National Transport Authority

NSA Annual Safety Report

2011

A.1. Scope of the report

Article 18 of the Railway Safety Directive requires the National Safety Authorites (NSA) to publish an annual report. This report covers the activities of the National Transport Authority in Hungary, from 1 January to 31 December 2011. The scope of this report covers the entire railway system of Hungary.

B. Introductory Section

1. Introduction to the report

The purpose of this report is to give an overview on the activities of the National Transport Authority (NSA), Railway Undertakings and Infrastructure Managers in 2011.

2. The railway network

Based on Act no. CLXXXIII of 2005, railway infrastructures in Hungary are classified in five regional categories. These serve different purposes and various conditions must be fulfilled in order to operate and use them.

Open access railway infrastructure makes up 7900 kilometres in Hungary. National infrastructure includes 2830 kilometres of lines operating as part of the Trans-European freight corridors, as well as all other major nation-wide infrastructures and standard gauge side-lines, which are also determined in Act no. CLXXXIII of 2005 on Railway amended by Act no. LXXVI of 2008. This infrastructure is available solely by EEA-relevant license with the exception of those as determined by law.

Regional infrastructure accounts for a minor part in public traffic, primarily responsible for conducting regional traffic and for the development of regional services, adhering to tasks voluntarily assumed by local governments with the goal of serving the community to the fullest. At the present time only narrow-gauge tracks belong to this group, utilizing 480 kilometres of railways, which are mainly used for passenger service.

Suburban infrastructure includes tracks within the city limits of a community and its surrounding areas, as well as rail service between a city and surrounding suburbs, not including local infrastructure. The license application of the most important Budapest railways, which are operated by BKV.

Municipal infrastructure operates between a city and its suburbs and consist of public rail and specific infrastructure of 210 kilometres in length. These are also responsible for the operation of ski-lifts of approximately 25 kilometres in length.

Private infrastructure usually serves as feeder line, which are rail connections created to satisfy the needs of industrial or agricultural facilities, and in many cases are internal rail networks. In these rail networks, some undertakings combine passenger or freight transport with their own economic activities not directly connected to rail transport. Private infrastructure may be exempted from open access rail service.

Licenses may be issued for all open-access railway infrastructure and regional, suburban, municipal and private infrastructure, which serves as a feeder line.

The rail network in Hungary consists of 7915 km of track. A map showing the main routes can be found in Annex A.

There are two Infrastructure Managers in Hungary. The major part of the network is managed by MÁV Zrt. GYSEV Zrt. has taken over Rajka-Hegyeshalom-Csorna-Porpác, Szombathely-Porpác, Szombathely-Kőszeg, Szombathely-Zalaszentiván and Körmend-Zalalövő lines from 1st October 2011.

There are no high-speed lines operating in the territory of the Hungary.

List of the Railway Undertakings and Infrastructure Managers that operate in Hungary can be found in Annex A.

3. Summary

The table below summarizes the key indicators of the railway safety performance in the last five years. Detailed information can be found in Annex C.

	2007	**2008**	**2009**	**2010**	**2011**
Total number of all accidents	162	155	180	142	147
Number of serious injuries	92	60	84	70	76
Number of fatalities	80	115	92	82	84
Number of precursors	671	740	18	754	391

In 2011 the number of precursors has significantly reduced. The other indicators are slightly increased. The number of accidents in level crossings are still remain high, in most of cases the accident occurs due to violation of the rules of the road.

The data are obtained from annual reports submitted by railway undertakings and infrastructure managers.

C. Organisation

1. Introduction to the organisation

The government has established the National Transport Authority, acting from 1 January 2007 under the supervision of the Ministry. It is responsible for transport as the legal successor to the General Inspectorate of Transport, the Central Inspectorate of Transport, the Local Transport Inspectorates in the counties and the Civil Aviation Authority. Its duty is carrying out authorizational tasks in the fields of road, railway, water and air transport. The Military Aviation Authority was integrated into the National Transport Authority on the 1 July 2007. From 1 July 2008 the Hungarian Rail Office is working within the National Transport Authority. National Transport Authority is an independent organization financed by the central budget.

During its work, the National Transport Authority makes decisions in mind of improving the safety performance of the transport system.

The Railway Department of the National Transport Authority acts as the NSA.

2. Organisational flow – relationship with other national bodies

The diagrams can be found in Annex B.

Railway Department (Staff: 54 people)

- Representing the NSA at RISC and ERA events.
- Giving opinion on legislations, technical directives and regulations concerning railway, making suggestions to amend them.
- Providing assistance to the ministry for the preparation of draft proposals for legislations, concerning the transport sector.
- Dealing with various tasks within the conventional, urban, narrow gauge and industrial rail networks nationally in the following fields:

▪ Railway Safety and Supervision Unit

- The Railway Safety and Supervision Unit performs its task nationally within the conventional, private rail and urban transport network. These tasks are issuing railway safety certificates and licenses.
- Authorizing the activities of bodies, which carry out tests, repair and manufacture of conventional, local, private and special rail subsystems. Also authorizing periodic vehicle testing stations.
- Certifying that the requirements of the interoperability are satisfied, concerning vehicles and infrastructure.
- Supervising the compliance with the regulations, concerning operation and maintenance of different rail systems.
- Supervising the activities of railway undertakings, the mechanical condition of their vehicles, the suitability of their staff and the proficiency of their activities.
- Informing the leader of the relevant field about the experiences of supervisions and preparing an annual report for the president of the NSA by 28 February of each year, concerning the previous year.
- Carrying out legal action in case of offending behaviour or risking the railway safety.
- Dealing with the tasks given by the ERA.
- Representing the NSA at the Transport Safety Organisation in case of accidents.

▪ Railway Mechanical Unit

- Issuing type licence and placing in service of conventional, urban, narrow gauge, etc. railway vehicles.
- Authorizing the construction, modification, removal and placing in service of mechanical equipments (eg. scales, turntables, cranes, etc.) and operational facilities (eg. elevators, escalators). Also supervising the operational status of these items.
- Carrying out task concerning special railways.
- Dealing with cases concerning special railway systems (eg. checking condition of vehicles for operational safety, type and modification authorizations etc.) and the licensing of railway vehicles.

▪ Railway Infrastructure Unit

- Authorizing the establishment, placing in service, modification and the removal of railway tracks and the belonging accessories (eg. signalling, bridges, tunnels, etc.) nationally.
- Acting as specialized authority.

- Contributing to regional development concepts, programs and town planning in terms of rail.
- Enforcing TSIs, which are implemented into the national legislations.
- Managing the register of rail infrastructure, prescribed by law.

▪ Examination and Training Supervision Unit

- Supervising and controlling the training and examinations of railway drivers and other employees related to railway safety.
- Approving the railway undertakings' corporate instructions related to railway staff training and development or activities affecting the railway traffic safety.
- Defining the strategy, directives and requirements of the curriculum and other materials of courses concerning railway professional staff's training and development.
- Registering professional tutors and examiners.
- Issuing driving licences and complementary certificates for train drivers.
- Appointing examiners.
- Transposing foreign rail qualifications.

D. The development of railway safety

1. Initiatives to maintain/improve safety performances

The Republic of Hungary fully implemented all essential requirements concerning accident investigation of the Railway Safety Directive 2004/49/EC in its national law. The Transportation Safety Bureau was established on 1st January 2006 as the legal successor of Civil Aviation Safety Bureau (founded in 2002). The Transportation Safety Bureau operates in a multimodal form. Its main duty is the independent technical investigation of aviation, railway and shipping accidents and incidents. Within the organisational framework of the Transportation Safety Bureau, the Railway Department established on 1 March 2006.

During 2011, the Transportation Safety Bureau carried out 39 independent technical investigation. In some cases the recommendations addressed to the NSA. These recommendations can be found in table D.1.1. In the table there are accidents which happened in 2010 but the final investigation report issued in 2011 that is why those are listed here.

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**	
15.03.2010.	Railway line no. 1: Győr station		**BA2010-131-5-3:** In the course of the investigation, the IC established that the requirements of Railway Wagon Service Regulation no. E.12 on operation of remote-control doors were not fulfilled regarding carriages of series 21-55. As a consequence, the remote-control door-locking system on carriages of series 21-55 is frequently out of order, this

			leading to the fact that the train-crew, even when the failure revealed, would not take the necessary measures. TSB recommends the NTA to control during their inspections the compliance with the rules of the Railway Wagon Service Regulation no. E.12 regarding operation of remote-control doors during the run of carriages and take the necessary measures according to the findings. Acceptance and implementation of the safety recommendation is meant to ensure that the train-crew would report properly the faults of the carriages revealed during the run and that the necessary reparations would be carried out as soon as possible.
19.07.2010.	Line no. 40: Pécs station	Locomotive collided with a train set	**BA2010-308-5-01:** In the course of the investigation, the IC established that, due to brake cylinder strokes of the locomotive exceeding considerably the upper limit specified (120 mm), as well as due to the rupture of the screw, the braking distance of the locomotive, in spite of having taken all due care, increased significantly. For this reason, the locomotive collided with a train set. TSB therefore recommends the NTA to obligate the undertakings operating the locomotives to ensure for locomotives regularly hauling trains that run with less than 20 braked axles the proper safety of the brake cylinder stroke operation until the end of the test cycle time, by modifying the regulation parameters or by shortening the cycle time. TSB expects the implementation of the safety recommendation to ensure a significant reserve in the system and significantly reduce by this the risk of similar occurrences.

17.08.2010.	Line no. 130: between Szentes and Szegvár	Accident in level crossing	**BA 2010-369-5-01**: The IC considers that the train crew should be made aware of their obligation that notification has to be attempted as soon as possible by all means available when immediate notification of the rescue units is not possible by following the procedure determined by the regulations, in order to protect life and property in case of accidents. TSB therefore recommends the NTA and the railway examination centre to ensure that the following would be included in the training programmes submitted by the registered training organisations for initial or recursive trainings of the personnel directly involved in running of trains: when immediate notification of the rescue units is not possible by following the procedure determined by the regulations, notification shall be, according to legislation in force, attempted by all means available. The implementation of the safety recommendation would ensure that the notification of the rescue units and the first-aid operation are not delayed by communication problems.
20.10.2010.	Line no. 150: between Kiskunlacháza and Délegyháza	Accident in level crossing.	**BA2010-490-5-01A:** The IC found during the site survey that, from the direction of the approaching road vehicle involved in the accident, the visibility of the indication on the warning lights protecting the LC located on railway line no. 150, in railway section 322+85 between Délegyháza and Kiskunlacháza stations, was obstructed by the line of the road (tight curve uphill) and the dense vegetation. TSB recommends the NTA to examine the LC, including the visibility of the warning lights, with particular attention to heavy lorries that take up most of the traffic in the LC, and take the necessary actions according to the findings. The implementation of the safety recommendation would ensure the indicator of the warning lights

			protecting the LC concerned to be visible for longer and the driver of the road vehicle would be able to stop, when necessary, before the LC in a location optimal for depature. **BA2010-490-5-02A:** The IC found during the site survey that the sight triangles from more directions in the LC protected by warning lights located on railway line no. 150, in railway section 322+85 between Délegyháza and Kiskunlacháza stations, were not assured due to the high and dense vegetation. TSB therefore recommends the NTA to examine the structure of the LC with regard to sight triangles, and take the necessary actions according to the findings. By assuring the required sight triangles, the visibility of approaching road and railway vehicles can be increased significantly and this would decrease the risk of accidents at the location.

Abbreviations:

IC - Investigation Committee
LC - Level crossing
TSB - Transport Safety Bureau (NIB)
NTA - National Transport Authority (NSA)

2. Detailed data trend analysis

Number of accidents: Overall the number accidents has slightly incrased in 2011. The number of accidents in level crossing still remains high. Level crossing safety is an area of concern for the NSA.

Number of fatalities (suicides not included): The number of fatalities increased by two compared to the previous year. Total number of fatalities had reduced compared to last year.

Number of injures: The number of injures increased by six compared to the previous year.

Number of precursors to accidents: Number of precursors has significally reduced in 2011.

Cost of serious accidents: The cost of the serious accidents was about 2.194.500 €.

In summary, the numbers of accidents and the other significant indicators were higher compared to the previous year, the level of safety of the rail systems and rail transport are high.

The most serious issue is the number of accidents at level crossings, where people do not respect signalling devices. The Ministry launched a campaign with the assistance of the National Transport Authority to draw attention to the users of the level crossings. Despite these initiatives 27 people died at railway level crossings.

3. Results of safety recommendations

Accidents/precursors which triggered the measure	Safety measure by the NSA
Passenger fatality	**Safety recommendation no. BA2010-131-5-3**: The NSA has accepted the recommendations.
At Pécs railway station two trains collided.	**Safety recommendation no. BA2010-308-5-01**: The NSA issued a decision number KU/VF/3541/3/2010 and obligated the IM to install brake cylinder stroke display on the locomotives.
Between Szentes and Szegvár stations train no. 7254 has collided with a kid on a bicycle.	**Safety recommendation no. BA 2010-369-5-01:** RU's and IM's "notification regulation" on extraordinary events are sufficiently regulated.
Freight train no. 40760-1 has been collided with a truck at a level crossing.	**Safety recommendation no. BA2010-490-5-01A and BA2010-490-5-02**: The cause of the accident led to human factors. The transport authority issued a decision no. NKH KA/11972//5/2010. with obligations to the IM. The IM obligated to remove the vegetation at the concerned field and to place repeater markers.

E. Important changes in legislation and regulation

The Railway Safety Directive (2004/49/EC) was implemented in Hungary. Important changes of the legislations or regulations can be found in the table in Annex D.

