

Template

Structure for the content of the NSA Annual **Safety** Report

Network of National Safety Authorities

Version Control

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1	20/07/06	BD	Edition of first version	Internal draft
2	21/09/06	BD	Input from Safety Certification Team, Ref. /2/	Internal draft
3	10/11/06	BD	Input from Safety Certification Team, Ref. /3/	Internal draft
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6	12/12/06	BD	Comments from all TF Members during the 3 rd TF Meeting 05/12/2006	Internal draft
7	20/12/06	BD	Comments from ERA SU Members CSL, KL, VR and AP	TF+NSA
8	12/02/07	BD	Comments from the NSAs AT,BE,CZ,DE,DK,ES,FR,HU,IT,NL,PT,SE,SI,SK and UK Comments from all TF Members during the 4 th TF Meeting 06/02/2007	Internal draft
9	15/02/07	BD	Comments from ERA SU Member CSL	Internal draft
10	08/03/07	BD	Comments from ERA Head of SU AL	TF+NSA
11	10/01/08	BD	Comments from NSA TF and NSAs regarding the practical use of the Template/guideline	Internal draft
12	12/02/08	BD	Comments from ERA SU members ET and VR	TF+NSA

Reference documents

<i>Ref.</i>	<i>Document Title</i>	<i>Document ref.</i>
/1/	Directive 2004/49/EC on safety on the Community's railways (Railway Safety Directive)	OJ L220, 21.6.2004, p.16 (Corrigendum)
/2/	SafeCert Team's contribution to annual NSA report	Version 2.1, 10/07/2006
/3/	SafeCert Team's contribution to annual NSA report	Version 3.0, 21/09/2006
/4/	NSA annual report on the development of railway safety Format	NSA-Annual Report-Safety-Format 0.0, July 2006

A.1. Scope of the report

The National Transport Authority (NTA) performs the authority tasks in connection with public road transport, shipping, the railways and civil aviation with the collaboration of the regional bodies (Regional Directorates, Directorate of High Priority Affairs, Directorate for Psychological Testing of Drivers, Directorate for Civil Air Transport).

The National Safety Authority (NSA) is competent in railway transport affairs, and the Directorate of High Priority Affairs Railway Authority Division in national authority affairs

A.2. Summary in English (optional)

The report presents the authority tasks of the Hungarian railway transport systems (regulations, supervision) and the general conditions of operation of the subsystems (regional competence, operational structure) as well as statistical data and analyses for 2008 representing incidents.

B. Introductory Section

1. Introduction to the report

The purpose of the report: for the railway authority to provide an overall view of the activities of the collaborators in the subsystems in 2008.

The report is presented to the Railway Undertakings (RU), to the Railway Infrastructure Managers (IM), to the Transport Safety Bureau (TSB) and to the Statistics Office.

(In case the report does not contain information at certain points, the reason for this is that the railway data supply system does not cover the collection of such data.)

2. Railway Structure Information (***Annex A***)

- Network map
- List of Railway Undertakings and Infrastructure Managers

3. Summary – General Trend Analysis (e.g. trends in the development of railway safety¹, certification etc.)

	Year 2007	Year 2008	Year 2009 - expected
Accidents 1.1.a. 1 (all accidents)	162	155	160
Railway safety certificate (valid)	7	13	11
Railway safety authorisation (valid)	0	1	0

¹ General trend analysis in a few drops, the detailed trend analysis is to be developed in the paragraph D.

C. Organisation

1. Introduction to the organisation
2. Organisational flow – relationship (diagram) between the NSAs and other national bodies (such as National Investigation Bodies, National Regulatory Bodies, Ministry of Transport etc.) (***Annex B***)

D. The development of railway safety

1. Initiatives to maintain/improve safety performances

The most significant safety measures decided in the MS during the reporting year should be reported in this paragraph; if these measures have had as a trigger accidents or precursors to these, they should be reported as in Table D.1.1:

The TSB accident investigation reports did not contain any recommendations or observations that would have required the authority to take any measures. The causes of the accidents discussed in the reports are sufficiently regulated. The accidents occurred due to human error. We called attention to observance of the regulations.

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

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	

If these safety measures have had other triggers, they should be reported as in Table D.1.2:

Table D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures

2. **Detailed data trend analysis** This paragraph should contain the analysis of trends related to all categories of CSIs:

- Number of accidents; 155
- Number of fatalities; 115
- Number of injures; 60
- Number of precursors to accidents;
740

- Cost of all accidents, hours worked on safety No details
- Technical safety of infrastructure and its implementation, management of safety

In 2007 the infrastructure manager did not have a railway safety authorisation. The main reason for this is that it does not yet have an approved Safety Control System.

Moreover, the possible reasons of these trends should be reported.

The scope of the statistics, the definitions applied and the data on CSIs are to be reported in Annex C; the data in the charts of this template are just examples.

3. Results of safety recommendations

E. Important changes in legislation and regulation

- The Safety Directive
- Stage of implementation
 - National basis of implementation
 - Applicable national legislation

In the Safety Directive it is stated that important changes in legislation and regulation concerning railway safety should be reported. As important changes could be implementation of EU requirements in national legislation and other important changes of the national railway legislation and regulation.

In the annex D a list of possible legislation and regulation is described which should be reported if these are changed essential.

For important changes of the legislations or regulations (including also the notified rules), the following information should be stated in the table in **Annex D**:

- The legal reference
- The date the change comes into force
- The reason for the introduction of the change (Specify if it is new legislation or an amendment to existing legislation)
- The description of the change

(2006. On the basis of the observations, a supplement to the year 2006 report was requested regarding the reason for issuing the new Railway Act)

The European Union legislation relating to railways made it necessary to draw up a new act in 2005 instead of amending Act XCV of 1993 on railways. Act CLXXXIII of 2005 on railway transport (hereinafter RA) entered into force on 1 January 2006.

New aspects were established in the new act as derived from the directives, these included:

- Free access to the railway lines, services
- Railway line capacity and its allocation
- Operating licence
- Railway safety certificate/authorisation
- A transport safety bureau and its tasks
- A railway transport authority and its tasks
- A railway administration body and its tasks
- Access to training opportunities
- Employees' rights and obligations

On the basis of the act, detailed regulations for railway safety certificates, safety authorisations, the safety control system and the safety report were introduced in Ministerial Decree 40/2006 (IV.26) of the Ministry of Economy and Transport.

In 2007 legislation in connection with transport safety incorporated Commission Regulation 653/2007/EC into Ministerial Decree 40/2006 (IV.26) of the Ministry of Economy and Transport.

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)

In 2008 certificates were issued according to Article 10 of Directive 49/2004.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC

In year 2008 1 railway safety authorisation was issued. (GySEV Zrt.)

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)

The railway undertakings have access to the legal material on the Internet, on CD and in hard copy, the content and formal requirements of the railway safety certificate/authorisation applications are provided to the applicant railway undertakings by the NSA on CD.

2. Numerical data (*Annex E*)

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company)

In 2008 Part A railway safety certificates did not have to be amended.

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The administration period did not exceed 4 months.

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State

There was no such request.

3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate

There was no problem with the Part A railway safety certificate.

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)

Procedural and service fees are included in Decree 72/2006 (IX. 29.) of the Ministry of Economy and Transport on the administrative service fees for railway authority procedures carried out by the transport authority.

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service

There was no problem with the Part A railway safety certificate.

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

There were no issues on part of the authority in connection with the Part A railway safety certificate.

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate

The railway undertakings (RU) did not indicate any problems in connection with the Part A railway safety certificate.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

Railway undertakings may submit complaints or observations in writing (by letter or e-mail) to our authority.

