Safety Performance Report 2009 Latvia

Compiled by the
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1. General Information

The transport sector encompasses railway and road transport, marine and aviation subsectors, as well as passenger and transit transport. It is necessary for Latvia to develop and maintain an efficient, safe, competitive, environment-friendly and flexible transport system that offers extensive user service opportunities. Latvia's transport and communications policy is developed taking into consideration development trends in the region, EU policy on the given areas and the activity of other international organisations. The development of a harmonised railway sector pursuant to EU standards requires the creation of a transparent legal and economic environment that would provide for an efficient and rational use of resources.

Freight transport by rail makes up 55% of the total freight transport volume in the country; more than 80% of freight transported by rail goes to Latvia's three largest ports – Riga, Ventspils and Liepaja, as well as from Russia (48.2%) and Belarus (37.4%) via major railway hubs in Daugavpils and Rezekne in eastern Latvia. It is important for European-level traffic to be developed in Latvia to constantly offer high quality and safe passenger and freight transport. Establishing clear operation and certification regulations will stimulate the improvement of railway traffic safety. The activities of the State Railway Technical Inspectorate are directed towards improving the railway sector, so as to help railway transport in Latvia to evolve into a safer and more environmentally friendly mode of transport.

An analysis of the situation in the transport sector leads to the conclusion that the two main problem areas include infrastructure upgrades and traffic safety; these need to be addressed to ensure the viability of the transport system. Accessible and quality passenger and freight transport services will improve resident mobility. Solutions to the problems in Latvia's transport are largely part of the European Union policy on transport, the key areas of which are traffic safety improvements, the development of public transport, preserving the importance of railway transport and fostering the development of environment-friendly transport.

1. 1. Contents of the Report

The State Railway Technical Inspectorate has compiled information on railway safety performance in the country based on an analysis of results. The Inspectorate has evaluated the objectives and the results attained. The report looks into changes to legislation that have an effect on the railway transport processes, and offers an assessment of railway operations. The report analyses railway safety, as well as problems and the results attained in bettering railway sector procedures.

The Report also contains information regarding the State Railway Technical Inspectorate, specifying the functions, tasks, and aims of the Inspectorate, as well as its working results. The Inspectorate's work is aimed at enforcing the monitoring process within the national railway network, as well as certification procedures and the analysis of safety levels and safety problems. During the reference year, the Inspectorate actively worked on the development of harmonised regulatory enactments on railway procedures, was represented on task forces set up to develop harmonised criteria and certification procedures. During the reference period, the Inspectorate ensured active information and opinion exchanges with railway transport undertakings and organisations to arrive at a common understanding regarding safety improvement criteria and the enforcement thereof.

Specific features of the railway network in Latvia and technical differences of railway elements require the particular attention of all participants of the railway sector. 2009 saw active efforts to improve the joint use of the railway network and to resolve issues related to harmonising safety requirements for the transport of dangerous goods. Regulations on the transport of dangerous goods set out common requirements for railway transport, allowing railway undertakings, consignors and consignees to work

with hazardous freights both in the European Union railway area and in transporting goods to third countries.

The Report reflects railway safety and monitoring-related efforts of railway undertakings. Regular safety performance monitoring and control measures have been incorporated into undertakings' internal traffic safety monitoring systems. Railway specialists are provided regular training and their skills are examined regularly, technical devices and equipment are inspected and examined on a regular basis, etc. The public railway infrastructure manager has paid great attention to measures aimed at reducing the number of accidents involving injuries. In 2009, several safety campaigns were organised to inform society about various aspects of railway safety and the importance of safety requirements in the prevention of accidents. Regardless of these measures, accidents to persons caused by rolling stock in motion still accounted for a majority of accidents in 2009. Also in 2009, there was one accident on a level crossing where train passengers suffered injuries.

An analysis of all processes shows that safety measures are being taken to reduce safety threats to the environment, society and workers.

1.2. Summary in English

The main role of the State Railway Technical Inspectorate, as the NSA of Latvia, is to ensure safety in the railway field according to national and EU legislation. The aim of the State Railway Technical Inspectorate is the implementation of state administrative functions in the field of railway operation, supervising railway companies according to prescribed requirements in national legislation.

The State Railway Technical Inspectorate has summarized information on the development of railway safety and has performed an analysis on the obtained results. The objective of this report is to reflect on the development of railway safety in Latvia and to indicate problems that were detected during the reporting year. The priorities and tasks have been assessed. There the amendments of legislations, which make an impact on safety, have been put into the report. In developing safety requirements it is very important to take into account national specifications, but at the same time to ensure they are clear, transparent and without any discrimination. The rail network of Latvia asks additional consideration from all involved parties due to technical distinctions on rail subsystems. In 2009 active work was performed on carriage of dangerous goods. Common requirements provide the opportunity to work with railway undertakings and participants of carriage of dangerous goods (consignors, loaders, etc.) not only in the EU network, but also in performing carriage with third countries.

The report interprets the performance of results achieved by all involved parties in the railway industry. Information on the State Railway Technical Inspectorate and its tasks and functions is included in this report as well. The supervision results are included in this report. Tendencies of the safety performance are analysed. The provisions of certification and authorisation processes are interpreted.