F. The development of safety certification and authorisation

The National Transport Authority's Railway Department has issued amended safety certificates to the following undertakings in 2011:

Rail Cargo Hungaria Zrt., Magyar Vasúti Áruszállító Kft., BOBO Kft., CER Hungary Közép-Európai Vasúti Árufuvarozási Zrt, Vasútvill Kft., GYSEV Zrt., BSS 2000 Kft., LCH Kft., RTS Rail Transport Service GmbH (only part B).

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC is 01.01.2007.

1.2. Starting date for issuing Safety Authorisations according to Article 10 of Directive 2004/49/EC is 01.01.2007.

1.3. Legal materials are available for Railway Undertakings and Infrastructure Managers on CD, printed form or the internet. The requirements of the content and form of the Safety certificates are provided by the NSA for the RU.

2. Numerical data

See Annex E.

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates

Part A Certificates were amended eight times in 2011. The reasons for these amendments were, changing the name of RU, extending the activities in two cases and issuing five ECM certificates.

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 mean issuing time for Part A Certificates 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 one request from an NSA concerning an uploaded certificate to the ERADIS database. The issue has been solved with the help of ERA.

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

There was no problem with mutual acceptance of the Community wide valid Part A Certificate.

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

The amount of fees charged by the NSA is described in the 72/2006. (IX. 29.) GKM. The charging fee depends on the number of vehicles and the type of service. The fee can vary from 2.300 € to 21.500 €.

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 harmonised formats for Part A Certificates.

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

The NSA issued five ECM certificates in 2011. The uploading of these certificates to the ERADIS hasn’t been solved by ERA. The information provided by ERA states that the updated ERADIS database will be ready by May 2012.

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

There was no problem mentioned by Railway Undertakings when applying for a Part A 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 can contact the NSA in person, via written letter or email.

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 Certificates were amended eight times in 2011. The reasons for these amendments were, changing the name of RU, extending the activities in two cases and issuing five ECM certificates. One new certificate has been issued.

3.2.2. Main reasons if the mean issuing time for Part B 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 mean issuing time for Part A Certificates did not exceed 4 months.

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

The amount of fees charged by the NSA is described in the 72/2006. (IX. 29.) GKM. The charging fee depends on the number of vehicles and the type of service. The fee can vary from 2.300 € to 21.500 €.

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 was no problem with the harmonised formats for Part B Certificates.

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

There was no problem with application procedures for Part B Certificates.

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

There was no problem mentioned by Railway Undertakings when applying for a Part B 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 can contact the NSA in person, via written letter or email.

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations

There was one Safety Authorisation updated in 2011 in view of the fact that GYSEV Zrt took over some lines from MÁV Zrt.

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 mean issuing time for Safety Authorisations did not exceed 4 months.

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

There was no problem with application procedures for Safety Authorisations.

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

There was no problem mentioned by Railway Undertakings 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

Infrastructure Managers can contact the NSA in person, via written letter or email.

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

The amount of fees charged by the NSA is described in the 72/2006. (IX. 29.) GKM. The fee can vary from 2.300 € to 21.500 €.

G. Supervision of Railway Undertakings and Infrastructure Managers

Based on Act no. CLXXXIII of 2005 (Railway law) The NSA supervise the operational- and traffic-safe state of the railway tracks, the operational establishments and the railway vehicles, and that the occasional examinations and necessary repairs are completed. The RU's and IM's are obligated to provide all conditions of a free control, especially the unlimited access to the significant documents, establishments, equipment and gear. If the NSA during its supervision determines an omission, it obligates the operator to conduct the examination or repair, and may impose a fine on the operator.

The NSA in its decision made within its discretion based on Act no. CLXXXIII of 2005 takes into consideration:

- the gravity of the breach, its effect on the safety of the railway transport,
- the timeframe during which the unlawful situation has been maintained,
- whether the breaching conduct is attributable,
- the previous breaching conduct, and
- the actions to assist the measures taken to discontinue the unlawful situation, as well as the activities conducted to discontinue the unlaful situation prior to the NSA's procedure and independent from it.

The NSA has to deal with the public and the trade union complaints concerning railway safety.

1.1. Audits/Inspections/Checklists

The content of the annual audit program (supervision of the conditions of the issuing of Safety Certificates):

- supervision of processes according to documents
- supervision of the Safety Management System of the RU
- on site supervision
- supervision of trains during operation

Audits/inspections are carried out by the NSA. NSA manpower available: 5 workers are available for audits, which is 10% of NSA staff.

Economical aspects: The cost of audits is included in the NSA's budget.

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

Identified insufficiencies during the audit have to be eliminated by the RU or IM. Examining the measures, taken since the last audit/inspection.

In 2011, the NSA performed 40 audits. The audits did not reveal any serious discrepancies except for several administrative shortcomings, for example: preparation of route logs are incomplete, the training report hasn't folowed the rules. After the NSA issued the obligations to the companies, they the necessary corrective measures. There were no need for any sanctions.

INSPECTIONS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
2. Number of inspections of RUs/IMs for 2011	planned	93		126	
	unplanned	33		81	
	carried out	126		207	

AUDITS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of audits of RUs/IMs for 2011	planned	38	43	2	-
	carried out	35	40	2	-

4. Summary of the relevant corrective measures in 2011:

- registering the knowledge of routes of the drivers

- enforcing the regulations authorised by the NSA

- enforcing the operational rules of RUs

- enforcing the loading rules of freight

The observations of the audits are recorded, based on these the NSA decides about the further tasks.

If there are any deficiencies in the RU's or IM's operation it has to be eliminated. In the next annual audit the NSA verifies that the RU or IM has taken the necessary steps to remedy the problem. Depend on the nature of the problem this re-check could happen before the next annual audit.

5. There was no complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate.

6. There was no complaints from RU('s) concerning IM('s) related to conditions in their authorisation.

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

During 2011 the CSM on risk evaluation and assessment was not applied in Hungary.

I. NSA Conclusions on the reporting year – Priorities

The NSA's main objective is to improve railyway safety, in accordance with the European Union objectives.

The NSA's tasks were carried out as planned in 2011. About 10 % of the tasks are postponed to 2012 because of the lack of staff. With the tasks are increasing every year more professional staff are required. To deal with this situation, the NSA has made the necessary steps.

Accidents at level crossings are still cause for concern for the NSA. It is a primary task to change the behaviour of the public road users.

J. Sources of information

The source of the data in the report:

- Accident and event report submitted by the railway undertakings and infrastructure managers.
- IM's daily accident reports
- IM's investigation reports on accidents
- Final reports on the investigations prepared by the Transportation Safety Bureau, and the organisation's website (www.kbsz.hu)
- The NSA's internal database about the RU's and IM's
- Complex Intranet law library

- ERADIS, ERAIL database

K. 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

ANNEX A: Railway Structure Information

A.1. Network map

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***	***Total Track Length HSL***	***Number of LC***
GySEV Zrt.	*9400 Sopron, Mátyás király u. 19.*	*www.gysev.hu*	*HU 01 2011 0001 2008.09.15.*	*2008.10.02.*	*441,7 km*	-	300
MÁV Zrt.	*1087 Budapest Könyves Kálmán krt. 54-60.*	*www.mav.hu*	*HU 01 2010 0001 2010.06.30.*	*2010.07.01.*	*12697 km*	-	5743

A.2.2. Railway Undertaking(s)

Name	**Address**	**Website**	***Safety Certificate 2001/14/EC (NumberDate)***	***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 2011 0003	2008.04.02.	traction freight transport	8 db	-	1 pcs	4 / 4	-	-
Szentesi Vasútépítő Kft.	6000 Szentes, Baross G. u. 2.	vasutepitestrabag.com	-	HU 11 2008 0004	2008.05.16.	traction freight transport	17 pcs		8 pcs	13 / 6	-	-
MÁV Nosztalgia Kft.	1142 Budapest, Tatai út 95.	www. mavnosztalgia .hu	-	HU 11 2009 0002	2009.06.01.	passanger transport traction freight transport	20 pcs	14 pcs	15 pcs	8 / 14	6,476 M	-
MÁV Trakció Zrt.	1087 Budapest, Könyves Kálmán krt 54-60.	www.mav-trakcio.hu	-	HU 11 2008 0006	2008.07.16	traction	919 pcs	-	-	3286 / 309	84,19 M	-

Floyd Zrt.	1138 Budapest, Madarász u.47-49.	www.floyd.hu	-	HU 11 2008 0009	2008.09.01.	traction freight transport	16 pcs	-	1 pcs	21 / 8	-	243,857 M
RTS Rail Transport Service GmbH	A-8055 Graz, Puchstraβe 184 b.	http://www.rts-austria.at/		HU 12 2011 0003	2011.10.13.	traction freight transport	3 pcs		77 pcs	3 / contract		-
Záhony-Port Zrt.	4625 Záhony, Európa tér 12.	www.zahony-port.hu	-	HU 11 2008 0007	2008.09.16.	traction freight transport	2 pcs	-	20 pcs	contract MÁV PÜ and MÁV-Trakció	-	0,144 M
MÁV-ÉPCELL Kft.	9500 Celldömölk Sándor tér 14.	www.mavepcell.hu	-	HU 11 2008 0011	2008.11.01.	traction freight transport	11 pcs	-	130 pcs	23 / 10		0,049429 M
MÁV FKG Kft.	5137 Jászkisér Jászladányi u. 10.	www.mavfkgjk.hu	-	HU 11 2008 0012	2008.11.16.	traction freight transport	61 pcs	-	94 pcs	111 / 2		19,656077 M
G&G Kft.	6726 Szeged Torockói u. 3/b	www.gesgkft.hu	-	HU 11 2008 0013	2008. 12. 16.	freight transport	4 pcs	-	14 pcs	12 / 11		-
MÁV Zrt.	1087 Budapest Könyves Kálmán krt. 54-60.	www.mav.hu	-	HU 11 2007 00001	2007. 06.22.	traction	27 pcs	-	-	121 /		-
GySEV Zrt.	9400 Sopron Mátyás Király u. 19.	www.gysev.hu	-	HU 11 2011 00007	2011.12..15.	passanger transport traction freight transport	53 pcs	82 pcs	89 pcs	200 / 121	155 M	474,724 M
MÁV-START Zrt.	1087 Budapest Könyves Kálmán krt. 54-60.	www.mavstart.hu	-	HU 11 2010 0010	2010. 07.01.	passanger transport	-	2822 pcs	-	0 / 3875		7640 M
CER Zrt.	1097 Budapest Könyves Kálmán krt. 16.	www.cer.hu	-	HU 11 2011 0004	2011.11. 28.	traction freight transport	8 pcs	-	141 pcs	MÁV Zrt. contract		353,1 M
Train Hungary Kft.	4028 Debrecen Szoboszlói u. 50.	www.trainhungary.hu	-	HU 11 2007 0005	2007.09.01.	traction freight transport	10 pcs	-	385 pcs	29 /15		167,5 M

RAIL CARGO Hungaria	1033 Budapest Váci u. 92.	www.railcargo.hu	-	HU 11 2011 0001	2011.03.01.	traction freight transport	20 pcs	-	9767 pcs	128 / 1513		6902,696 M
MMV Zrt.	1035 Budapest Kerék u. 80.	www.mmv.hu		HU 11 2007 0007	2007.10.01.	traction freight transport	15 pcs	-	130 pcs	36 / 8		353
MTMG Zrt.	1012 Budapest, Logodi u. 34/A	www.mtmgzrt.com		HU 11 2009 0005	2009.11.16	traction freight transport	3 pcs		10 pcs	0 / 4		-
LCH	9027 Győr, Reptéri út 2.	www.railion.hu		HU 11 2011 0010	2011.12.15	traction	8 pcs		5 pcs	23 / 28		-
LTE	AT-8020 Graz Reiminghaussaße 3	www.lte.at		HU 12 2010 0002	2010.02.12	traction, freight transport	3 pcs		5 pcs	1 / 0	--	
Mátrai Erőmű Zrt.	3271 Visonta Erőmű u. 11.			HU 11 2009 0001	2009.06.16.	freight transport	--		27 pcs	contract		5,278 M
boxXpress. de GmbH	21129 Hamburg, Köhlfleetdamm 5.	www.boxxpress.de		HU 12 2009 0001	2009.04.16.	traction freight transport	8 pcs		841 pcs	21 / 4		136,8 M
Prvá Slovenská Zeleznica	82103 Bratislava, Ružová dolina 10.			HU 12 2008 0003	2008.05.16.	traction freight transport	15 pcs		46 pcs.	13 / 11		241,19 M
SZDS a.s.	830 03 Bratislava, Račianska 96.			HU 12 2008 0014	2008.10.16.	traction freight transport	3 pcs.		20 pcs	0 / 3		789,5 M
VASÚTVIL L Kft.	1106 Budapest, Jászberényi út 90.			HU 11 2011 0005	2011.11.15.	traction freight transport	47 pcs		33 pcs	151 / 316		0,041 M
BSS 2000Kft.	2700 Cegléd, Alkotmány út 59.	www.bss2000.hu		HU 11 2011 0009	2011.11.30.	traction freight transport	10 pcs		3 pcs	37 / 29		0,189 M
MÁV-Gépészet	1087 Budapest, Könyves Kálmán krt. út 54-60.	www.mav-gepeszet.hu		HU 11 2010 0006	2010.04.16.	traction freight transport	28 pcs		36 pcs	45 / 586		0,019656 M
Kárpát Vasút Kft.	2737 Ceglépcsercel, Virág utca 9.			HU 11 2010 0007	2010.05.01.	traction	3 pcs			13 / 2		-