3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)

Part B of the railway safety certificate did not have to be amended.

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The administration period did not exceed 4 months.

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)

Procedural and service fees are included in Decree 72/2006 (IX. 29.) of the Ministry of Economy and Transport on the administrative service fees for railway authority procedures carried out by the transport authority.

3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service

There were no problems in connection with the Part B railway safety certificates.

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.

There were no issues on part of the authority in connection with the Part B railway safety certificate.

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate

Railway undertakings (RU) did not indicate any problems in connection with the Part B railway safety certificate.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

Railway undertakings may submit complaints or observations in writing (by letter or e-mail) to our authority.

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations

No railway safety authorisations had to be amended.

3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The administration period did not exceed 4 months.

3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

3.3.5. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

Procedural and service fees are included in Decree 72/2006 (IX. 29.) of the Ministry of Economy and Transport on the administrative service fees for railway authority procedures carried out by the transport authority.

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision of Railway Undertakings and Infrastructure Managers

In 2008 there was an annual supervisory authority audit in the case of 7 railway undertakings (MÁV Zrt., MÁV-START Zrt., MÁV Cargo Zrt., GySEV Zrt., CER Zrt., MMV Zrt., Train Hungary Kft.), which had received a railway safety certificate in 2007.

1.1. Audits/Inspections/Checklists

- Use
- Audits/inspections carried out by the NSA staff/third parties/both
- NSA manpower available for audits (Number, % of NSA staff involved)
- Economical aspects of audits (Costs,...)

1.2. Vigilance aspects/Sensitive points to follow-up by the NSA

2. Description of the coverage of the legal aspects within the annual reports from the Infrastructure Managers and Railway Undertakings – Availability of the annual reports before 30 June (according to Article 9(4) of the Railway Safety Directive)

A

Insection= vizsgálat, megtekintés, ellenőrzés		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of inspections of RUs/IMs for 20xx	planned				
	carried out				

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 20xx	planned				
	carried out				

5. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections

Corrective measures taken in 2008 were as follows:

6. **Short summary/description of** the complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate

The infrastructure managers had no comments relating to the Part A and Part B certificates of the railway undertakings.

7. **Short summary/description of** the complaints from RU('s) concerning IM('s) related to conditions in their authorization

The railway undertakings had no comments as the infrastructure railway undertakings had no safety authorisations.

H. NSA Conclusions on the reporting year – Priorities

I. Sources of information

The data have been compiled from the reports of railway undertakings on railway accidents and extraordinary events in 2008.

J. Annexes

ANNEX A: Railway Structure Information

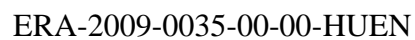
ANNEX B: Organisation chart(s) of the National Safety Authority

ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

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

A.1. Network map of Hungary



A.2. List of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure Manager(s)

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of main (light) signals
GySEV Zrt.	9400 Sopron, Mátyás király u. 19.	www.gysev.hu	-	02.10.2008							
MÁV Zrt.	1087 Budapest Könyves Kálmán krt. 54-60.	www.mav.hu	-	In progress							

A.2.2. Railway Undertaking(s) (2008) (2007)

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
Bobo Kft.	3528 Miskolc, Csele utca 10.	www.bobokft.hu	-	HU 11 2008 0001	02.04.2008	traction, transfer of goods	4 pcs	-	-	5 persons	-	0.014 million vtkm
Masped Rail Cargo Zrt.	1139 Budapest, Váci út 85.	www.masped.hu	-	HU 11 2008 0002	14.04.2008	transfer of goods	-	-	5 pcs	-	-	-
Eurocom Rail Cargo Zrt.	1094 Budapest, Bokréta utca 7-9.	www.eurocom.hu	-	HU 11 2008 0003	13.05.2008	traction, transfer of goods	13 pcs	-	-	22 persons	-	0.081 million vtkm
Szentesi Vasútépítő Kft.	6000 Szentes, Baross G. u. 2.	-	-	HU 11 2008 0004	16.05.2008	traction transfer of goods	13 pcs	Passenger wagon/freight wagon 65 db / 95 pcs	3 pcs	12 persons	-	0.020 million vtkm
MÁV Nosztalgia Kft.	1142 Budapest, Tatai út 95.	www.mavnosztalgia.hu	-	HU 11 2008 0005	28.05.2008	passenger transport traction, transfer of goods	37 pcs	-	45 pcs	7 persons/2 drivers	0.9 million utkm	-