The safety during the reporting year is maintained and developed. Measures have been taken to decrease harm to environment, society and employees. Every company has developed an internal monitoring system to improve safety management.

The number of serious accidents has decreased considerably, especially with injured persons. Two serious accidents were registered with serious social and economic consequences. The increase of human factor failure during the fulfilment of technological processes persists. In spite of safety measures taken on the part of the infrastructure manager, suicides on railway lines are still constant. This indicates a social problem in Latvia.

2. Railway Sector in Latvia

2. 1. Railway Infrastructure and Undertakings

The total length of railways registered in Latvia is 3,996 km. In comparison with 2008, the total length of railways has decreased by 15%. The reduction is due to the fact that several public railway sections were dismantled or closed.

Indices	2008	2009
Total expanded length of railways, km	4,730.90	3,396.00
Public railways, km, including	3,727.50	3,315.52
Mainlines, km, of which	*2,600.40*	*2,241.10*
Double track railways, km	*302.80*	*305.40*
Triple track railways, km	*0.00*	*3.70*
Electrified railways, km	*647.90*	*647.90*
Privately owned railways, km	1,003.40	680.47
Length of public mainline routes, km	2,263.30	1,850.8
Length of electrified railway routes, km	257.40	257.40

95% of the registered public railways are operated by State Joint Stock Company a/s Latvijas dzelzceļš, which is the largest manager of public railway infrastructure.

882.745 km of public railway infrastructure feature ALSN (continuous automatic train signalling system), which constitutes 46.39% of the total length of public mainlines and 20% of the total length of railways. 13.6% of railways in Latvia are electrified. Railway network density in Latvia is 29.1 m/km^2.

In 2009 there were six undertakings in Latvia, which, in accordance with the existing safety regulations, had the right to provide railway transport services using the public railway infrastructure:

2.1. Freight and passenger transport

2.1.1. Limited Liability Company SIA LDZ Cargo – inland and international freight transport, shunting operations, international passenger transport

2.2. Freight transport

2.2.1. Joint Stock Company a/s Baltijas Ekspresis – inland freight transport, shunting operations

2.2.2. Joint Stock Company a/s BALTIJAS TRANZĪTA SERVISS – inland freight transport, shunting operations

2.3. Passenger transport

2.3.1. State Joint Stock Company a/s Latvijas dzelzceļš – inland and international passenger transport (until September 2009)

2.3.2. Limited Liability Company SIA Gulbenes-Alūksnes bānītis (narrow gauge railway) – inland transport

2.3.3. Joint Stock Company a/s Pasažieru vilciens – inland transport

Cargo transport services constitute a major part of railway services in Latvia. The highest volume of transport service is provided by SIA LDZ Cargo (approximately 78.23 % of cargo transport services). The remaining services are provided by a/s BALTIJAS TRANZĪTA SERVISS and a/s Baltijas Ekspresis. It has to be noted that the volume of transport services provided by a/s BALTIJAS TRANZĪTA SERVISS and a/s Baltijas Ekspresis has been increasing, especially that of a/s BALTIJAS TRANZĪTA SERVISS that registered a threefold increase in the volume of transport services, to 15.65 % of the total volume of transport services.

The highest volume of passenger transport services is provided by a/s Pasažieru vilciens (90% of the total volume of service), which provides inland passenger transport services. In 2009, SIA

LDZ Cargo provided international passenger transport services. The volume of passenger transport services in 2009 decreased by 25%.

2.2. State Control

2.2.1. Monitoring and Cooperation Structure

The Ministry of Transport is the main government body responsible for the transport and communications sector; it develops regulatory framework and policy planning documents for the sector, enforces the implementation of its policies via public administration institutions responsible to the Ministry and enterprises in which the Ministry is a shareholder. The fundamental principles of transport policy include sustainability, transparency, mobility and accessibility, employment of IT in planning the development of all modes of transport and transport fields, coordination and good co-operation.

The Railway Department of the Ministry of Transport is responsible for the development and enforcement of railway policy. One of the tasks of the Department is the harmonisation of laws with the requirements of the Community's legislation.

State governance in the field of railway transport is exercised by the State Railway Technical Inspectorate, the State Railway Administration, and the Transport Accident and Incident Investigation Bureau.

The Transport Accident and Incident Investigation Bureau is responsible for investigating serious accidents involving trains and shunting services that affect traffic safety, taking into account the gravity of the consequences and their effect on railway safety.

The State Railway Administration is responsible for issuing licences to freight transport undertakings, adjudicating conflicts among undertakings and infrastructure managers, shaping the strategy of environmental policy, and risk assessment. The State Railway Administration is responsible for the maintenance of registers of State-owned infrastructure and rolling stock.

2. 2.2. State Railway Technical Inspectorate

The State Railway Technical Inspectorate monitors and supervises the technical operation of railways. The State Railway Technical Inspectorate is responsible to the Ministry of Transport, which supervises the work of the Inspectorate. The Inspectorate was established on 1 July 1999, with a view to perform the functions of State control in the field of monitoring and supervision of the technical operation of railways. The work of the Inspectorate is governed by Cabinet of Ministers Regulations No. 14 of 4 January 2005, "Regulations Regarding the State Railway Technical Inspectorate". The State Railway Technical Inspectorate is headed by its Director.