MÁVGÉP Kft.	1103 Budapest, Kőér utca 2/d.	www.mavgep.hu		HU 11 2010 0008	2010.05.16.	traction freight transport	29 pcs		197 pcs	32 / 175		-
GYSEV CARGO Zrt.	9400 Sopron, Mátyás király u. 19.	www.gysevcargo.hu		HU 11 2010 0009	2010.06.01.	freight transport	-		526 pcs	contract / 23		623,73 M
MVA Kft.	4028 Debrecen, Jósika utca 9.	www.mvakft.hu		HU 11 2011 0002	2011.08.15.	freight transport	4 pcs		1 pcs	2 / 3		0,0005662 M
Železničná spoločnosť Cargo Slovakia a. s.	Bratislava, Drieňová u. 24. 820 09 Slovakia			HU 12 2010 0012	2010.10.16.	traction freight transport	2 pcs		7168 pcs	contract / 1		3,726490544 M
AWT Rail HU	1117 Budapest, Budafoki út 56. 6. emelet	http://www.awt.eu/en/		HU 11 2010 0012	2010.11.16.	traction freight transport	19 pcs		217 pcs	19 / 27		18756 M
Wiener Lokalbahnen Cargo GmbH	1230 Wien, Triesterstaβe 118.	www.wlb.at/cargo/		HU 12 2010 0014	2010.11.16.	traction freight transport	6 pcs		128 pcs	contract		

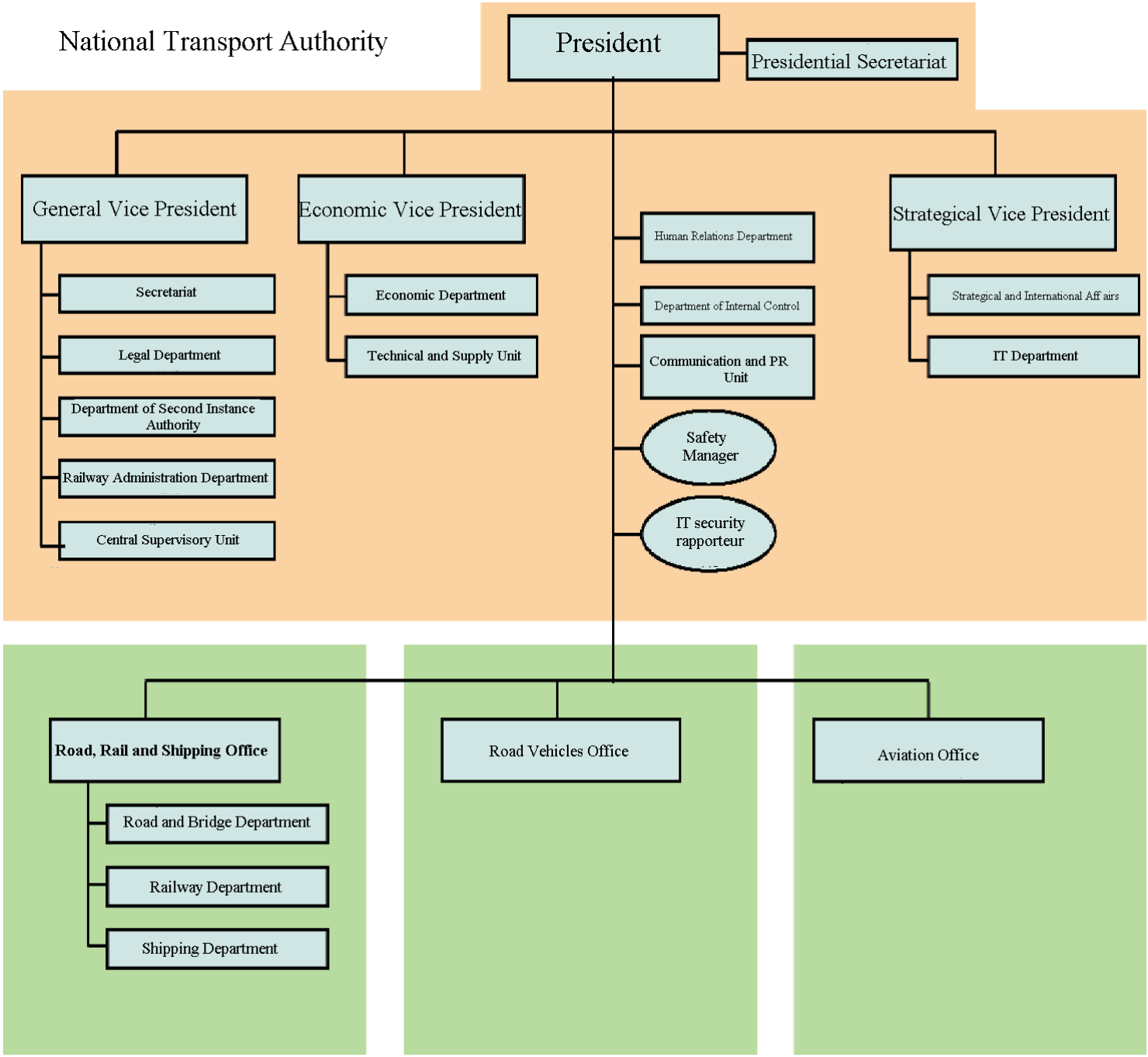
Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)

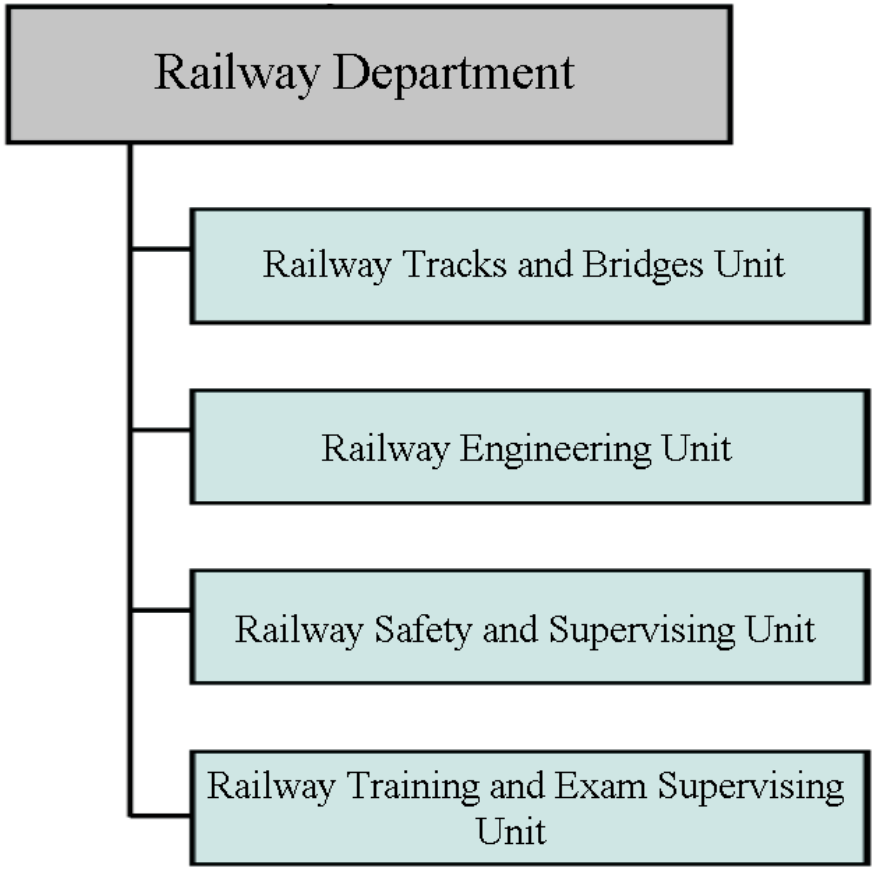
ATP = Automatic Train Protection

LC = Level Crossing

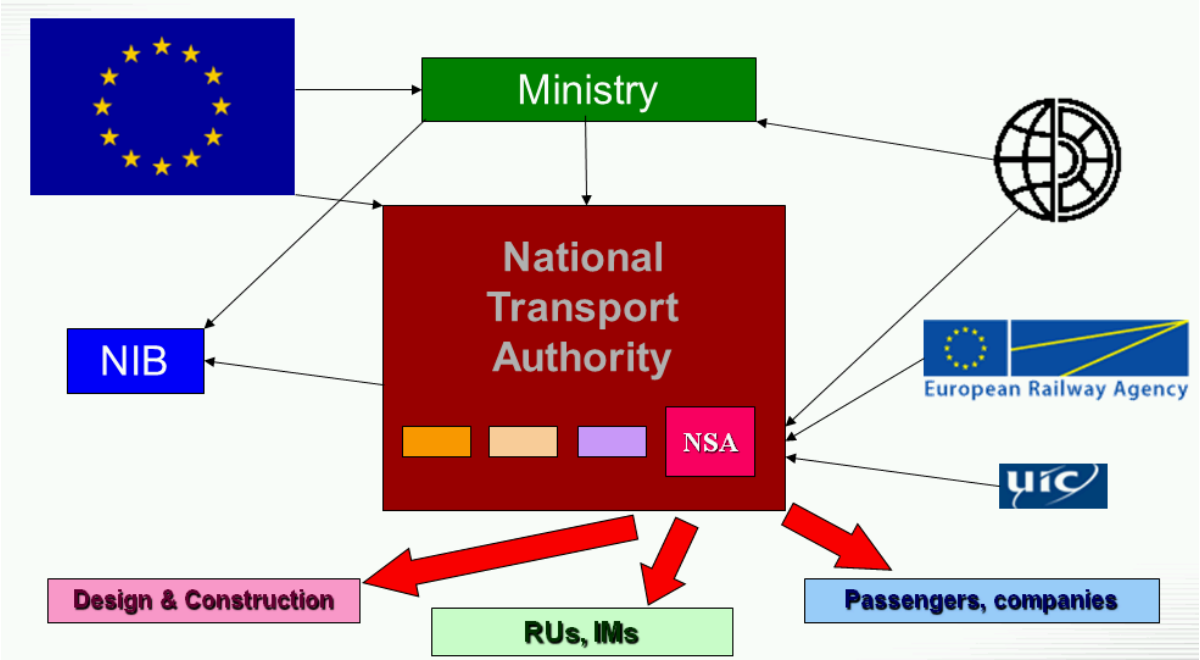
ANNEX B: Organisation chart(s) of the National Safety Authority

B.1. Chart: Internal organisation


National Transport Authority
President
Presidential Secretariat
General Vice President
Economic Vice President
Strategical Vice President
Secretariat
Legal Department
Department of Second Instance Authority
Railway Administration Department
Central Supervisory Unit
Economic Department
Technical and Supply Unit
Human Relations Department
Department of Internal Control
Communication and PR Unit
Safety Manager
IT security rapporteur
Strategical and International Affairs
IT Department
Road, Rail and Shipping Office
Road and Bridge Department
Railway Department
Shipping Department
Road Vehicles Office
Aviation Office


Railway Department
Railway Tracks and Bridges Unit
Railway Engineering Unit
Railway Safety and Supervising Unit
Railway Training and Exam Supervising Unit

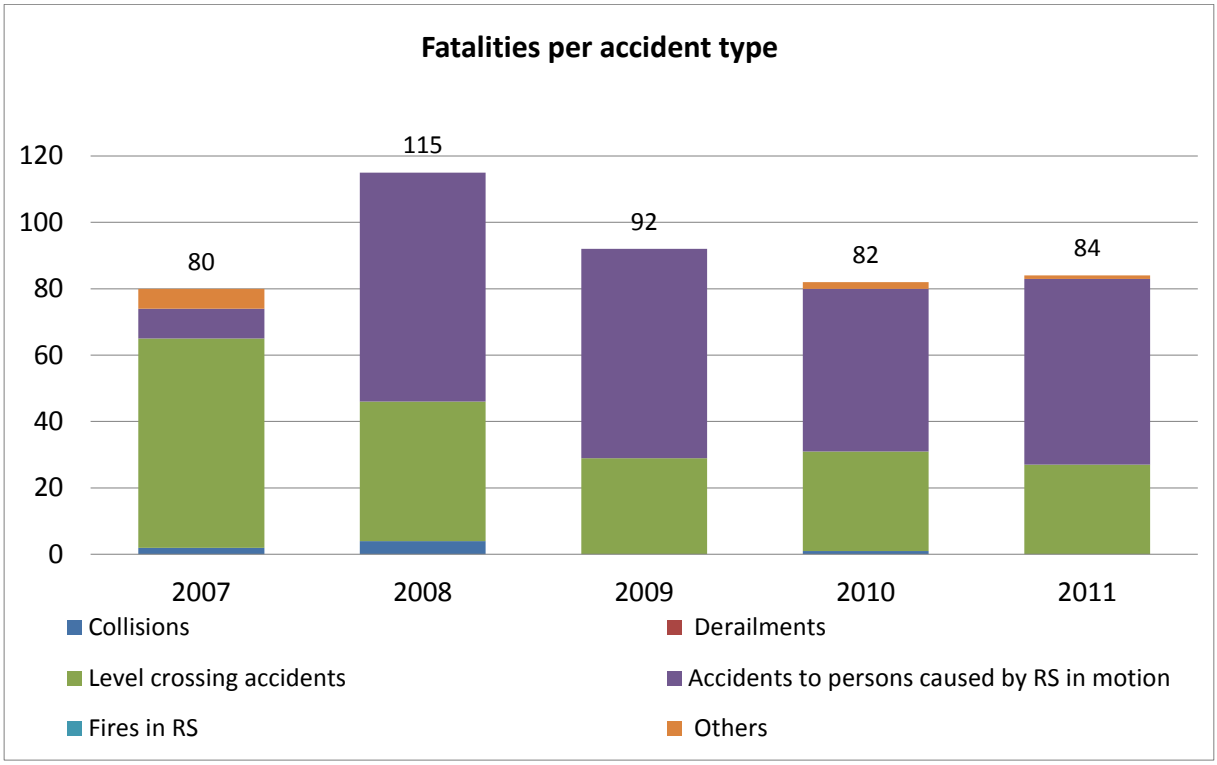
B.2. Chart: Relationship with other National Bodies