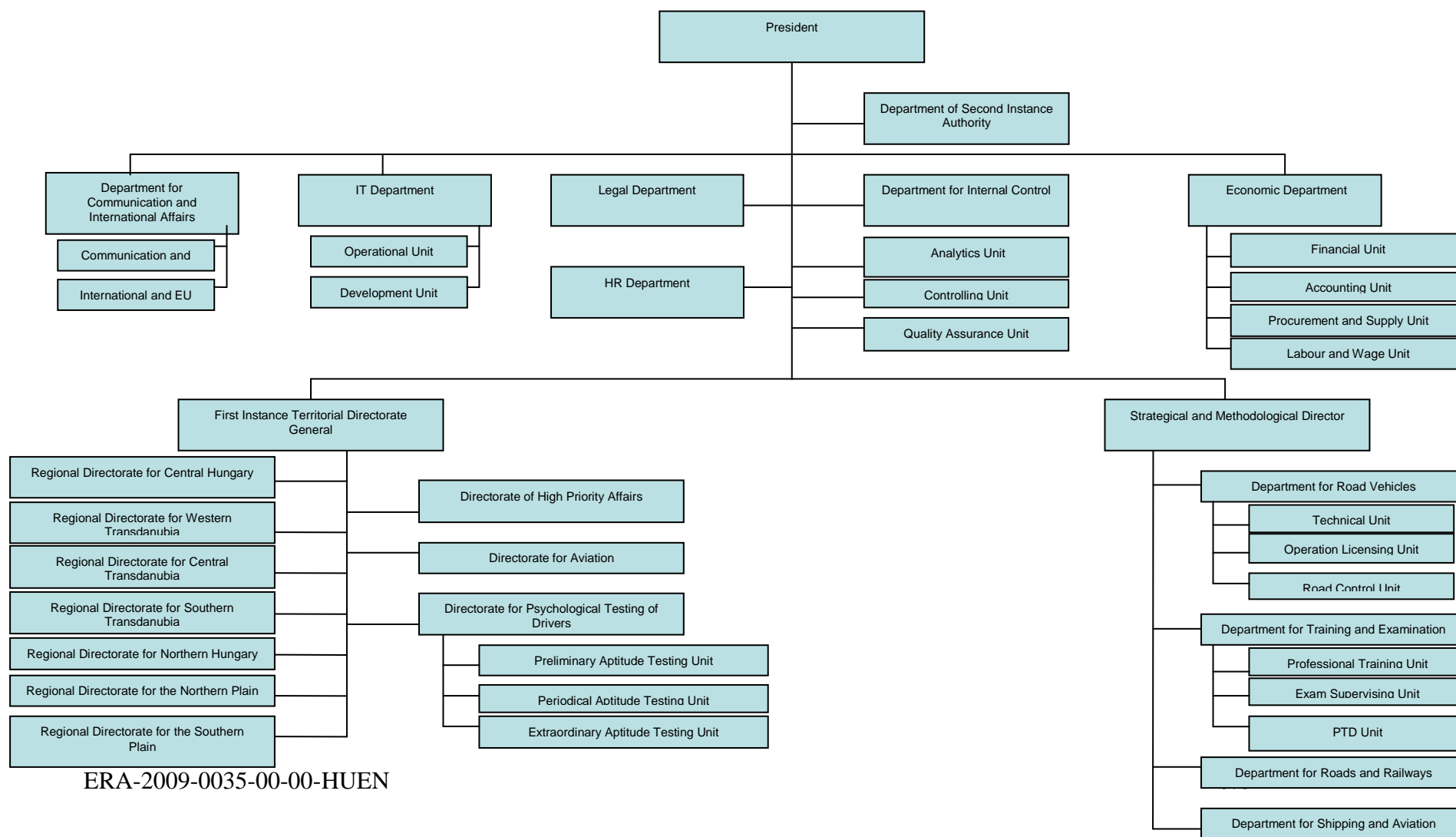
MÁV Trakció Zrt.	1087 Budapest, Könyves Kálmán krt 54-60.	www.mav. hu/ trakcio	-	HU 11 2008 0006	16.07.2008	traction,	919 pcs	-	-	4151 persons	-	5 million vkm
Pannontrain Zrt.	1133 Budapest, Váci út 92	www.mavcargo .hu	-	HU 11 2008 0008	01.08.2007	traction transfer of goods	3 pcs	-	20 pcs	4 persons	-	0.07 million vtkm
Floyd Zrt.	1046 Budapest, Damjanich u.5.	www. floyd.hu	-	HU 11 2007 0009	01.09.2008	traction transfer of goods	17 pcs	-	1 pc	19 persons	-	0.187 million vtkm
Balatoni Iparvasút Kft.	8184 Balatonfűzfő Pf. 6.	<a href="http://www.balatoni
vasut.extra.hu">www.balatoni vasut.extra.hu	-	HU 11 2008 0010	01.09.2008	traction transfer of goods	2 pcs	-	10 pcs	6 persons/18 persons	-	0.003 million vtkm
Záhony- Port Zrt.	4625 Záhony Baross G. u. 1.	<a href="http://www.zahony-
port.hu">www.zahony- port.hu	-	HU 11 2008 0007	16.09.2008	traction transfer of goods	8 pcs	-	20 pcs	Contract with MÁV PÜ	-	-
MÁV- ÉPCELL Kft.	9500 Celldömölk Sándor tér 14.	<a href="http://www.mav
epcell.hu">www.mav epcell.hu	-	HU 11 2008 0011	01.11.2008	traction transfer of goods	8 pcs	-	134 pcs	135 persons	-	0.005 million vtkm
MÁV FKG Kft.	5137 Jászkisér Jászládányi u. 10.	<a href="http://www.mavfkgjk.
hu">www.mavfkgjk. hu	-	HU 11 2008 0012	16.11.2008	traction transfer of goods	60 pcs	-	102 pcs	122 persons	-	0.20 million vtkm
G&G Kft.	6726 Szeged Torockói u. 3/b	<a href="http://www.gesgkft.
hu">www.gesgkft. hu	-	HU 11 2008 0013	16.12.2008	transfer of goods	4 pcs	-	9 pcs	18 persons	-	0.014 million vtkm
MÁV Zrt.	1087 Budapest Könyves Kálmán krt. 54-60.	www.mav.hu	-	HU 11 2007 00001	22.06.2007	traction,	976 pcs	-	-			
GySEV Zrt.	9400 Sopron Mátyás Király u. 19.	www.gysev.hu	-	HU 11 2007 00002	28.06.2007	passenger transport traction, transfer of goods	98 pcs	Passenger wagon	104 pcs	160 persons/ 112 persons		
MÁV- START Zrt.	1087 Budapest Könyves Kálmán krt. 54-60.	www.mav.hu	-	HU 11 2007 00003	10.07.2007	passenger transport	-	2985 pcs	-	2970 persons		
CER Zrt.	1097 Budapest Könyves Kálmán krt. 16.	www.cer.hu	-	HU 11 2007 0004	31.07.2007	traction transfer of goods	4 pcs	-	46 pcs	MÁV Zrt. framework contract		

Train Hungary Kft.	4028 Debrecen Szoboszlói u. 50.	www.train.hu	-	HU 11 2007 0005	01.09.2007	traction transfer of goods	6 pcs	-	50 pcs	8 persons		
MÁV CARGO Zrt.	1033 Budapest Váci u. 92.	www.mavcargo .hu	-	HU 11 2007 00006	16.09.2007	transfer of goods	-	-	10599 pcs	2044 persons		
MMV Zrt.	1035 Budapest Kerek u. 80.	www.mmv.hu		HU 11 2007 0007	01.10.2007	traction transfer of goods	5 pcs	-	105 pcs	9 persons		

Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)
ATP = Automatic Train Protection
LC = Level Crossing