The task of the State Railway Technical Inspectorate is to enforce the railway safety requirements contained in Latvian regulatory enactments, whilst at the same time working to harmonise these requirements with the European Union requirements.

The functions of the State Railway Technical Inspectorate are as follows:

2.2.2.1. to monitor observance of regulatory enactments in the field of railway operation and safety, as well as of other regulatory enactments;

2.2.2.2. to monitor the implementation of civil defence measures (including preventive and response measures and mitigation of consequences) in railway operation;

2.2.2.3. to investigate railway accidents and maintain a register thereof;

2.2.2.4. to control activities related to the mitigation of rolling stock accidents;

2.2.2.5. to assess railway infrastructure projects and to take decisions regarding these projects; to issue construction permits; and to control the observance of provisions of law and other

regulatory enactments in the construction sector on the part of entities involved in railway infrastructure construction;

2.2.2.6. to issue safety certificates to undertakings in accordance with regulatory enactments;

2.2.2.7. to issue safety permits in accordance with the specified procedure;

2.2.2.8. to issue professional competence certificates in the regulated sphere in accordance with regulatory enactments;

2.2.2.9. to exchange information about the principles and practice of the Inspectorate's work and decisions with the relevant authorities of the other European Union Member States.

Directive 2004/49/EC of the European Parliament and of the Council (29 April 2004) on safety of the Community's railways also sets out the following tasks for the State Railway Technical Inspectorate as the authority responsible for railway safety:

2.2.2.10. to authorise the bringing into service of the structural subsystems constituting the rail system in accordance with the Directive on the Interoperability of Rail Systems, and checking that they are operated and maintained in accordance with the relevant essential requirements;

2.2.2.11. to supervise that the interoperability constituents are in compliance with the essential requirements;

2.2.2.12. to authorise the placing in service of new and substantially altered rolling stock that is not yet covered by a technical specification for interoperability;

2.2.2.13. to draw up annual reports on railway safety.

The role of the State Railway Technical Inspectorate is to perform quality enforcement of the railway safety requirements contained in Latvian legislation. In 2009, several new regulatory enactments and amendments to regulatory enactments were endorsed, as a result of which the State Railway Technical Inspectorate was assigned new responsibilities and several of its supervision responsibilities were altered:

2.2.2.1. **Amendments to the Railway Law** of 07.05.2009, Section 33 – to exchange information on the principles and practice of the Inspectorate's work and decisions with the relevant authorities of the other European Union Member States **(new function)**;

2.2.2.2. **Amendments to the Railway Law** of 07.05.2009, Section 35 – safety certificate Part B shall be issued by the State Railway Technical Inspectorate to railway undertakings that conform to the specified requirements in the field of technical operations and the safety requirements, which deal with personnel, rolling stock and the internal structure of the commercial company, and which have a valid safety certificate Part A **(expanded function)**;

2.2.2.3. Cabinet of Ministers Regulations No. 122 of 10.02.2009, "Amendments to the Cabinet of Ministers Regulations No. 769 of 13 November 2007, **'Regulations Regarding the Interoperability of Trans-European Rail Systems'"**, Section 66 – the State Railway Technical Inspectorate, taking into account the strategy for the introduction of the requirements specified in the relevant technical specification for interoperability shall take a decision regarding to what extent the technical specifications shall be applied to the project (**new function**);

2.2.2.4. Cabinet of Ministers Regulations No. 366 of 28.04.2009, "Amendments to the Cabinet of Ministers Regulations No. 3 of 2 January 2008, **'Railway Building Regulations'"**, Section 5.[1] – the State Railway Technical Inspectorate shall within 30 days after the receipt of a design order issue construction design conditions or provide a justified refusal in writing (**new function**);

2.2.2.5. Cabinet of Ministers Regulations No. 366 of 28.04.2009, "Amendments to the Cabinet of Ministers Regulations No. 3 of 2 January 2008, **'Railway Building Regulations'"**,

Section 5.[1] – Construction plan originals shall be submitted to the State Railway Technical Inspectorate. The State Railway Technical Inspectorate shall take a decision within 30 days whether to accept the construction plan, or provide a justified refusal in writing. One original of an accepted construction plan shall remain with the State Railway Technical Inspectorate. The State Railway Technical Inspectorate's decision may be appealed within a period of one month to the Administrative Court in accordance with procedures determined by the law **(**expanded function);

2.2.2.6. Cabinet of Ministers Regulations No. 540 of 17.06.2009, "Amendments to the Cabinet of Ministers Regulations No. 156 of 21 February 2006, **'Regulations Regarding Appointment of Safety Advisers (Consultants), Vocational Qualification and Activities Thereof in the Field of Transport of Dangerous Goods'**", Section 13 – A safety adviser (consultant) shall provide information and prepare a report to the merchant on any accident or violation at the undertaking of the merchant, which has taken place during transport, loading or unloading of any dangerous goods and has caused threats to human health, safety, property or damage to the environment. If requested, the merchant submits the report to the Road Transport Inspectorate (if the merchant's business deals with road transport) or the State Railway Technical Inspectorate (if the merchant's business deals with railway transport) **(expanded function)**;