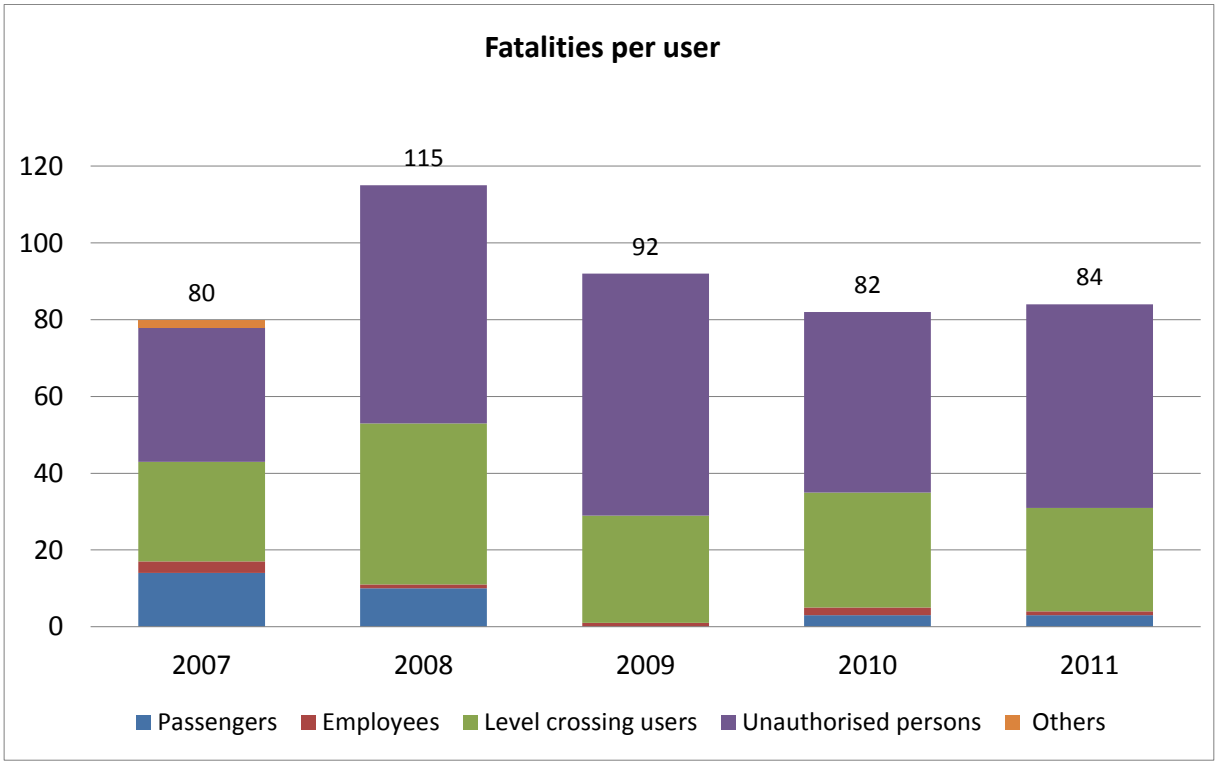


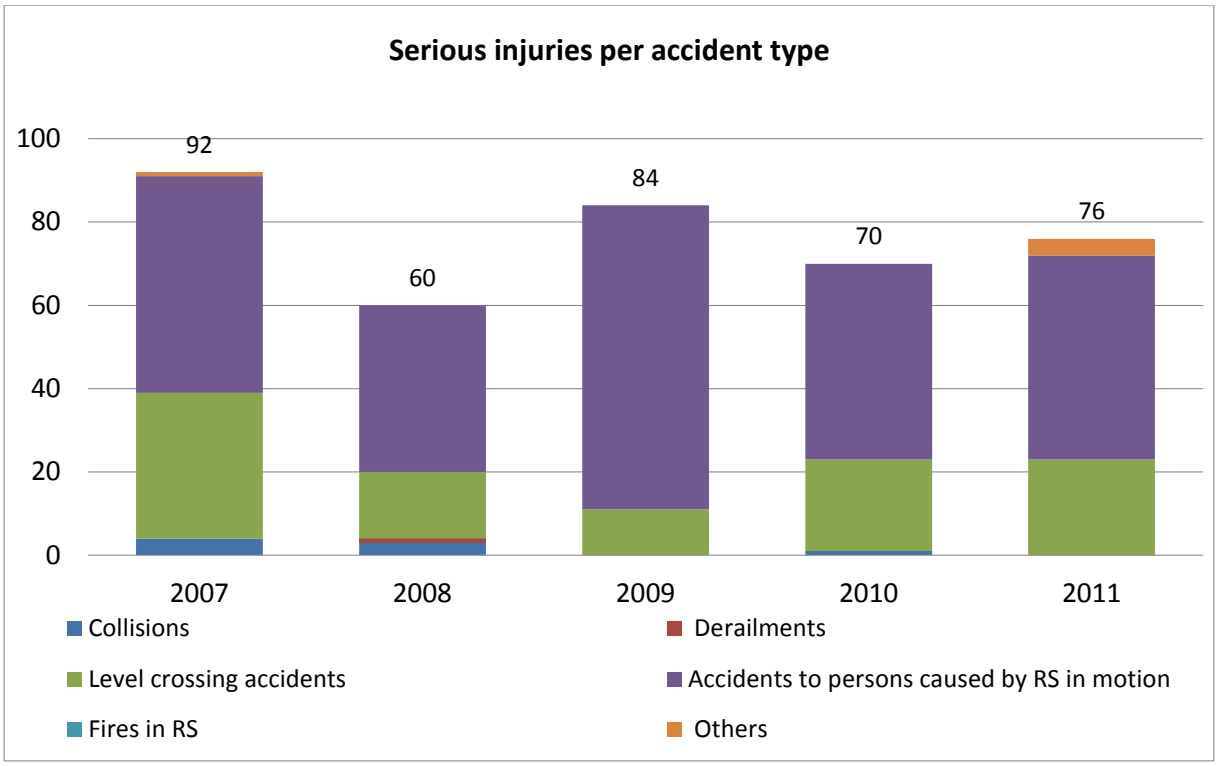
ANNEX C: CSIs data – Definitions applied