ANNEX B: Organisation chart(s) of the National Safety Authority

B.1. Chart: Internal organisation



B.2. Chart: Relationship with other National Bodies

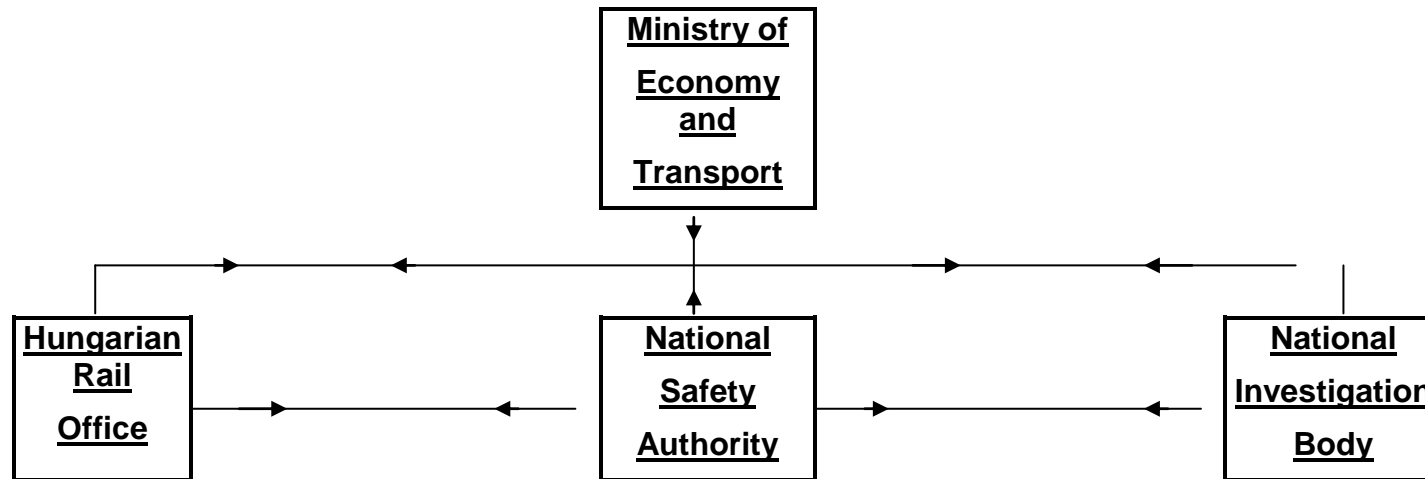
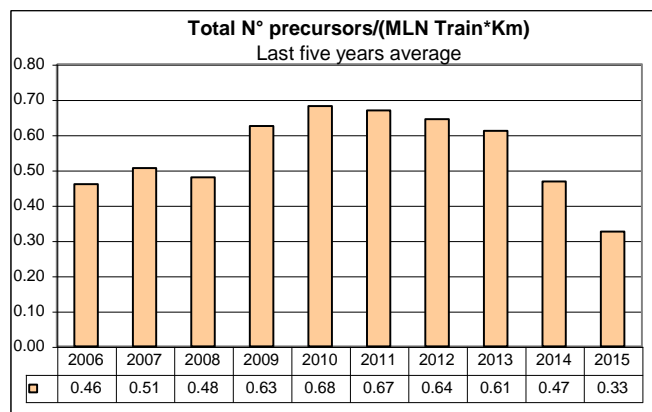
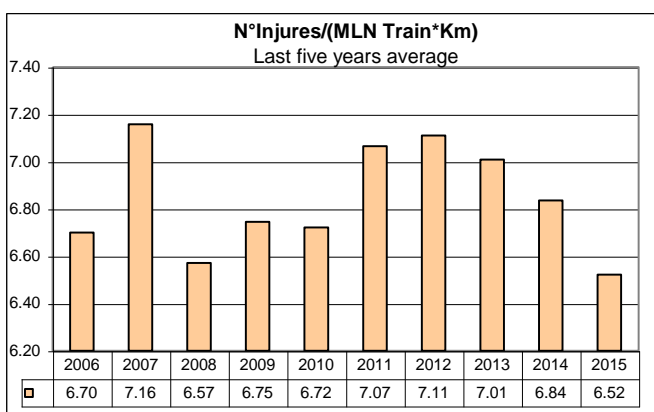
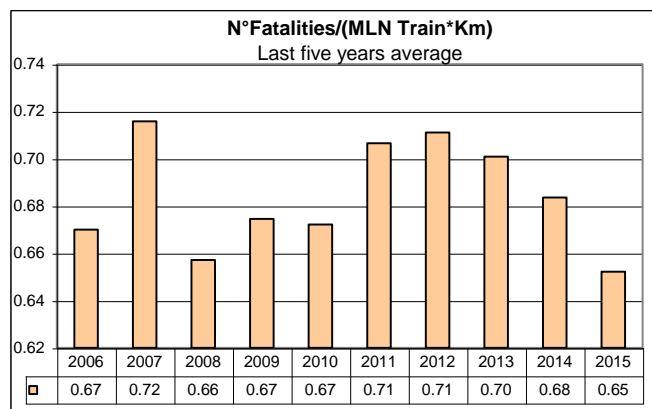
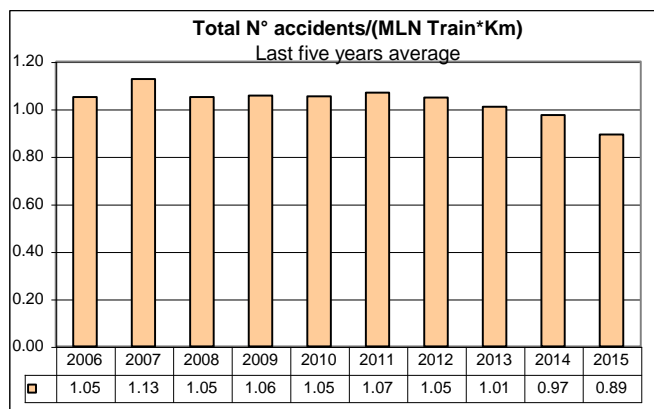


Diagram between the NSAs and other national bodies (such as National Investigation Bodies, National Regulatory Bodies, Ministry of Transport etc.)

ANNEX C: CSIs data – Definitions applied

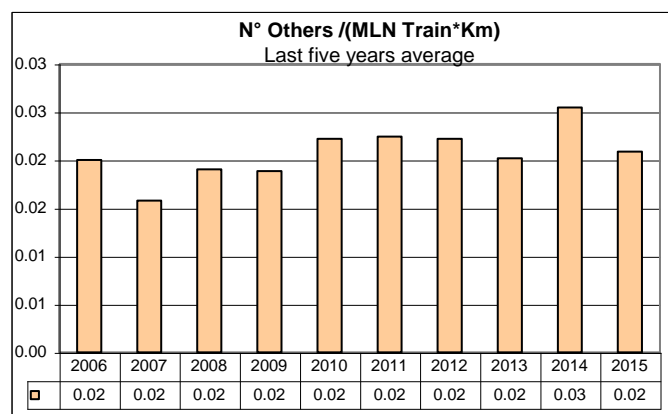
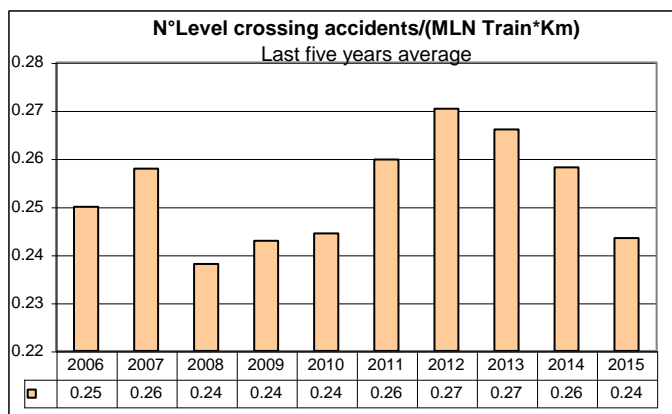
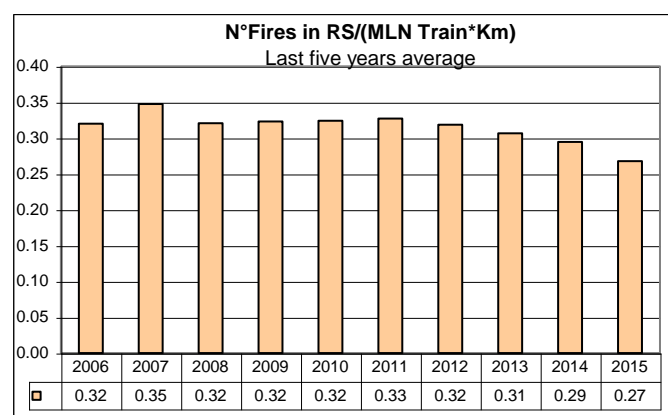
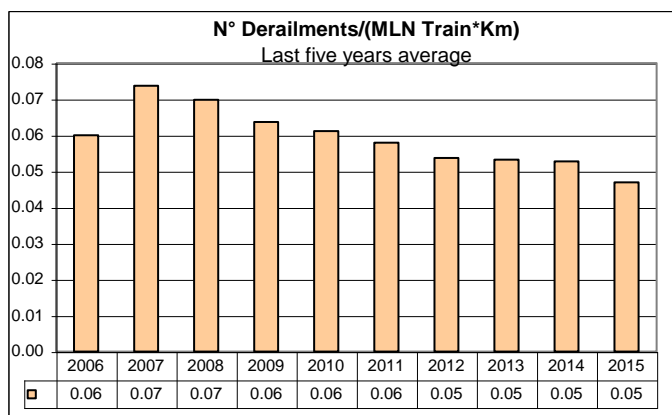
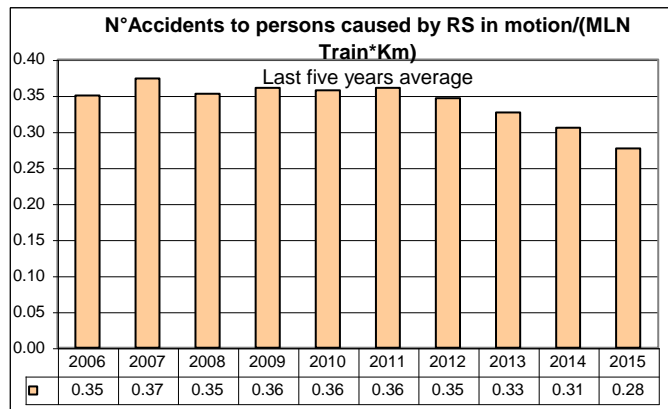
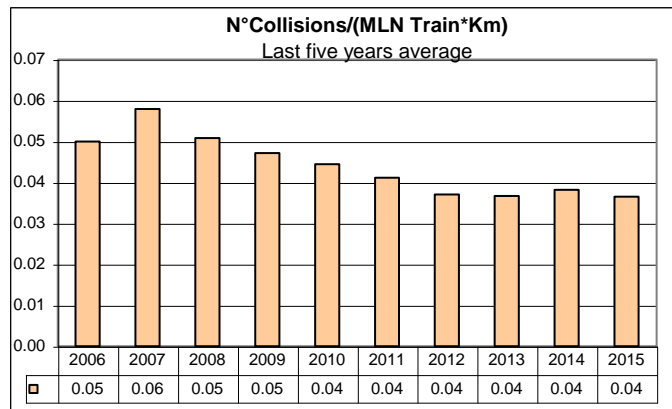
C.1. CSIs data²