2.2.2.7. Cabinet of Ministers Regulations No. 565 of 17.06.2009, "Amendments to the Cabinet of Ministers Regulations No. 234 of 18 June 2002, **'Regulations Regarding Transportable Pressure Equipment'**", Section 164 – The State Railway Technical Inspectorate performs the functions of market supervision in conformity with its competence **(specified function)**;

2.2.2.8. Cabinet of Ministers Regulations No. 539 of 17.06.2009, "**Regulations Regarding Assessment of Conformity of Tank Wagons and Containers for Transport of Dangerous Freight by Rail"** – the State Railway Technical Inspectorate takes the required measures so that only such tank wagons, IBC containers and containers are used and enter the market that are manufactured, maintained and used so as to pose no threat to human life, health and the environment **(specified function)**.

Over the past two years, the State Railway Technical Inspectorate had to eliminate a certain number of jobs. Altogether, the number of jobs at the Inspectorate was reduced 14 % - from 22 to 19 positions. The responsibilities of the redundant positions have been distributed among the existing positions. All positions in the Inspectorate are filled.

There are four structural units in the Inspectorate (the structure is given in Appendix 3):

2.2.2.1. **The Traffic Safety Unit** is responsible for State monitoring and control of the observance of regulatory enactments in the field of railway operation, safety, and emergency situations. The unit is also responsible for investigating traffic safety violations committed by railway undertakings. There are seven positions within the unit.

2.2.2.2. **The Analysis and Certification Unit** is responsible for State monitoring and control in the field of certification. The unit is also responsible for preparing regulatory documents in the railway field, as well as for the transposition of EU requirements into national law. Each employee of the unit is responsible for a specific area of certification or policy. There are five positions within the unit.

2.2.2.3. **The Finance and Project Management Unit** is responsible for the efficient and transparent assessment of railway projects, for the planning and use of State budget funds, and for accounting. The unit is responsible for assessing construction projects, preparing decisions regarding construction projects, and issuing construction permits. There are three positions for performing the tasks of the unit.

2.2.2.4. **The Administrative Unit** is responsible for ensuring transparent control and registration of railway accidents, analysis of railway safety performance and trends, administrative work and document management within the Inspection. There are three positions within the unit.

The Inspectorate is headed by its Director. The Director is appointed by the Minister for Transport upon approval of the candidate by the Cabinet of Ministers.

2.3. Main Trends in Safety Performance

An analysis of transport volumes in 2009 shows that compared with 2008, volumes of freight and passenger transport decreased in 2009. The volume of shunting operations decreased insignificantly in 2009. Regardless of the overall reduction, some railway undertakings recorded higher freight transport volumes. Compared to 2008, the overall decrease was around 5% in 2009. Total freight turnover in 2009 was 18,725 million tonnes-km. Total freight turnover in 2008 was 19,581 million tonnes-km. Passenger turnover also decreased, by around 21%, from 951 million passenger-km in 2008 to 756 passenger-km in 2009.

Main trends in traffic safety:

2.3.1. Certification

2.3.1.1. Introduction of a system for authorisation of safety systems is planned to be completed in 2010. However, work also continues on system upgrades. In 2009 the Inspectorate issued 43 safety permits. There was a slight decrease (of up to 8%) in the certification of railway infrastructure managers and entities that run specific technological processes for undertakings or railway infrastructure managers. In 2008, 47 safety permits were issued.

2.3.1.2. A harmonised system of safety certification was introduced in 2008. Seven safety certificates were issued in 2009, compared to eight safety certificates in 2008. In 2009 more Part B Certificates were issued.

2.3.1.3. Certification of railway traction vehicle drivers, traction vehicle assistant drivers, and driver instructors. In 2009, the State Railway Technical Inspectorate issued 505 railway traction vehicle driver, traction vehicle assistant driver, and driver instructor certificates. In 2008, 548 railway traction vehicle drivers, traction vehicle assistant drivers, and driver instructors were certified. The largest number of qualification examinations was held for diesel-powered train drivers, assistant drivers, and driving instructors – these amounted to 69% of the total number of qualification certificates issued. Also in 2009, work commenced on the development of new certification procedures pursuant to European Union requirements, the introduction of the new system is planned to be completed by end-2010.

2.3.1.4. Supervision of the construction process. In 2009, more construction projects were approved and more construction permits were issued than planned. The increase was possible because money from the Cohesion Fund was used for investment (infrastructure) projects and technical assistance projects, within the framework of which the development of future investment projects and introduction of authorised projects is provided with funds. The Inspectorate was submitted railway development projects that dealt with infrastructure development and improving train traffic safety in the East-West railway corridor. These included railway track reconstruction, the modernisation of automatic train traffic management systems and the modernisation of a braking shoe overheat alarm system.

2.3.2. Control of railway operation and safety requirements

2.3.2.1. Safety management system audits have been done at all railway undertakings, and it is confirmed by documents received from the railway undertakings.