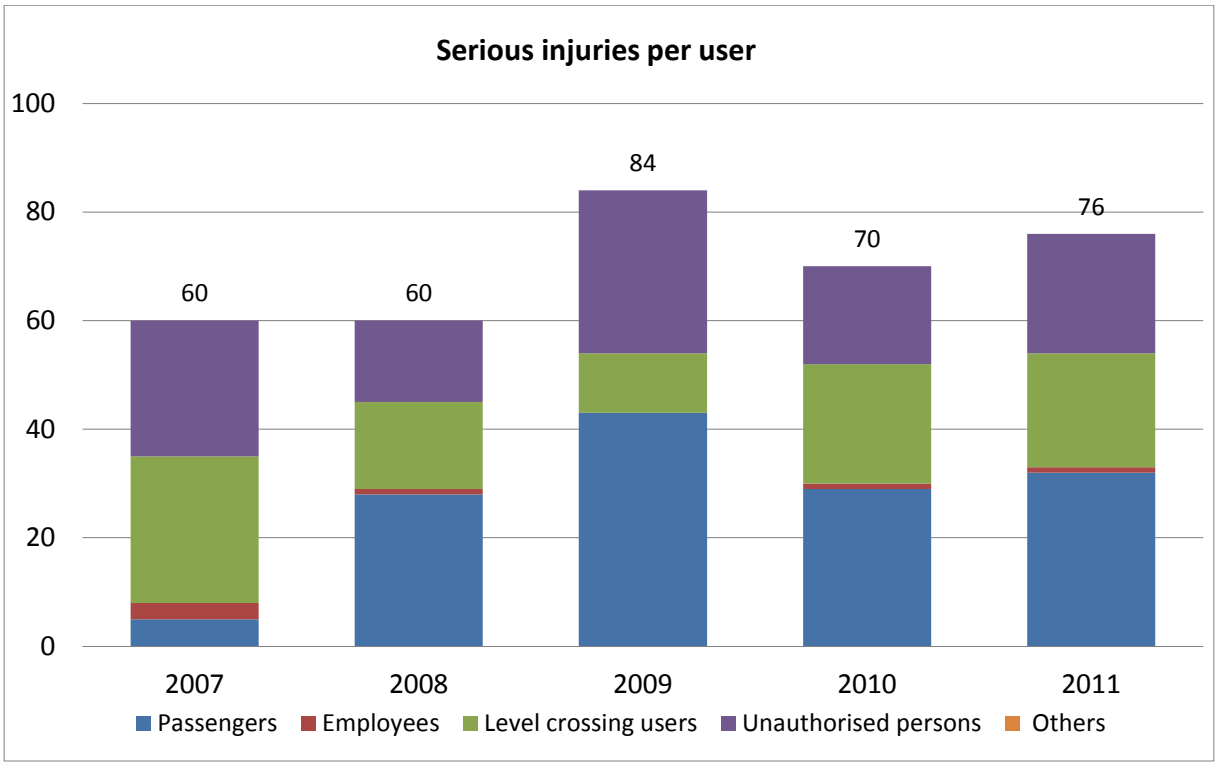
C.1. CSIs data

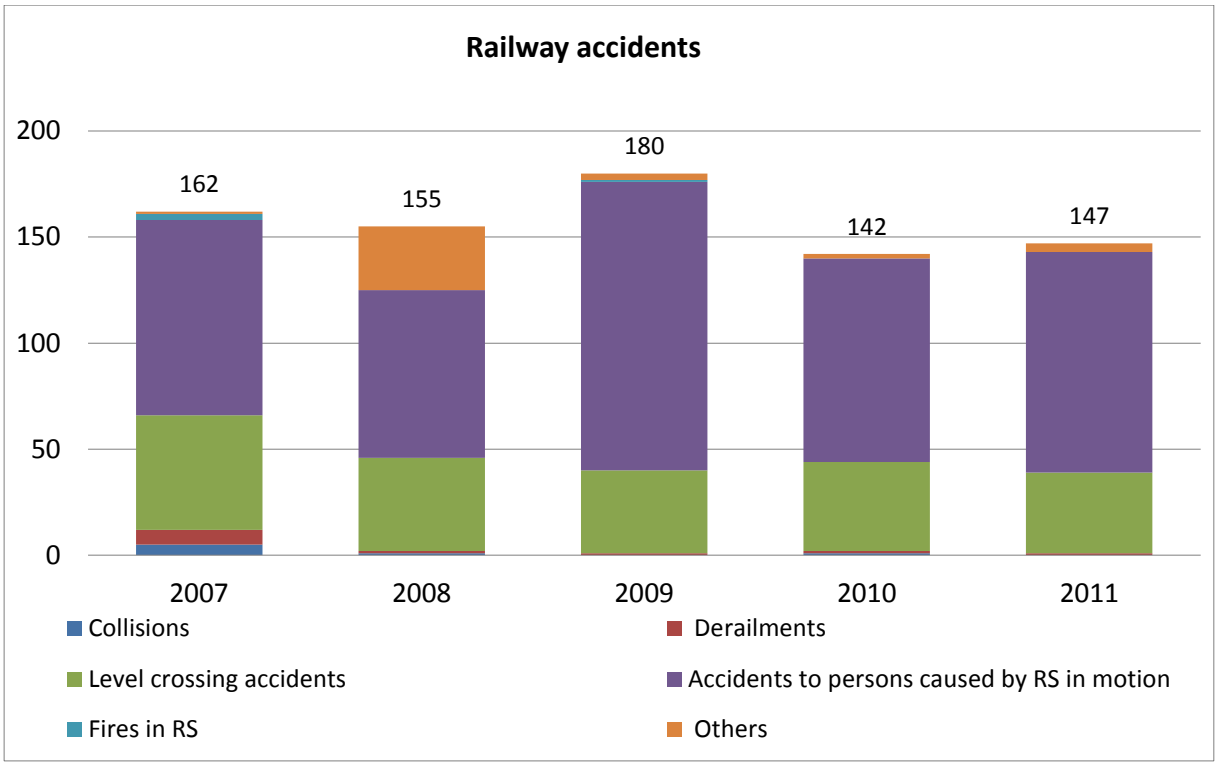
Outcomes



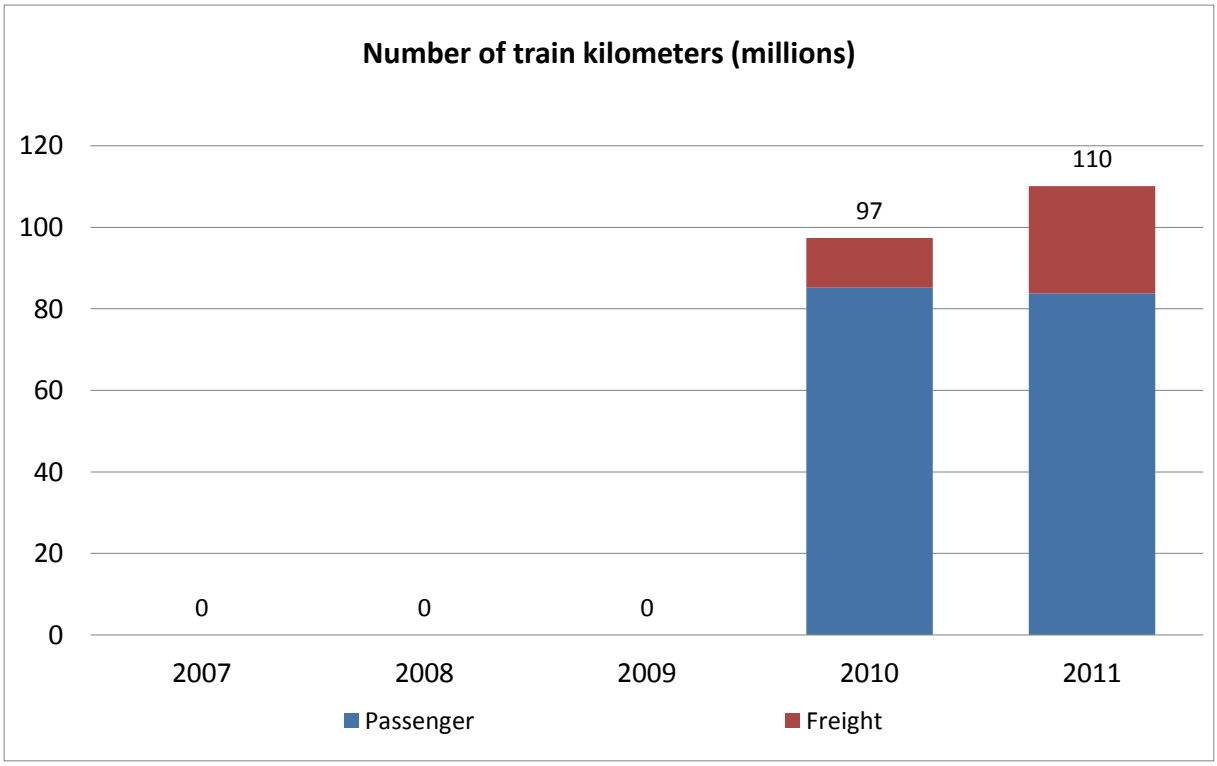


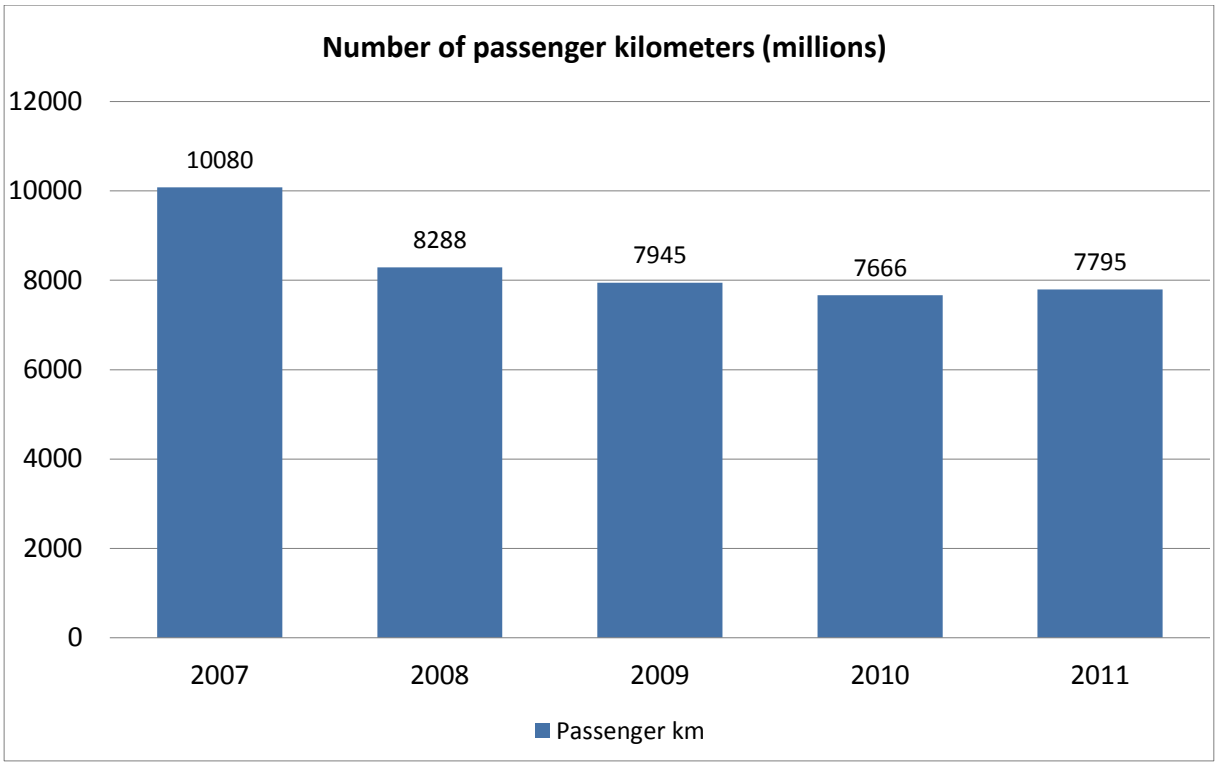

Serious injuries per accident type
100
80
60
40
20
0
92
60
84
70
76
2007
2008
2009
2010
2011
Collisions
Derailments
Level crossing accidents
Accidents to persons caused by RS in motion
Fires in RS
Others

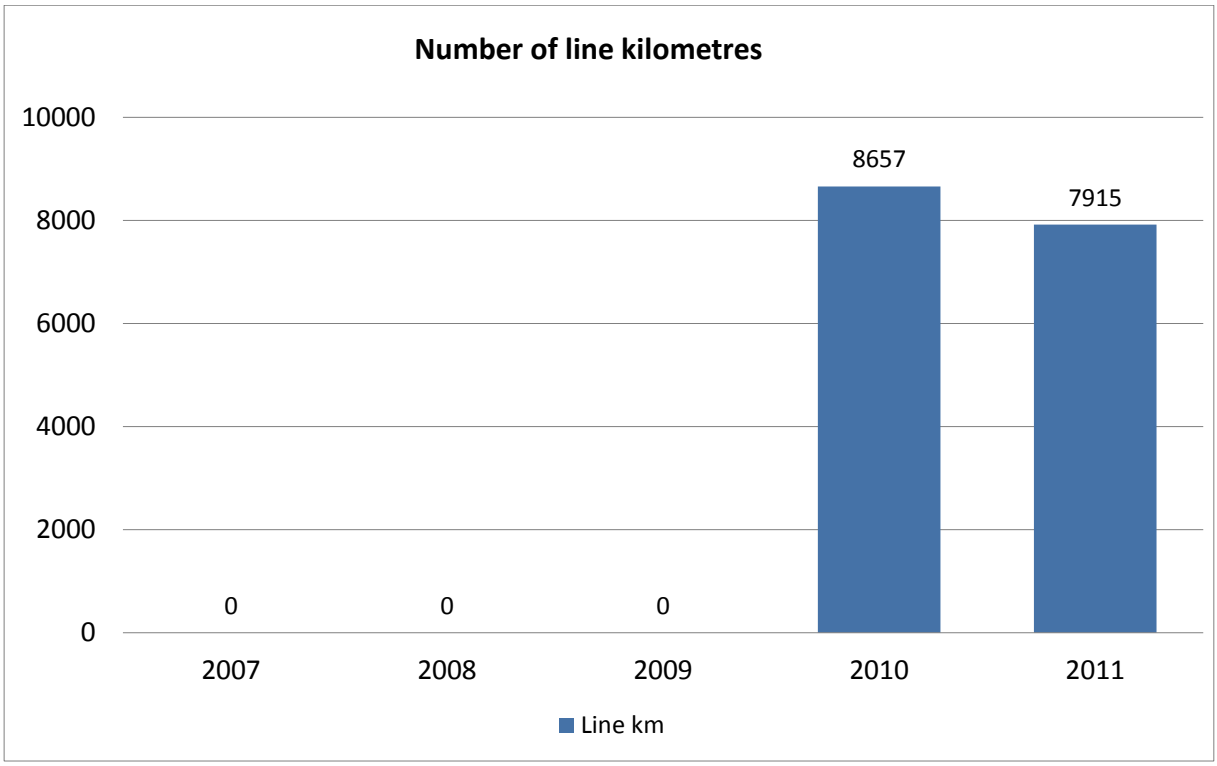

Serious injuries per user
100
80
60
40
20
0
60
60
84
70
76
2007
2008
2009
2010
2011
Passengers
Employees
Level crossing users
Unauthorised persons
Others