Performances at a glance

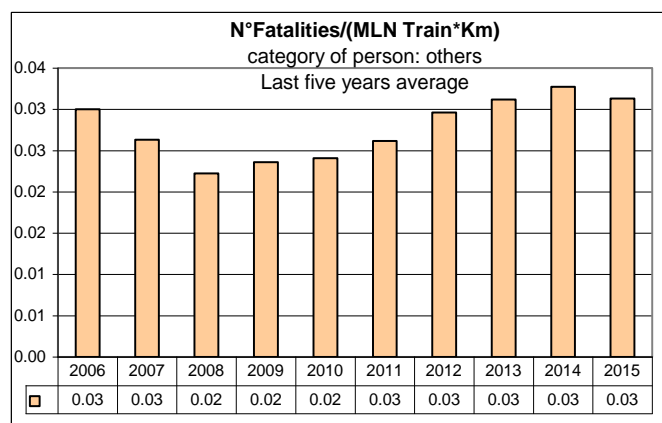
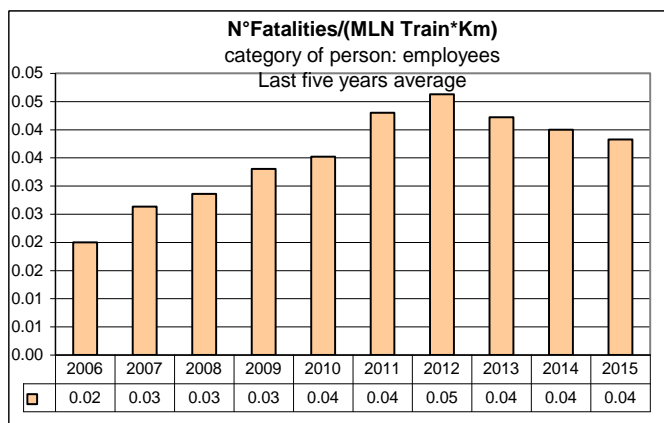
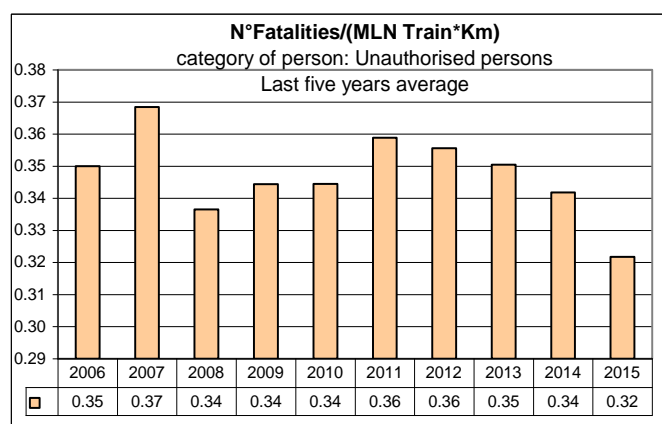
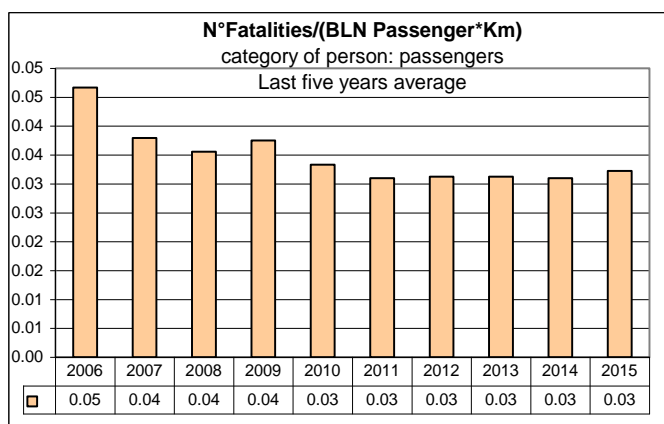
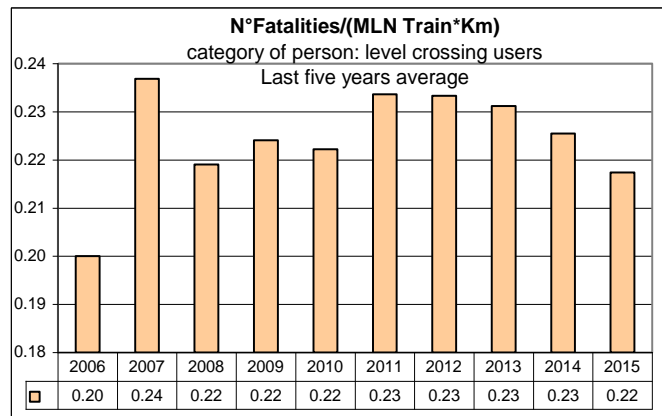
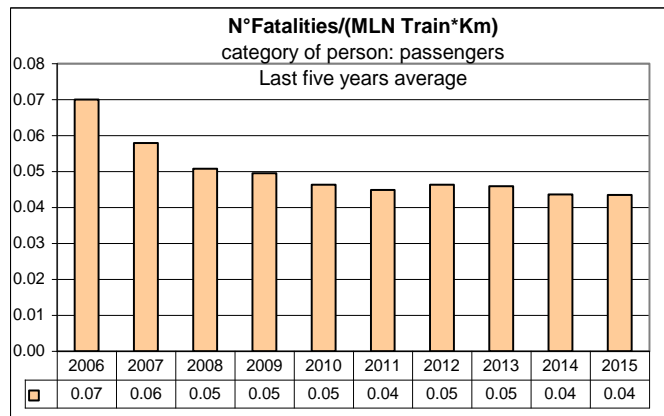


² Data in charts are just examples.