2.3.2.2. The State Railway Technical Inspectorate in 2009 carried out 107 inspections in monitoring 96 objects.

2.3.2.3. Railway transport undertakings and public railway infrastructure managers conducted more than 15,000 audits and inspections in the internal safety systems of undertakings (quality of repairs, technical condition of tracks, quality of work of locomotive teams, technical condition of rolling stock, etc.).

2.3.2.4. All operating railway crossings (634) were inspected. Inspection commissions paid most attention to the technical condition of railway crossings and traffic safety improvement matters, taking into account that accidents involving injuries occur on railway crossings every year. The State Railway Technical Inspectorate's senior inspectors participated in the work of 133 railway crossing inspection commissions. The number of railway crossings inspected tends to increase, taking into consideration the State Railway Technical Inspectorate's attempts to examine the technical condition of as many railway crossings as possible. Several railway crossings were modernised in 2009 in order to improve traffic safety.

2.3.2.5. In 2009, the State Railway Technical Inspectorate registered 29 safety consultants (advisers) and received 147 reports covering operations in 2008 from safety consultants responsible for dangerous goods transport. In 2008, 133 reports covering operations in 2007 were received. The reports provided information regarding the loading, unloading, consignment and receipt of hazardous freights. The total transport of dangerous goods in 2008 amounted to 22,680 thousand tonnes.

2.3.3. Traffic safety

2.3.3.1. The number of railway accidents decreased by 50% in 2009. 30 serious railway accidents were registered in 2009.

2.3.3.1.1. Two accidents had serious socio-economic consequences.

2.3.3.1.2. 27 accidents involving injuries were registered in 2009, most of which were accidents to persons caused by rolling stock in motion.

2.3.3.1.3. The proportion of accidents with fatalities increased in 2009.

2.3.3.1.4. Three train passengers sustained injuries in an accident at a railway crossing in 2009, which is the first such case since the beginning of data compilation.

2.3.3.1.5. The number of suicides increased in 2009, which is due to the complicated socioeconomic situation in the country, unemployment and uncertainty about the future, as well as widespread alcohol abuse and depression.

2.3.3.2. The number of violations of technological procedures in the handling of dangerous goods increased in 2009.

2.3.3.3. The number of technical defects still remains high, which indicates that rolling stock renovation is necessary. More attention will also have to be paid in future to the observance of repair technologies.

2.3.3.4. The data also show that the number of technical failures caused by errors made by staff members still remains high. 40% of the total number of violations was caused by human error.

2.3.4. Control of compliance of new and refurbished railway infrastructure facilities, equipment, machinery, and rolling stock when accepting for operation

2.3.4.1. In 2009, 89 new or reconstructed railway infrastructure facilities were accepted for operation. The number of such facilities has increased threefold. In 2009, most new projects accepted for operation were braking shoe overheat alarm systems, which provide for increased transport safety as they timely detect damage to rolling stock.

2.3.4.2. The past two years saw an increase of public railway track renovation works in the East-West corridor. The renovation of 75 kilometres of railway track was completed in 2009, whereas in 2008, 89 kilometres of railway track were renovated. Such modernisation improves traffic safety, liquidates train traffic speed limits that were imposed due to poor railway condition and increases railway line capacity.

2.3.4.3. The modernisation of the automatic train traffic management systems continues, which is intended to significantly improve railway traffic safety, to increase the capacity of railway lines, and to decrease train delays and system maintenance costs.

2.3.4.4. In 2009, 83 traction vehicles were accepted for operation. Also in 2009, five operation permits were issued for traction vehicles that were offered on the market for the first time. Compared to 2008, the acceptance of traction vehicles for operation decreased by 11%. The decrease was due to the reducing transport volumes.

3. Activities and Development of Railway Safety Performance

3.1. Activities in Railway Safety Performance

Commercial undertaking internal traffic safety monitoring systems provide for regular measures for safety supervision and control. Railway specialist training and qualification examinations are organised, as are periodical inspections of technical equipment and devices, audits and others. Public railway infrastructure manager, State Joint Stock Company a/s Latvijas dzelzceļš, constantly monitors railway safety to keep abreast of development trends, to timely detect negative changes and promptly take safety measures to improve the situation. Statistical data on traffic safety is regularly registered, compiled and compared. In accordance with the traffic safety internal monitoring system, structural units review the traffic safety situation and perform analyses on a regular basis, as well as develop safety measures required in the situation. Traffic safety reports are drawn up on a monthly basis, and recommendations are provided for the improvement of traffic safety. Measures taken by the infrastructure manager are primarily targeted at upgrading the technical equipment of the infrastructure and reducing the effect of human error on traffic safety, as well as reducing the number of accidents to persons caused by rolling stock in motion.