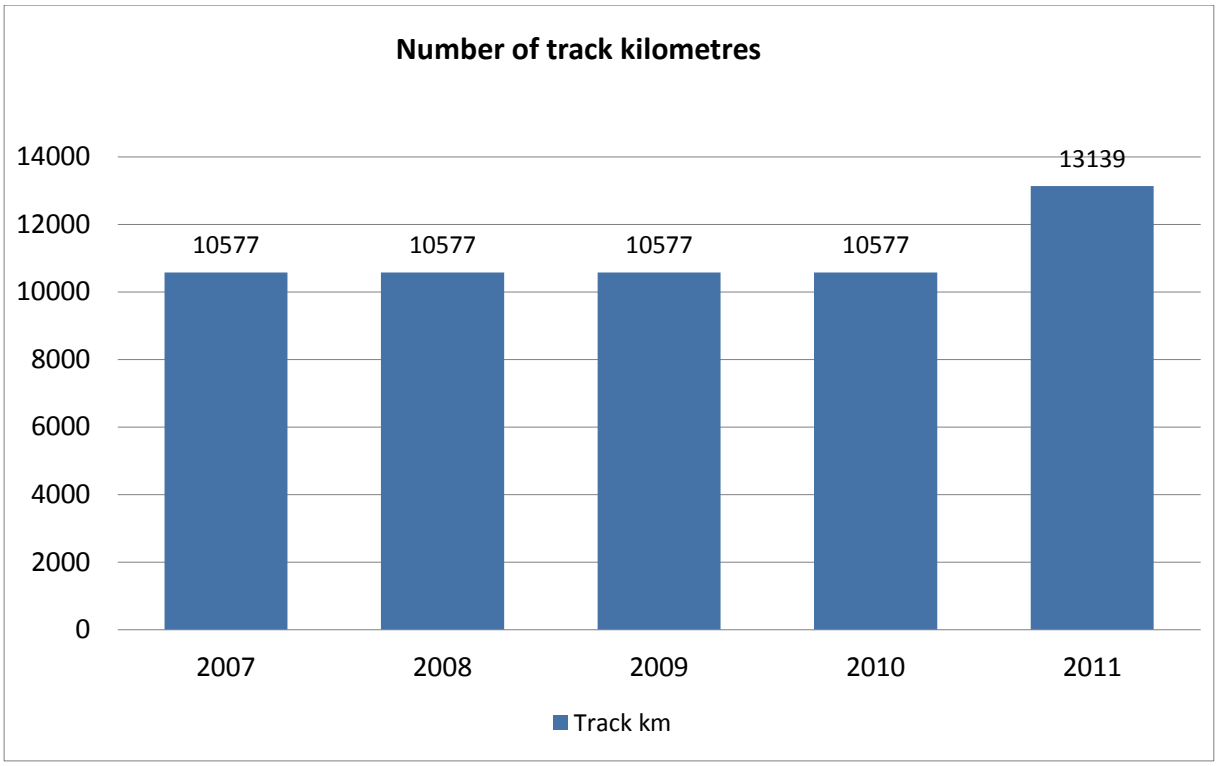


Exposure data

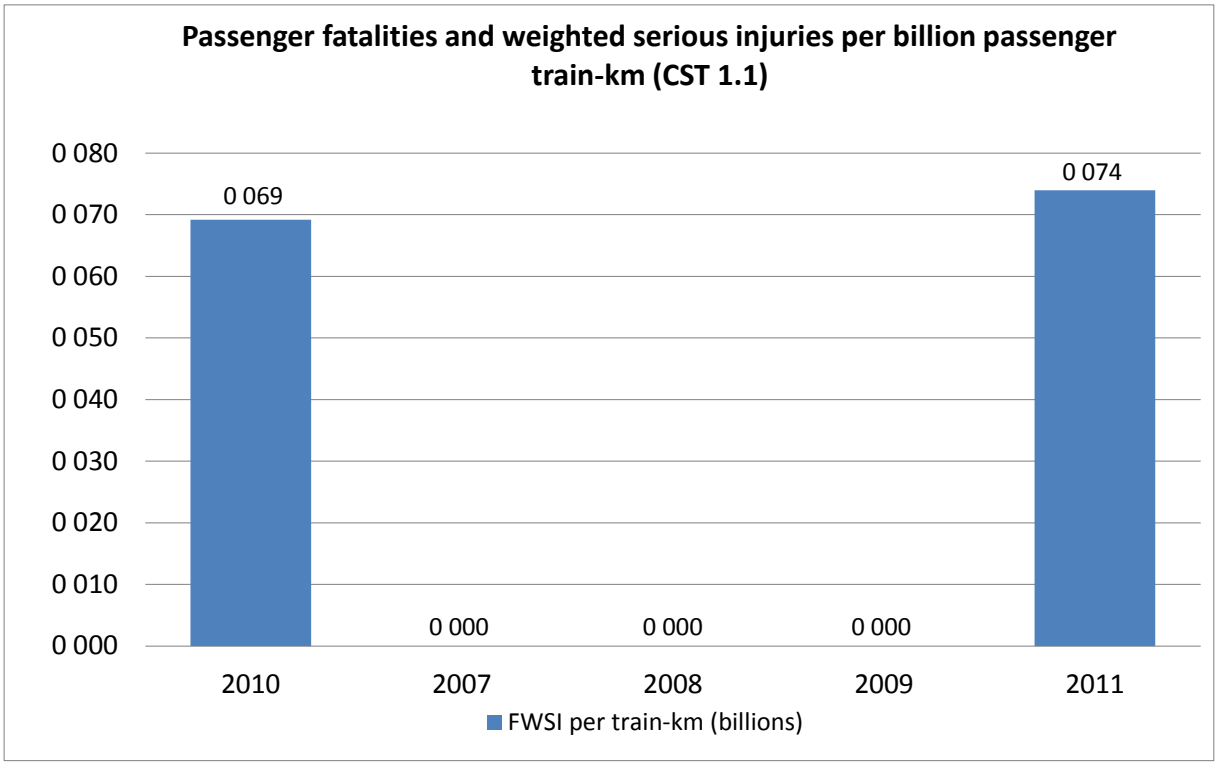


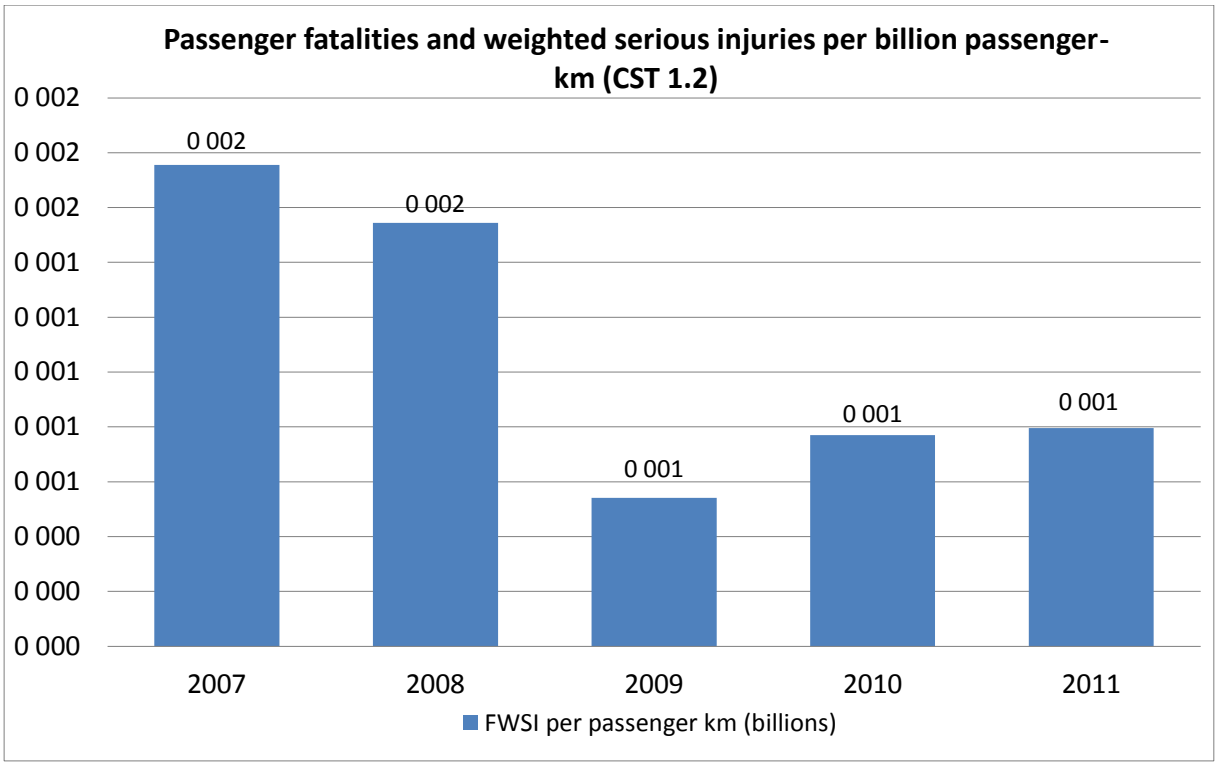

Number of passenger kilometers (millions)
12000
10000
8000
6000
4000
2000
0
10080
8288
7945
7666
7795
2007
2008
2009
2010
2011
Passenger km

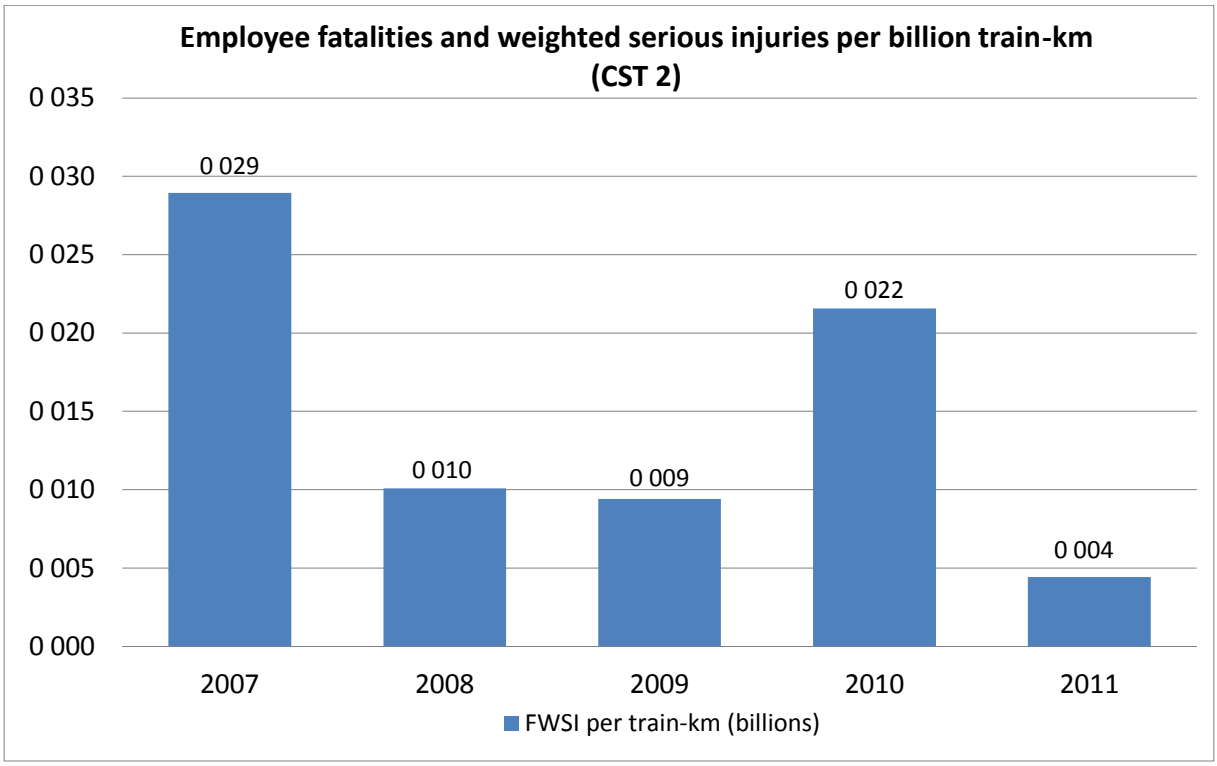

Number of line kilometres
10000
8000
6000
4000
2000
0
0
0
0
8657
7915
2007
2008
2009
2010
2011
Line km