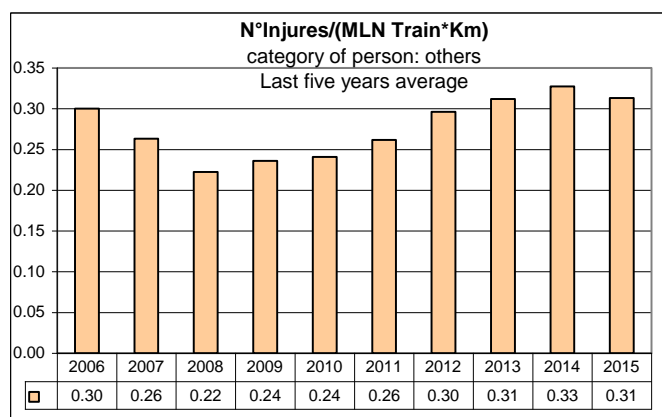
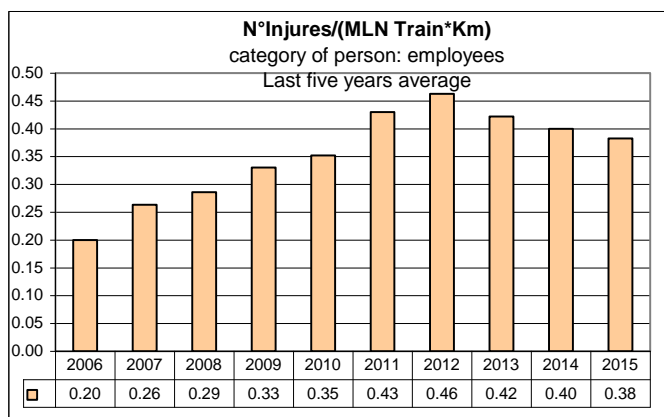
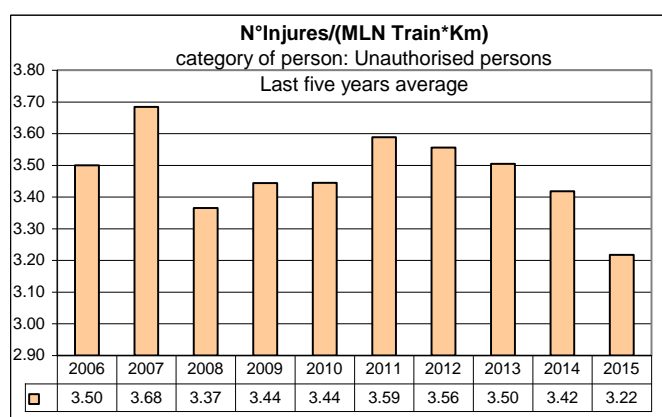
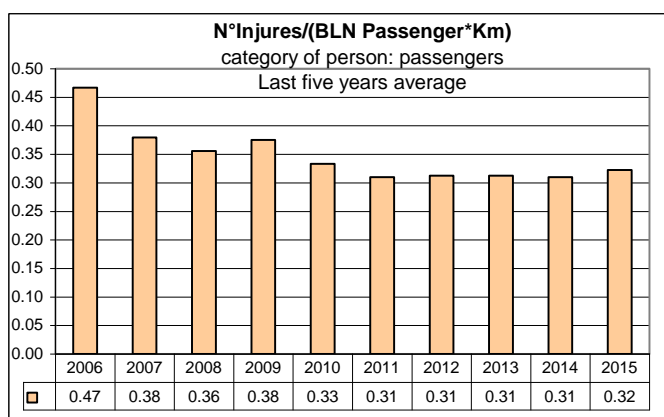
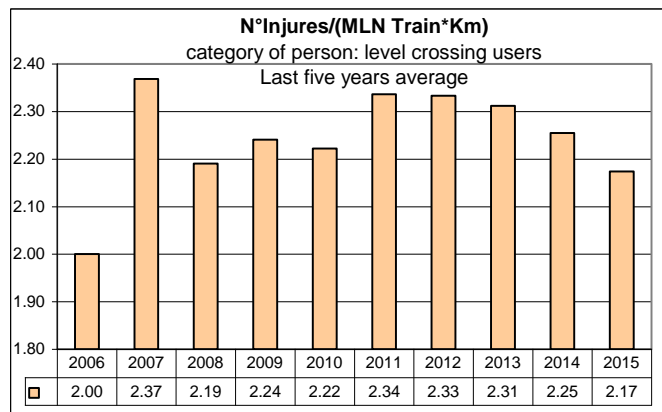
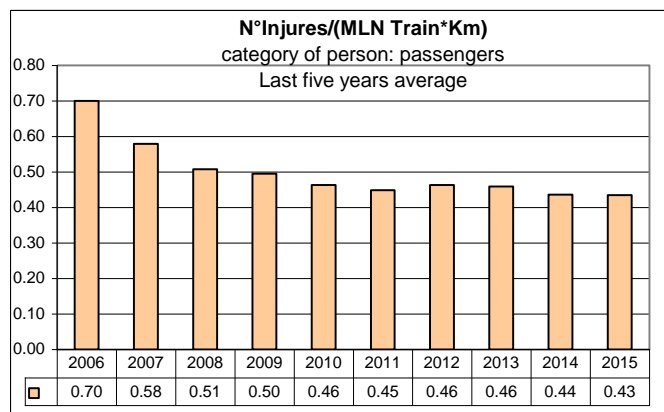
Accidents divided by type



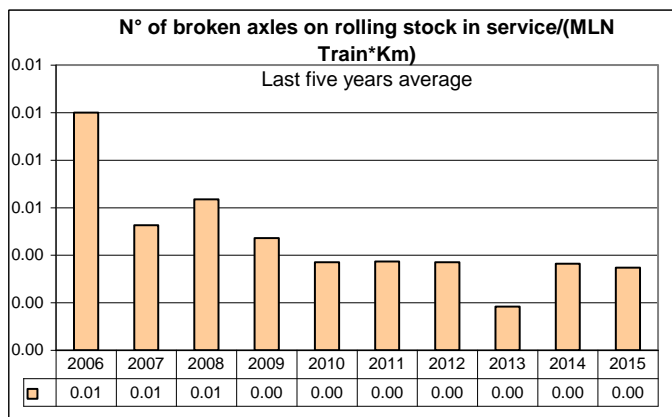
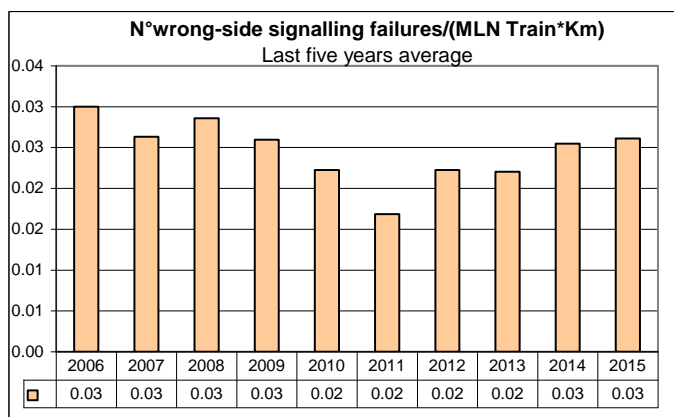
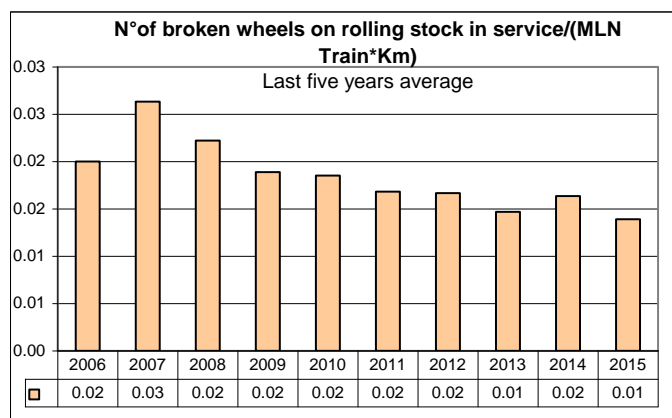
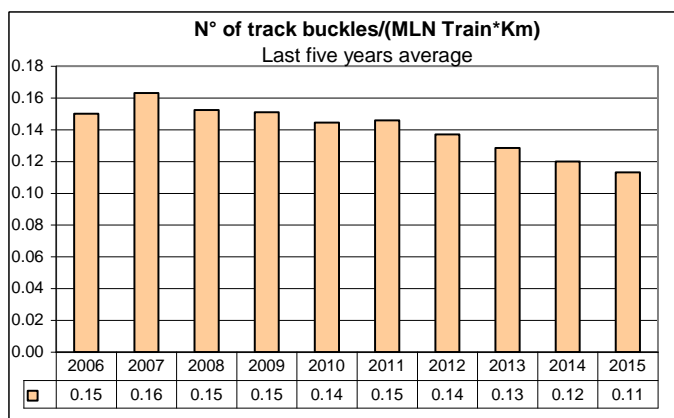
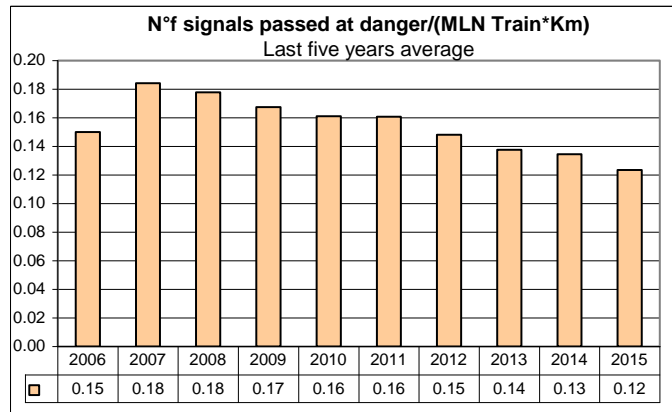
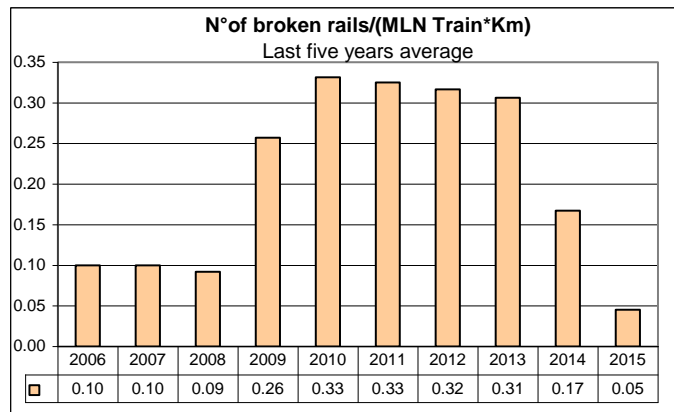
Fatalities divided by category of people involved