The following safety measures were taken in 2009:

3.1.1. reconstruction of railway tracks continued – clear-cutting along railroad beds, subgrade renovation, renovation of worn-out track structure so as to improve traffic safety, increase passenger and freight train movement flows, reduce environmental pollution, noise and vibration levels;

3.1.2. just as in 2008, the replacement of track switches continued in 2009 in order to improve movement speeds;

3.1.3. active work continued on the modernisation of the overheating brake shoe alarm system, increasing transport safety levels and the timely detection of rolling stock faults;

3.1.4. modernisation of the automatic train traffic management systems, i.e. railway signal and switch supervision and control systems at railway stations, automated interlocking systems, new signal lights and the modernised handling thereof;

3.1.5. renovation of electric power lines and automated devices at switches;

3.1.6. installation of video monitoring systems at repair shops;

3.1.7. measures to reduce the number of accidents involving injuries – in 2009 the public railway infrastructure manager organised a number of safety campaigns that mainly focused on informing the public of railway safety issues and the importance of observing the safety requirements for the prevention of accidents. A lot of work was done to improve child protection. Safety classes were held in schools, which were attended by more than 2,000 pupils and students altogether. Within the

framework of the public awareness programme, cartoons and films about railway safety were broadcast on several TV channels in 2009:

3.1.7.1. additional warning signs, safety "labyrinths" and barriers were erected at several railway stations;

Beware of trains!

Crossing tracks prohibited!

Attention! Make sure no trains are approaching!

3.1.7.2. a metal fence (total length 2.4 km) with warning signs has been built at Riga Passenger Station to separate railway tracks from the city so pedestrians will not cross the tracks in places where this is prohibited;

3.1.7.3. new pedestrian crossings were built and upgraded.

Although railway undertakings and the public railway infrastructure manager continue to take measures to improve traffic safety, accidents to persons caused by rolling stock in motion still account for the majority of accidents. Accidents to persons caused by rolling stock in motion have a significant effect on the traffic safety situation in the country. The large proportion of such accidents is also due to the fact that police control was severely downsized in 2009. Active work was done in 2008 to ensure police patrols on railway property, but this work was scaled down in 2009 because of significant reductions in police capacity. Judging from the current trends, the number of accidents involving injuries may increase in 2010. It has to be noted that the number of accidents at pedestrian crossings tends to increase, which suggests that people do not wish to observe safety requirements. That is why work continues on setting up safety systems and warning signs, as well as upgrading pedestrian crossings so that persons with physical disabilities could use them. An analysis of risks in 2009 leads to a conclusion that increased risk levels still remain at platforms (in winter conditions) and at crossings. Although the number of unauthorised persons on railway premises has decreased significantly, most such instances are due to these individuals' failure to observe safety requirements. Even though more pedestrian crossings have been built, pedestrians often choose to cross railway tracks where they find it to be more convenient or faster, including in front of trains, without being aware of the danger posed by rolling stock in motion. It also has to be noted that developers of new housing projects often disregard specific matters that deal with railway safety, and do not assess pedestrian and transport flows, which is why unauthorised crossings are created in places where they are not meant to be. The risk of accidents at level crossings also still remains heightened, especially in winter conditions.

The rate of locomotive faults still remains high, which can be attributed to wear of rolling stock. This is why measures for more stringent control of the technical conditions of rolling stock are being taken, both during the operation and when accepting it for operation after repairs. New technological processes and additional training courses were organised in 2009. One of the transport undertakings in 2009 continued work on upgrading the system for monitoring operational parameters by installing GPRS data transmitters in 46 diesel-powered locomotives. Brake line pressure sensors were additionally installed in locomotives with the TRASSA-2 system.

In 2009, several training courses were also organised on the handling of hazardous freights, taking into account that a large number of hazardous freights is transported via Latvia.

Table 3.1.1.

Implemented Safety Measures	Accidents Triggering Safety Measures			Implementation Period
	Date of Accident	Location	Description of Accident	
Passenger train arrival lines altered to make track crossing safer for pedestrians. "First car stop here" sign moved for better visibility.	10.01.2009	Krustpils Station	Accident to person caused by rolling stock in motion.	01.03.2009
Erection of warning sign "Crossing tracks prohibited!"	03.05.2009	Ventspils Station	Accident to person caused by rolling stock in motion.	30.05.2009
Erection of warning signs	04.06.2009	Zasulauka Station	Accident to person caused by rolling stock in motion.	30.06.2009
Warning signs "Crossing tracks prohibited!" erected	13.11.2009	Ogre-Lielvārde railway section	Accident to person caused by rolling stock in motion.	19.02.2010
Compulsory fire and rescue train call-in in the case of an accident involving hazardous freight	29.11.2009	Ventspils Station	Hazardous product leakage from tank wagon No. 74811688	31.01.2009
Warning signs "Crossing tracks prohibited!" erected	15.12.2009	Salaspils-Šķirotava railway section	Accident to person caused by rolling stock in motion.	30.04.2010
Revised work site fencing regulations Check of railway specialists' permits before commencement of work	16.12.2009	Indra-State border railway section, 466th km	Breakdown crane KDE No. 4617 collision with train No. 2824, as a result three train cars derailed	28.12.2009

Table 3.1.2.