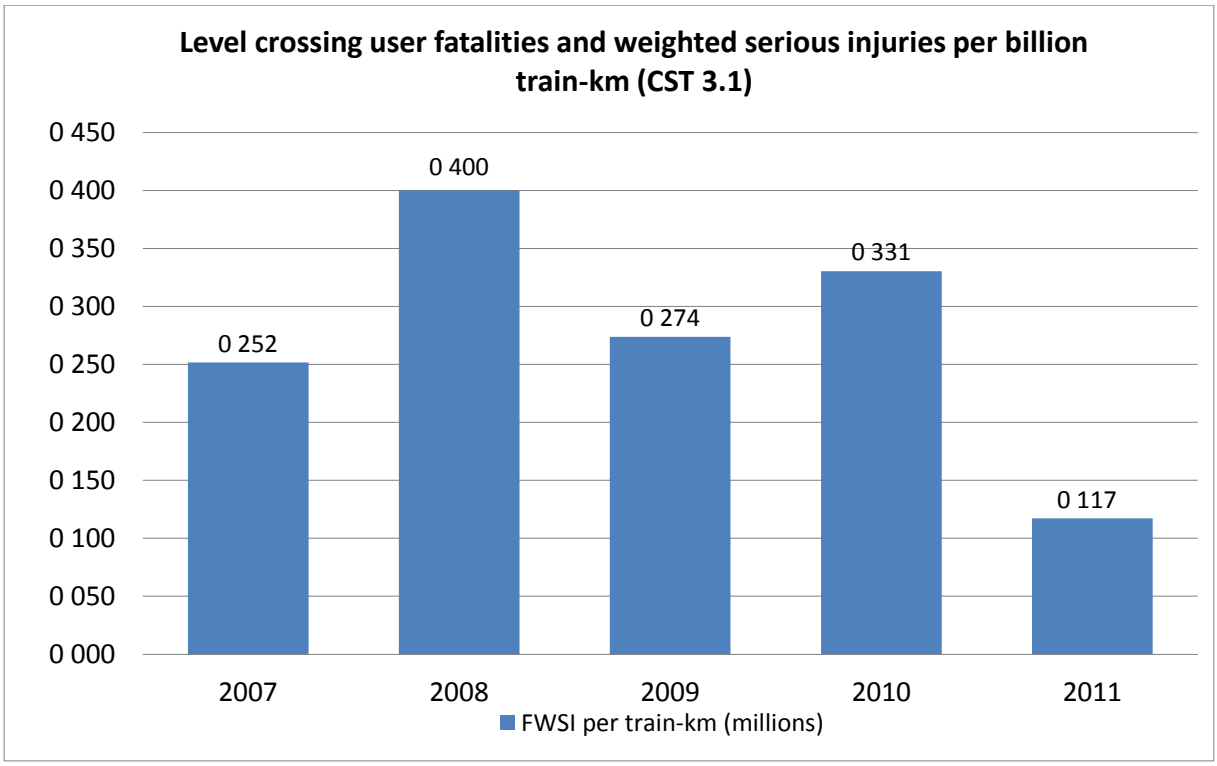


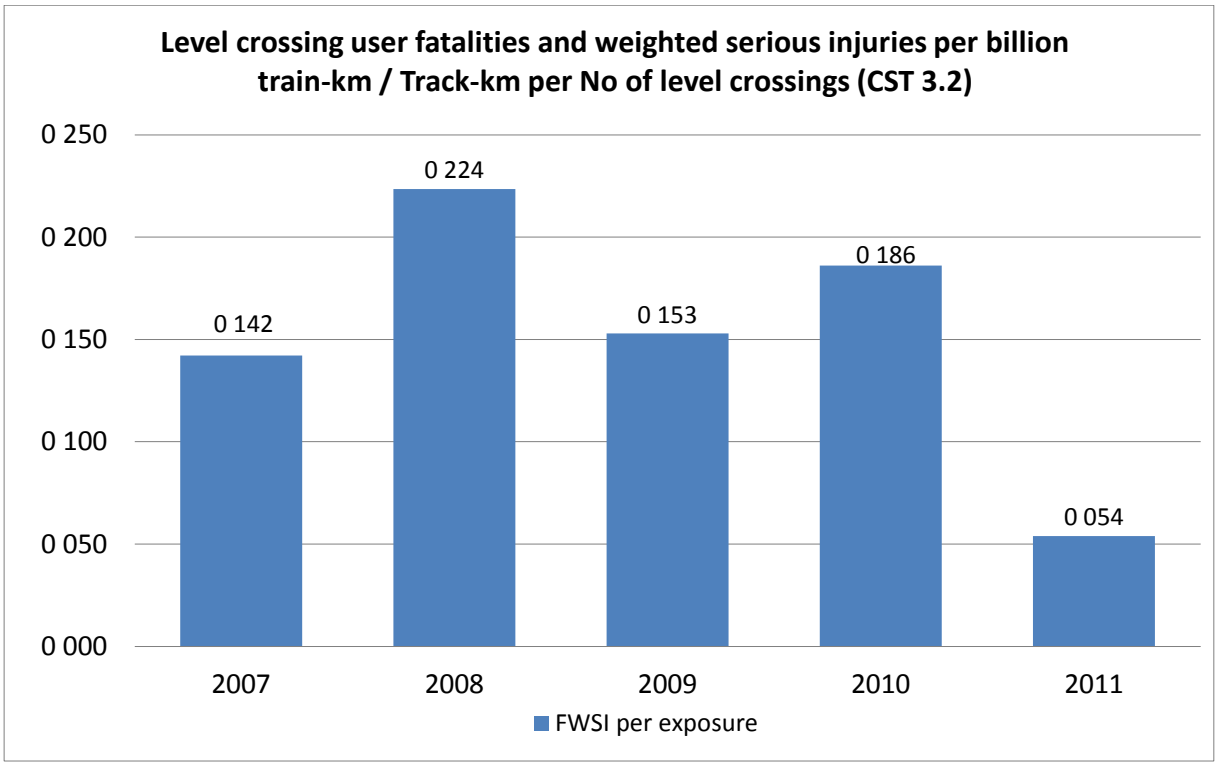
Risk indicators

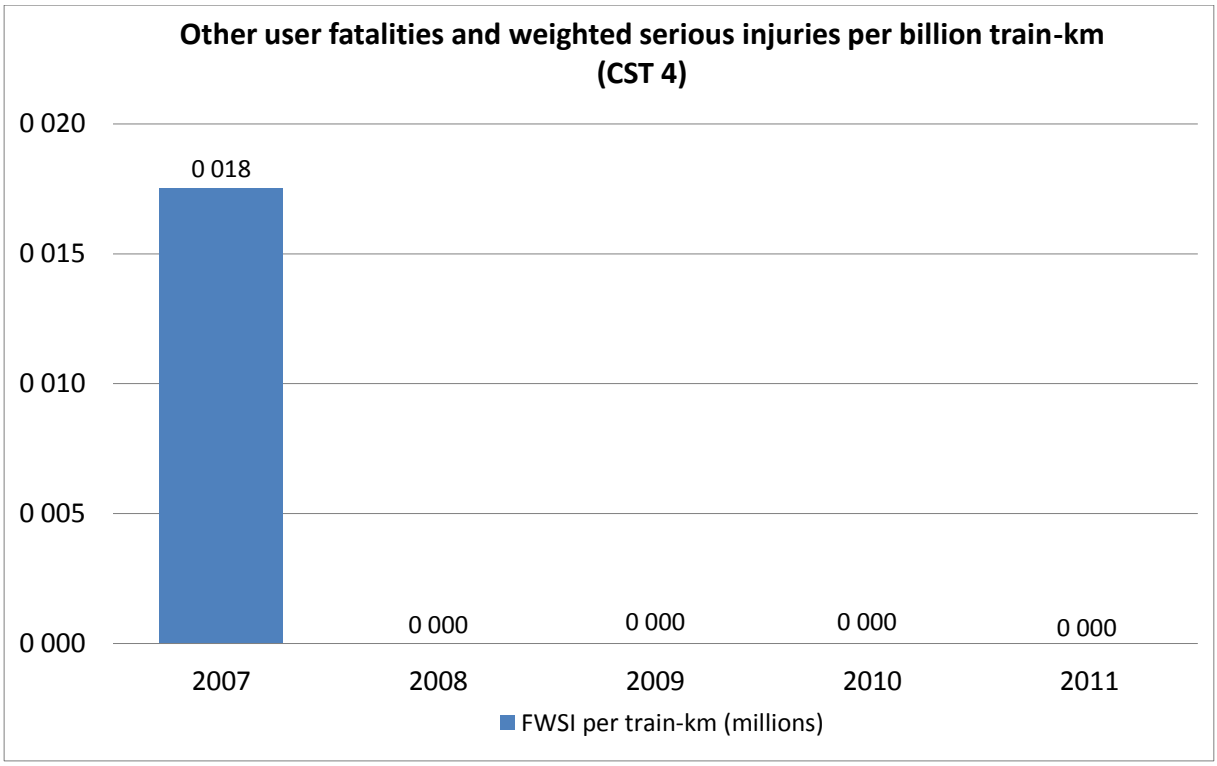


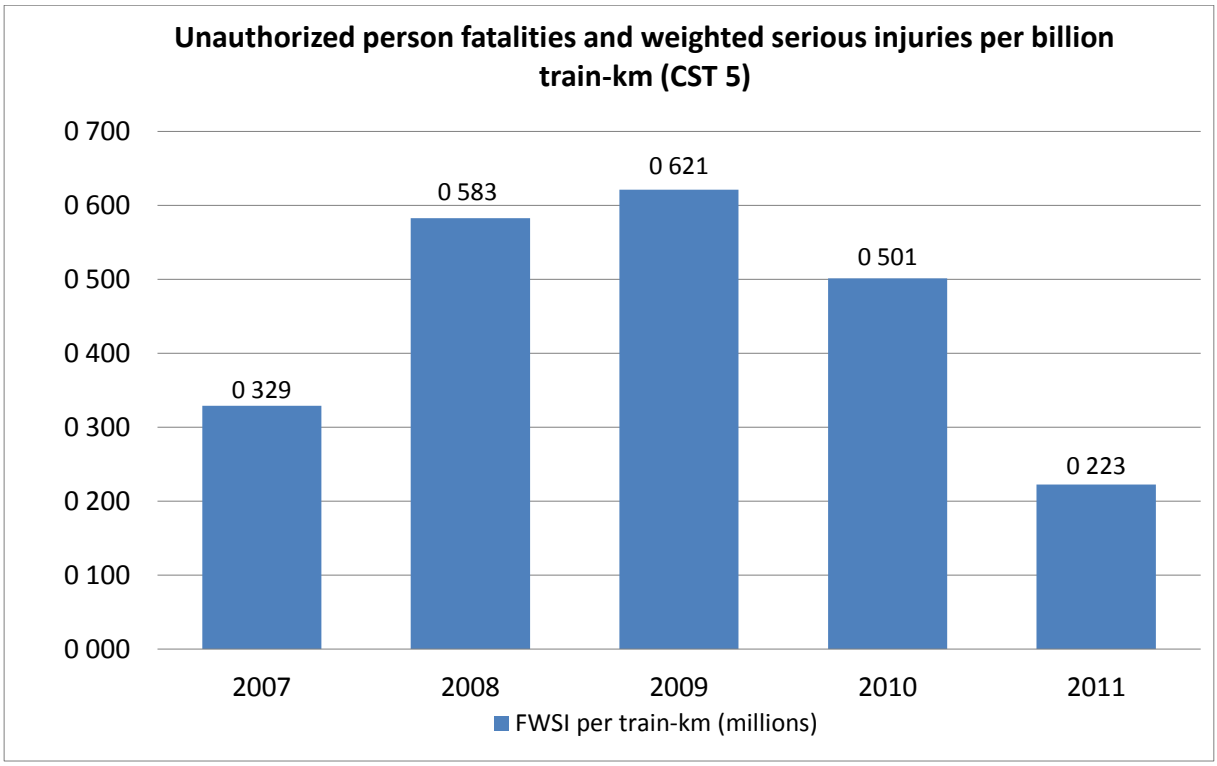

Passenger fatalities and weighted serious injuries per billion passenger-km (CST 1.2)
0 002
0 002
0 002
0 001
0 001
0 001
0 001
0 001
0 000
0 000
0 000
0 002
0 002
0 001
0 001
0 001
2007
2008
2009
2010
2011
FWSI per passenger km (billions)

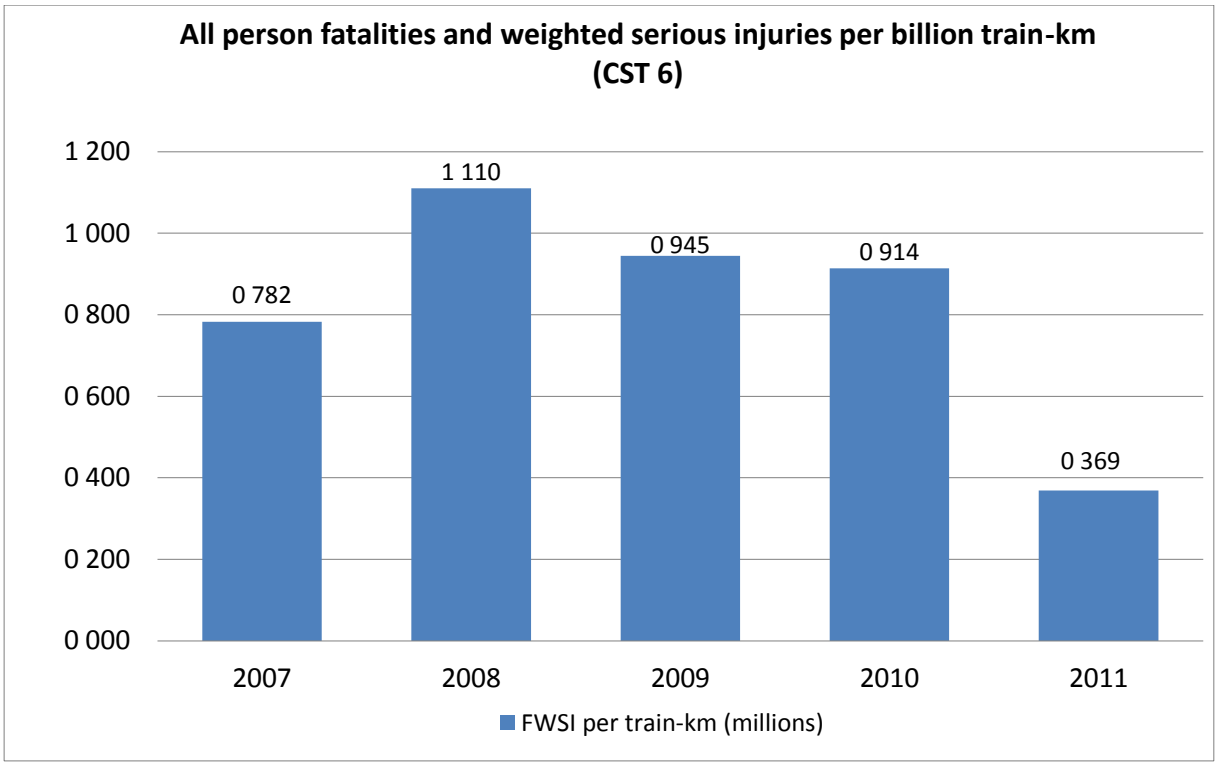

Employee fatalities and weighted serious injuries per billion train-km (CST 2)
0 035
0 030
0 025
0 020
0 015
0 010
0 005
0 000
0 029
0 010
0 009
0 022
0 004
2007
2008
2009
2010
2011
FWSI per train-km (billions)


Level crossing user fatalities and weighted serious injuries per billion train-km (CST 3.1)
0 450
0 400
0 350
0 300
0 250
0 200
0 150
0 100
0 050
0 000
0 252
0 400
0 274
0 331
0 117
2007
2008
2009
2010
2011
FWSI per train-km (millions)

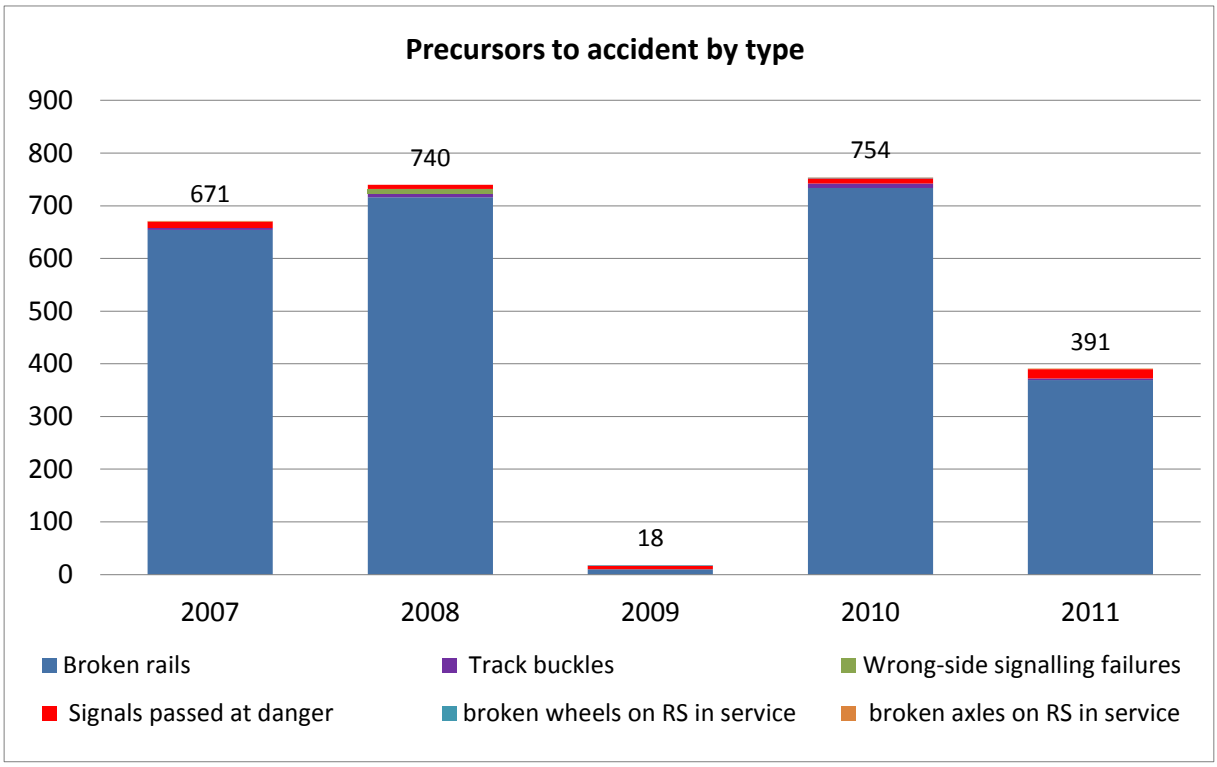

Level crossing user fatalities and weighted serious injuries per billion train-km / Track-km per No of level crossings (CST 3.2)
0 250
0 200
0 150
0 100
0 050
0 000
0 142
0 224
0 153
0 186
0 054
2007
2008
2009
2010
2011
FWSI per exposure


Other user fatalities and weighted serious injuries per billion train-km (CST 4)
0 020
0 015
0 010
0 005
0 000
0 018
0 000
0 000
0 000
0 000
2007
2008
2009
2010
2011
FWSI per train-km (millions)

