/instruction, and
- stop sign (excluding buffers) or hand signal.

Instances where vehicles without traction or an unmanned train run away and pass a stop signal dangerously are not included. If the signal only shows stop so late that the tractive unit driver is unable to bring the train to a halt in time, this is not counted (e.g. withdrawal or failure of the signal).

Wheel and wheelset axle failure

means a failure where the essential parts of the wheel or wheelset axle are damaged, creating a risk of accident (derailment or collision).

Section kilometre

means the length of the rail network that is covered by the scope of the Safety Directive (2004/49/EC, Article 2), measured in kilometres. Where sections have more than one track, only the distance between the start and end points counts.

Track kilometre

means the length of the rail network that is covered by the scope of the Safety Directive (2004/49/EC, Article 2), measured in kilometres. Where sections have more than one track, the length of each individual track is counted.



C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
BÜ	Level crossing
Million	10^6
Billion	10^9



ANNEX D: Important legal and regulatory changes

	Legislation	Date on which the law came into force	Reason for introduction (details of the new law or change to the existing law)	Description
General legislation on safety in national rail traffic				
Legislation in relation to the national safety authority	Regulation on fees and charges for official acts of the State rail transport administrations (State Railway Fees Regulation - BEGebV)	01.05.2008	Revision of BEGebV	Creation of a basis for the power to levy time-based fees
Legislation in relation to notified bodies, assessors, external registration authorities, investigations, etc.	Third regulation amending railway regulations (Federal Law Gazette I-24)	22.01.2008	Amendment of TEIV, ESiV and BEGebV transposing Directive 2007/32/EC into national law	Introduction of the option of dividing EC verification into initial assessments for the planning or manufacturing phase and issue of interim verification certificates by notified bodies
National provisions on rail safety				
Regulations on requirements for licensing the putting into service and maintenance of new and significantly modified vehicles	First regulation amending the Trans-European Railway Interoperability Regulation (Federal Law Gazette I-1092)	01.07.2008	Amendment of the TEIV transposing various TSIs into national law	Various new or amended TSIs declared applicable pursuant to Section 4 TEIV in Annex 2 TEIV
Common operating rules for the railway network, including rules for the signalling and traffic control system	Fourth regulation amending the Railway Construction and Operation Order (Federal Law Gazette I-467)	01.04.2008	Amendment of the EBO's provisions on equipment with train control	Sections approved for more than 100 km/h must be equipped with train control systems with particular functions, as must traction units and other driving vehicles using those sections
Regulations on requirements for licensing of the bringing into operation of infrastructure	First regulation amending the Trans-European Railway Interoperability Regulation (Federal Law Gazette I-1092)	01.07.2008	Amendment of the TEIV transposing various TSIs into national law	Various new or amended TSIs declared applicable pursuant to Section 4 TEIV in Annex 2 TEIV



ANNEX E: Issue of safety certificates and safety licences – Figures

E.1. Safety certificates pursuant to Directive 2001/14/EC

Number of safety certificates issued in 2008 pursuant to Directive 2001/14/EC for rail transport undertakings with a licence issued in	Germany:	3
	Another Member State:	0

E.2 Safety certificates pursuant to Directive 2004/49/EC

		New	Updated/ amended	Renewed
E.2.1. Number of valid safety certificates pursuant to Part A for rail transport undertakings in 2008	Registered in Germany:	0	0	0
	Registered in another Member State:	0	0	0

		New	Updated/ amended	Renewed
E.2.2. Number of valid safety certificates pursuant to Part B for rail transport undertakings in 2008	Registered in Germany:	0	0	0
	Registered in another Member State:	1	0	0

			A	R	P
E.2.3. Number of applications for safety certificates (pursuant to Part A) from rail transport undertakings in 2008	Registered in Germany for:	new certificates	0	0	33
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	Registered in another Member State for:	new certificates	0	0	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0



			A	R	P
E.2.4. Number of applications for safety certificates (pursuant to Part B) from rail transport undertakings in 2008	Registered in Germany for:	new certificates	0	0	33
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	Registered in another Member State for:	new certificates	0	0	9
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0

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

R = *rejected*: rejected application, certificate was not issued

P = *pending*: decision still outstanding, no certificate yet issued

E.2.5. List of countries in which rail transport undertakings that apply for a safety certificate pursuant to Part B in Germany have already received a safety certificate pursuant to Part A.

Austria, Belgium, Denmark, France, Netherlands, Poland

E.3. Safety licences pursuant to Directive 2004/49/EC

	New	Updated/amended	Renewed
E.3.1. Number of valid safety licences for track operators registered in Germany in 2008	8	0	0

(provisionally issued in accordance with Section 35(5c) of the General Railway Act)

		A	R	P
E.3.2. Number of applications for safety licences submitted by track operators registered in Germany in 2008.	new licences	0	0	3
	updated/amended licences	0	0	0
	renewed licences	0	0	0

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

R = *rejected*: rejected application, licence was not issued

P = *pending*: decision still outstanding, no licence yet issued



Annex F – Abbreviations

AEG	General Railway Act
BEGebV	Regulation on fees and charges of the State rail transport administrations (State Railway Fees Regulation)
BEVVG	State Rail Transport Management Act
BMVBS	Federal Ministry of Transport, Building and Urban Development
BNetzA	Federal Network Agency
BSWAG	Federal Railway Development Act
BÜ	Level crossing
CSI	Common Safety Indicators
EBA	Federal Railway Authority
EBC	Eisenbahn-Cert (Notified Interoperability Body)
EBO	Railway Construction and Operation Order
EIU	Railway infrastructure undertaking
ERA	European Railway Agency
ESiV	Railway Safety Regulation
EUB	State Railways Investigation Office
EVU	Rail transport undertaking
GSM-R	Global System for Mobile Communications – Rail
HOA	Hot box detector
IOH	Permanent-way and structural equipment
ObÜ	Monitoring of installations
SMS	Safety Management System
STE	Signalling, telecommunication and electrical equipment
TEIV	Trans-European Railway Interoperability Regulation
TSI	Technical Specification for Interoperability
UbÜ	Monitoring of undertakings
VV TAU	Administrative regulation on the inspection of structural and mechanical rail equipment and performance of the technical inspections of safety in the workplace
VV TAU-STE	Administrative regulation for the inspection of railway signalling, telecommunication and electrical equipment
VV-EbAu (F)	Administrative regulation for the inspection of rail vehicles