Safety Measures Implemented to Prevent Accidents

Implemented Safety Measures	Description of Causes
Several requests prepared for the police to provide extra measures in railway territories Risk assessment carried out for several railway sections Organisation of information campaigns Drawing up an inventory of pedestrian crossings, examination thereof	Accidents to persons caused by rolling stock in motion, which result in serious injuries, still account for a majority of serious accidents in Latvia
Audits of commercial undertakings Certification of safety consultants	Failure to appoint safety consultants (advisers) at commercial undertakings that are involved in hazardous freight transport by rail, hazardous freight loading and unloading or other such business associated with hazardous freight transport
Reducing train movement speeds Increased monitoring of technical conditions of railway tracks	Deformed railway tracks due to adverse weather conditions
Locomotive crew training in emergency situations and winter conditions Revision of technological processes Revision of plans of action in emergency situations involving hazardous freights	The proportion of accidents caused by human error remains large

3.2. Analysis of Railway Accidents and Identified Trends

The State Railway Technical Inspectorate maintains a register of railway accidents pursuant to Directive 2004/49/EC of the European Parliament and of the Council (29 April 2004) on safety of the Community's railways, Council Directive 95/18/EC on the licensing of railway undertakings, and Article 18 of Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification.

According to the State Railway Technical Inspectorate's data, the number of serious accidents in the total number of railway accidents technical defects decreased in 2009. Compared to 2008, the number of serious accidents decreased by 50%. 30 serious railway accidents were registered in 2009, including two accidents with serious socio-economic consequences. The proportion of injured persons has reduced by 50%, however, the proportion of fatalities has increased by 12%, compared to 2008.

Railway Accident Statistics	2006	2007	2008	2009
Accidents that involve injuries	62	44	56	27
Accidents that did not involve injuries	1	8	5	3
Total number of accidents	63	52	61	30

In 2009, one serious accident occurred in the public railway system, when a breakdown crane operated by a commercial undertaking's workers on a railway track under construction collided with a train, as a result of which the locomotive, the breakdown crane and seven railway vehicles sustained serious damage. After the collision, three empty tank wagons derailed and overturned. It must be noted that the tank wagons belonged to a railway undertaking from a third country. As a result of the accident, the main railway track was also damaged, as was the railway track under construction. Traffic was interrupted for eight hours. The crane, the locomotive and the vehicles are to be written off. There were no casualties, but the total amount of loss caused by the accident exceeded LVL 150,000.



This accident also classifies as an accident involving dangerous freight because, due to the damaged construction elements, the freight vehicles became unfit for further operation.

The other serious accident occurred on 3 September 2009 on the Trepe–Līvāni railway section, as Daugavpils-Riga passenger train No. 609 collided with an excavator on a level crossing. On the impact, the excavator's bucket swivelled 180° and, as a result, the excavator smashed into a passenger vehicle, breaking the vehicle's wall and injuring passengers therein. One passenger sustained fatal wounds and later died in a hospital. Another two persons also suffered injuries. The rolling stock, which belongs to Joint Stock Company a/s Pasažieru vilciens, is to be written off. The accident affected the movement of several trains in the Krustpils-Daugavpils section, and Riga-Daugavpils passenger train No. 618 was cancelled.



The total cost of all railway accidents in Latvia in 2009 was LVL 554,176.60 (EUR 788,522.26). The cost of serious accidents makes up 92 % of the total cost of all accidents – LVL 510 652.80 (EUR 726,593.47). Furthermore, damage to rolling stock and infrastructure constituted 85% of this amount.

Railway Accident Statistics	2006	2007	2008	2009
Train collisions	0	0	1	1
Accidents involving injuries	0	0	1	0
people injured	0	0	0	0
people killed	0	0	2	0
Derailments	1	0	0	0
Accidents involving injuries	0	0	0	0
people injured	0	0	0	0
people killed	0	0	0	0
Accidents on level crossings	10	9	10	8
Accidents involving injuries	10	7	10	8
people injured	7	4	7	6
people killed	4	4	6	4
Accidents to persons caused by rolling stock in motion	52	37	45	19
Accidents involving injuries	52	37	45	19
people injured	26	13	24	6
people killed	26	24	21	13
Other serious accidents	0	6	5	2
Accidents involving injuries	0	0	0	0
people injured	0	0	0	0
people killed	0	0	0	0

The proportion of accidents involving injuries in the total number of accidents on level crossings increased in 2009. Most such accidents were registered on unguarded crossings, when car drivers failed to observe road traffic safety requirements. Most such accidents were largely due to so-called “human error”. All these accidents occurred when the warning signal was on, road visibility was sufficient, and the approaching train was in full view. The nature of these accidents suggests that residents have become more reckless and less cautious. There were several cases in the past when car drivers, either reckless or inattentive, drove onto a level crossing directly in front of a train, causing a collision. In 2009, there were several accidents when drivers smashed into the middle of a train going past. It must be noted that infrastructure managers, wishing to reduce the number of accidents, have installed new signal lights, mirrors in places with poor road visibility, and others.

Many accidents in 2009 occurred due to mistakes by railway workers – erroneous route preparations, failures to observe technological processes and insufficient knowledge of what needs to be done in a non-standard situation. Railway undertakings have suggested several measures to improve the situation.

Taking into consideration the large volume of hazardous freight transport in Latvia, several training courses and briefings were organised for commercial freight transport undertakings that provide freight transport services, furthermore, locomotive crews were additionally provided with tools and equipment for the prevention of hazardous product leaks. In 2009, the number of accidents involving hazardous freights increased due to failures to observe requirements on freight loading. The number of rail break instances and track geometrical defects also increased in 2009 because of steep changes in weather conditions during the winter months and sudden thaws in spring.