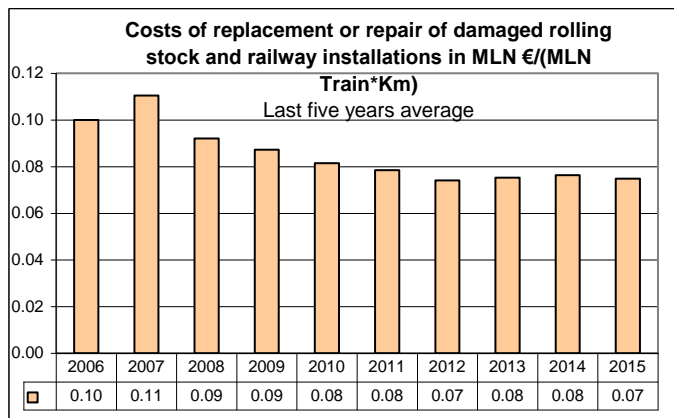
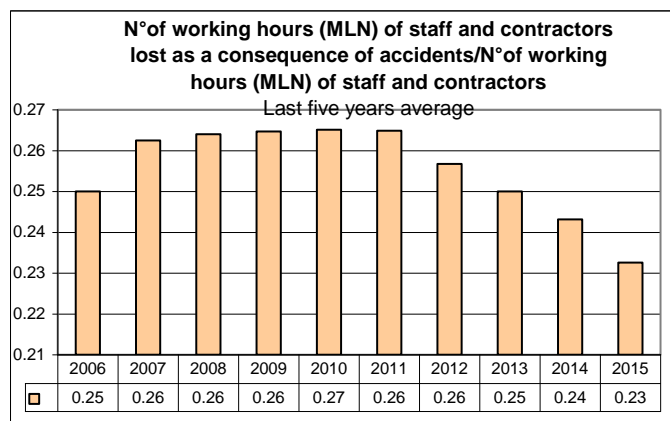
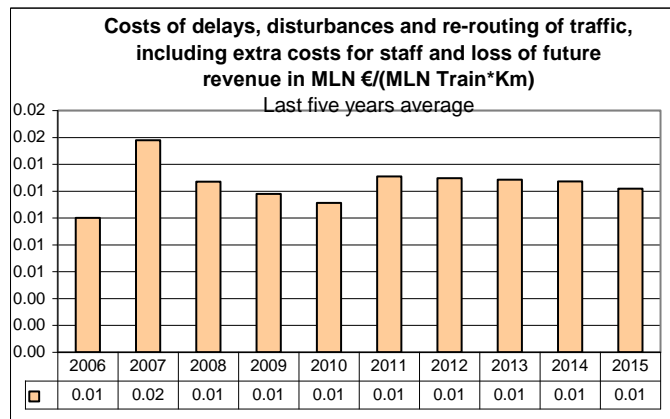
Injures divided by category of people involved