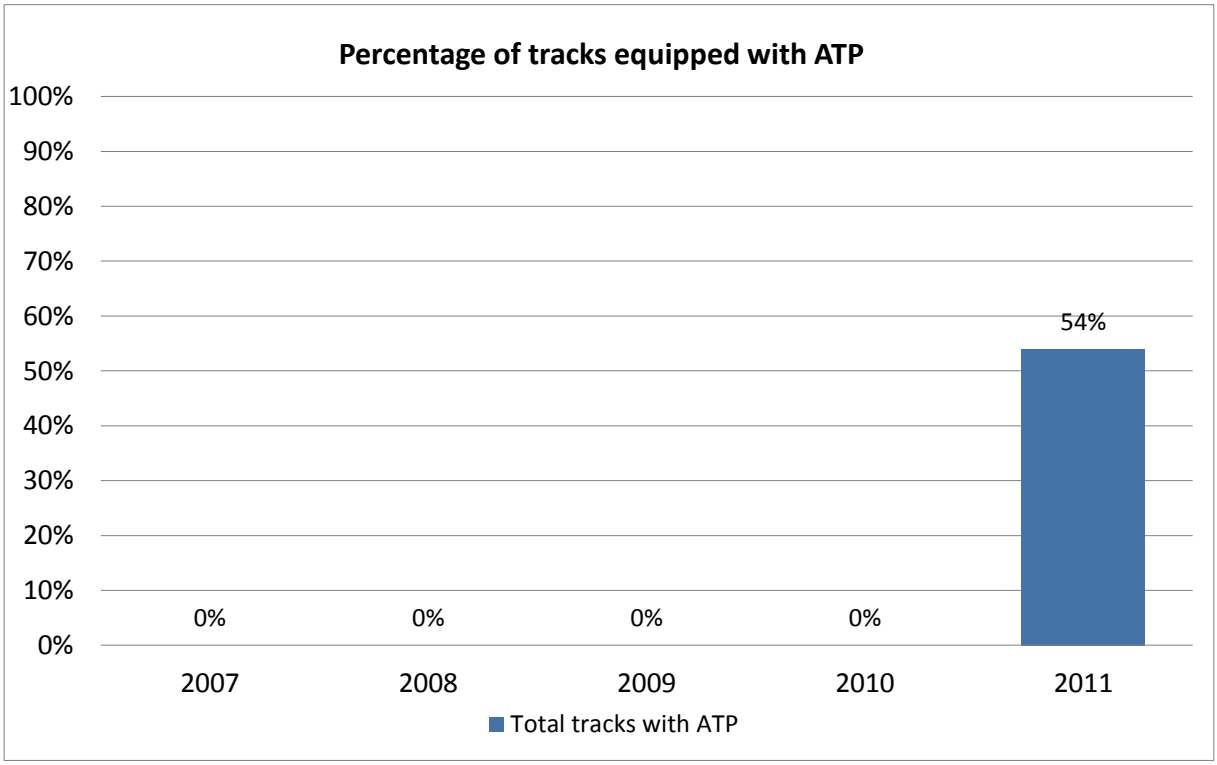

Unauthorized person fatalities and weighted serious injuries per billion train-km (CST 5)
0 700
0 600
0 500
0 400
0 300
0 200
0 100
0 000
0 329
0 583
0 621
0 501
0 223
2007
2008
2009
2010
2011
FWSI per train-km (millions)

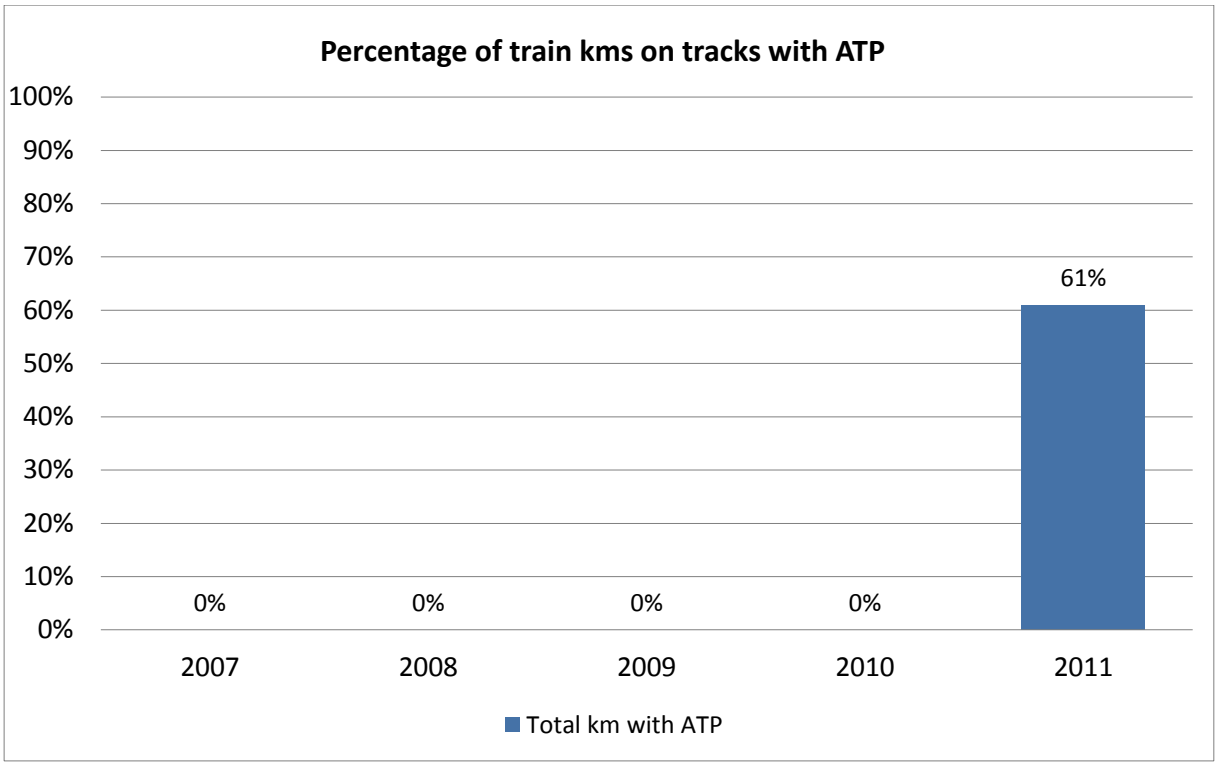

All person fatalities and weighted serious injuries per billion train-km (CST 6)
1 200
1 000
0 800
0 600
0 400
0 200
0 000
0 782
1 110
0 945
0 914
0 369
2007
2008
2009
2010
2011
FWSI per train-km (millions)

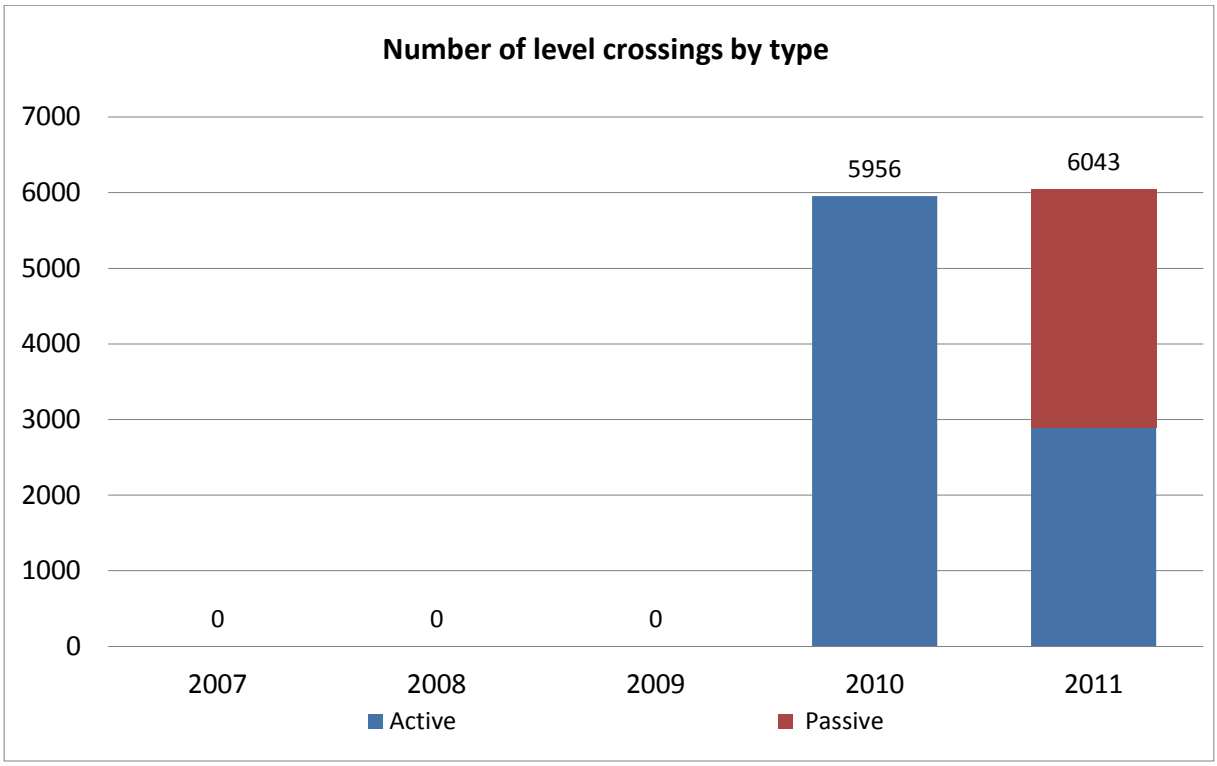
Precursor to accidents



Infrastructure




Percentage of train kms on tracks with ATP
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
61%
0%
0%
0%
0%
2007
2008
2009
2010
2011
Total km with ATP


Number of level crossings by type
7000
6000
5000
4000
3000
2000
1000
0
5956
6043
0
0
0
2007
2008
2009
2010
2011
Active
Passive

C.2. Definitions used in the annual report

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

injuries (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	Act no. CLXXXIII of 2005 32/A. §	01.01.2012.	amendment	The railway company is obligated to create a Safety Organization under supervision of the company's management.
Legislation concerning the national safety authority	263/2006. (XII. 20.) Korm. rendelet	01.01.2011.	amendment	new tasks for the Railway Department
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.				
National rules concerning railway safety				
Rules concerning national safety targets and methods				
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings				
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers				
Rules concerning requirements for wagonkeepers	31/2010 (XII. 23.) NFM	02.01.2011.	amendment	ECM certification
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	40/2006. (VI. 26.) GKM 3. § (5), (6)	15.05.2011.	amendment	driver license, training of the SMS for workers
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	40/2006. (VI. 26.) GKM Annex 2	28.12.2010.	amendment	Common safety indicators, compliance with EU legislation
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)				

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

E.1 Safety Certificates according to Directive 2004/49/EC

A. To ensure the information on ERADIS is current in place, please supply numbers of existing certificates in ERADIS which were valid at the end of the reporting year B. Please ensure that the information provided in this table is in line with the information provided in section ‘’G. Supervision of Railway Undertakings and Infrastructure Managers ‘’		Total number of certificates	Number of certificates Part A in ERADIS	
E.1.1. Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2011		30	30	

C. To ensure the information on ERADIS is current in place, please supply numbers of existing certificates in ERADIS which were valid at the end of the reporting year D. Please ensure that the information provided in this table is in line with the information provided in section ‘’G. Supervision of Railway Undertakings and Infrastructure Managers ‘’		Total number of certificates	Number of certificates Part B in ERADIS	
E.1.2. Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2011	Number of certificates Part B, for which the Part A has been issued in your Member-State	29	27	
	Number of certificates Part B, for which the part A has been issued in another Member-State	6	7	

Please provide input on applications for certificates Part A received in the current reporting year for new certificates or existing certificates which need to be renewed or updated/amended			A	R	P
E.1.3. Number of new applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2011		New certificates	-	-	-
		Updated/amended certificates	8	-	-
		Renewed certificates	-	-	-

Please provide input on applications for certificates Part B received in the current reporting year for new certificates or existing certificates	A	R	P

which need to be renewed or updated/amended					
E.1.4. Number of new applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 2011	Where the Part A has been issued in your Member-State	New certificates	-	-	-
		Updated/amended certificates	8	-	-
		renewed certificates	-	-	-
	Where the Part A has been issued in another Member-State	New certificates	2	-	-
		Updated/amended certificates	1	-	-
		Renewed certificates	-	-	-

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

To ensure the information on ERADIS is current in place, please supply numbers of certificates in ERADIS revoked at the end of the reporting year	Total number of revoked certificates in the year 2011	Number of revoked certificates in ERADIS (which were revoked in 2011)
E 1.5 Number of certificates Part A revoked in the current reporting year	3	3
E 1.6 Number of certificates Part B revoked in the current reporting year	-	-

E.1.7. List of countries where RUs applying for a Safety Certificate Part B in your Member-State have obtained their Safety Certificate Part A

Name of RU	**Member-State where Safety Certificate Part A was issued**
boxXpress.de GmbH	Germany
LTE Logistik- und Transport GmbH	Austria
Prvá Slovenská Železničá, a.s.	Slovakia
RTS Rail Transport Service GmbH	Austria
Slovenská Železničná Dopravná Spoločnosť a. s.	Slovakia
Wiener Lokalbahnen Cargo GmbH	Austria
Železničná spoločnosť Cargo Slovakia a. s	Slovakia

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

Please ensure that the information provided in this table is in line with the information provided in section ‘’G. Supervision of Railway Undertakings and Infrastructure Managers ‘’	Total number of safety authorisations
E.2.1. Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2011	2

Guidance: Please provide input on applications for Safety Authorisations received in the current reporting year for new authorisations or existing authorisations which need to be renewed or updated/amended		A	R	P
E.2.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2011	New authorisations	-	-	-
	Updated/amended authorisations	1	-	-
	Renewed authorisations	-	-	-

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 2.3 Number of Safety Authorisations revoked in the current reporting year	0

E.3. Procedural aspects – Safety Certificates part A

		New	Updated /amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate **Part A** in year 2011 for Railway Undertakings		90	60	-

E.4. Procedural aspects – Safety Certificates part B

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and	Where the part A has been issued in your Member-State	90	60	-

the final delivery of a Safety Certificate **Part B** in year 2011 for RUs	Where the part B has been issued in another Member-State	90	60	-

E.5. Procedural aspects – Safety Authorisations

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2011 for IMs				