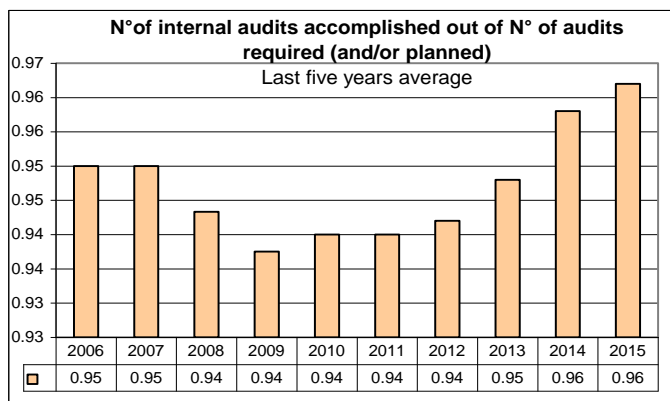
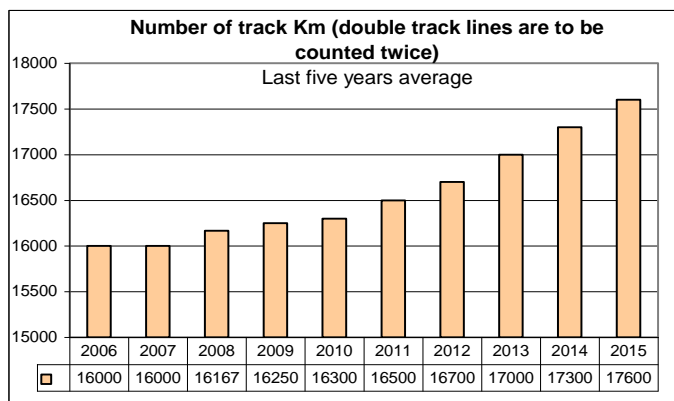
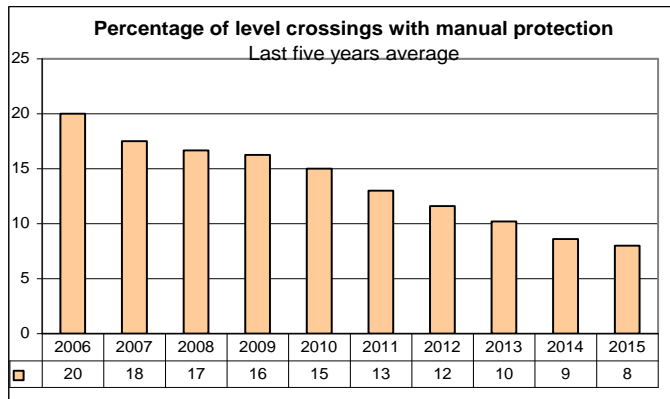
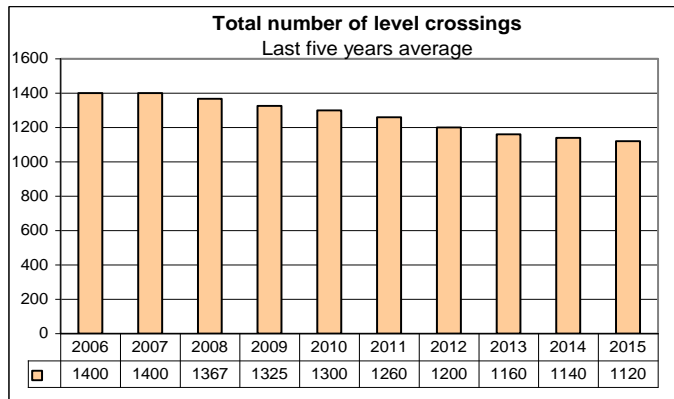
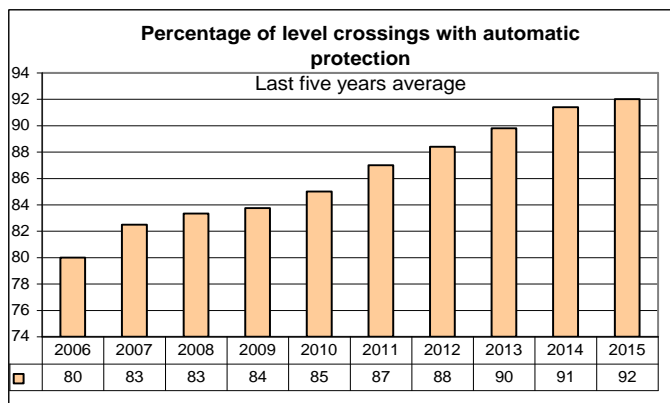
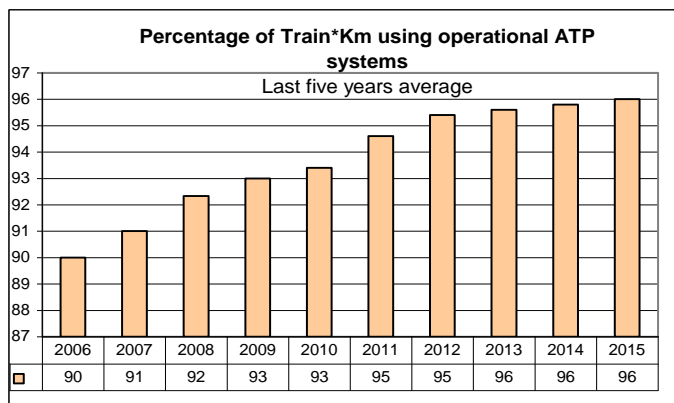
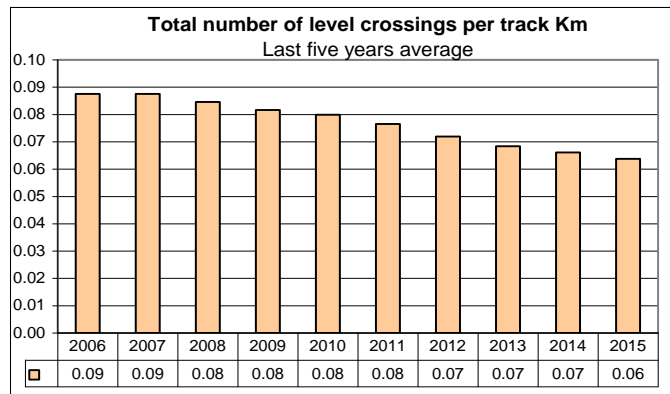
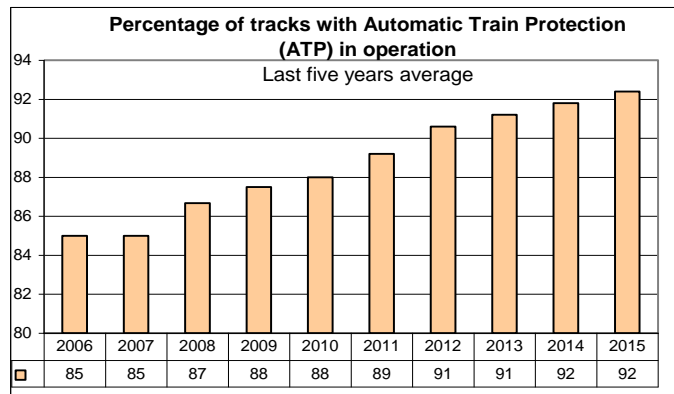
Precursors to accidents



Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents



Technical safety of infrastructure and its implementation, management of safety



C.2. Definitions used in the annual report

Definition of concepts

C.2.1. Definitions in Regulation 91/03 to be applied:

deaths (killed person)

means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides

injures (seriously injured person)

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

passenger-km

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

rail passenger

means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included

suicide

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

significant accident

means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded

train

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

train*Km

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

C.2.2. National definitions

Directive 2004/49/EC lays down in Annex 1, point 6:

“Definitions

The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and calculation methods in use shall be explained in an Annex to the annual report described in Article 18.”

National definitions and methods to calculate costs concerning the items listed in the Annex 1 to Directive 2004/49/EC are to be reported in this paragraph, whether not defined in this legal act and in the Reg.91/03.

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 ⁶
BLN	10 ⁹
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation	NONE			
Legislation concerning the national safety authority	Railway Act on railway transport 2005. CLXXXIII.	01. January 2006.	Amendment 01 January 2008	
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
National rules concerning railway safety	NONE			
Rules concerning national safety targets and methods				
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	Decree on the conditions of issuing railway certificates and authorisations: 40/2008. (Vi. 26.) GKM NONE	01. July 2006.		
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	Decree on the conditions of issuing railway certificates and authorisations: 40/2008. (Vi. 26.) GKM NONE	01. July 2006.		
Rules concerning requirements for wagonkeepers				
Rules concerning requirements for maintenance workshops				
Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures				
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures				
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings				
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification				
Rules concerning the investigation of the accident and incidents including recommendation				
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators				

Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE			
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ANNEX E: The development of safety certification and authorisation – Numerical Data

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2008	being licensed in your Member State	0
	being licensed in another Member State	0

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

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates Part A held by Railway Undertakings in the year 2008	being registered in your Member State	13	0	0
	being registered in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in the year 2008	being registered in your Member State	13	0	0
	being registered in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway Undertakings in year 2008	being registered in your Member State for	new certificates	13	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	being 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 Part B submitted by Railway Undertakings in year 2008	being registered in your Member State for	new certificates	13	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	being registered in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

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

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

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

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2008 being registered in your Member State	1	0	0

In 2008 1 (GySEV Zrt.) railway safety authorisation has been issued.

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2008 being registered in your Member State	new authorisations	0	0	0
	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

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

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 2008 for Railway Undertakings	being registered in your Member State	102	0	0
	being registered in another Member State	0	0	0

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2008 for Railway Undertakings	being registered in your Member State	102	0	0
	being registered in another Member State	0	0	0

E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2008 for Infrastructure Managers	being registered in your Member State	0	0	0
	being registered in another Member State	0	0	0