The number of accidents involving injuries decreased significantly in 2009; however, the proportion of accidents with fatalities increased. In 2009, three train passengers suffered injuries in an accident on a level crossing. Three railway workers also sustained injuries in railway accidents. The proportion of passengers who suffered injuries in railway accidents increased in 2009; however, the proportion of other injured people reduced.

Number of People Injured in Railway Accidents	2006	2007	2008	2009
Physical injuries	33	17	31	12
%	52	38	52	42
Killed	30	28	29	17
%	48	62	48	58
Total	63	45	60	29

The main reasons for such accidents include people walking along railway tracks or crossing tracks in places where crossing tracks is prohibited, as well as people standing precariously close to rolling stock in motion, for instance, on platforms and elsewhere.

The proportion of women injured in railway accidents increased by 18% in 2009, whereas the proportion of men injured in railway accidents decreased. The data indicate that the proportion of men injured in railway accidents tends to decrease. In 2009, the proportion of men injured in railway accidents was 60%, compared to 78% in 2008, and 81% in 2007. In many of these cases, men were under the influence of alcohol. The proportion of people under the influence of alcohol who were injured in railway accidents decreased in 2009.

The majority of accidents involving injuries were accidents to persons caused by rolling stock in motion. Altogether, 19 people were injured in such accidents, including two railway workers. The reason for these accidents was people on railway tracks or people crossing railway tracks in places where this is not allowed. The number of accidents involving injuries, caused by people disregarding safety requirements at pedestrian crossings or on platforms, increased in 2009.

Classification of Accidents to Persons Caused by Rolling Stock in Motion	2006	2007	2008	2009
Unauthorised presence in dangerous areas	51	31	30	9
People killed	26	21	15	8
People injured	25	10	15	1
Other persons	0	4	11	8
People killed	0	2	6	5
People injured	0	2	5	3
Passengers	0	1	2	0
People killed	0	0	0	0
People injured	0	1	2	0
Railway undertaking workers	1	1	2	2
People killed	0	1	0	0
People injured	1	0	2	2

The analysis of data regarding casualties suggests that in most cases the injured were in the "active age" bracket (20–55 years old). In 2009, most people injured in railway accidents were 30 to 40 years old. It must be noted that children and young people are injured in accidents every year. In 2009, it was mostly young people aged 16 to 18.

In 2009, most accidents involving injuries occurred during winter months – 50% of the total number of accidents. In 2008, on the other hand, the proportions of accidents involving injuries were roughly the same in winter, spring, summer and autumn. In 2007, more than 70% of accidents involving injuries were registered in summer. The highest number of accidents to persons by rolling stock in motion occurs in the agglomeration area of Riga, especially on the Riga–Aizkraukle and Riga–Tukums lines, and from 6 p.m. to midnight – 40% of the total number of accidents.

The number of suicide attempts still remains high in Latvia. The number of suicides on railway has also increased, and experts believe that this percentage could continue to increase. The number of suicides is one of the indexes that characterise mental health of residents in a given country or region, identifies risk groups, risk factors and situations. 10 suicides on the railway were registered in 2009, compared to nine in 2008. The proportion of suicides has a tendency to increase. It is mostly young people who attempt to commit suicide on the railway, and men make up the majority of such cases. Also in 2009, one suicide was registered when a teenager, a citizen of Germany who was in Latvia within the framework of an exchange programme, threw herself before a moving train.

Depression is the main cause for suicides. The complicated socio-economic situation, unemployment and uncertainty about the future, and the effects of alcohol abuse are the most common reasons for depression at this time.

Railway safety performance on Latvian railways improved in 2009. Guidelines and recommendations for improving the situation, as well as social campaigns to reduce the number of accidents have produced results.

3.3. Implementation of Safety Recommendations

In December 2009, the Accidents and Incidents Investigation Bureau prepared a final report on the causes of the collision of freight train No. 2445 (locomotive 2TE10M-3453 and 59 loaded vehicles) and the last vehicle of train No. 1703 (locomotive 2TE10M-3422 and 61 loaded vehicles). On the basis of the results of the investigation, the Accidents and Incidents Investigation Bureau prepared four

recommendations, which were approved by the State Railway Technical Inspectorate. On 9 December 2009, railway transport undertakings and the public railway infrastructure manager were informed about the development of a set of measures for the enforcement of the safety recommendations.

The following was done to implement the safety recommendations:

3.3.1. Infrastructure manager – State Joint Stock Company a/s Latvijas dzelzceļš – was instructed to consider the possibility to provide mainline (1520 mm) railway infrastructure with automatic cab signalling field (coded track circuit system) devices.

In March 2010 State Joint Stock Company a/s Latvijas dzelzceļš considered the possibility to upgrade sections equipped with semi-automatic interlocking electric track circuit by installing automatic cab signalling field (coded track circuit system) devices. Ventspils 2–Tukums 2, Tukums 2–Līvbērze, Krustpils–Rēzekne, Krustpils–Daugavpils railway sections, which are included in the CSM devices modernisation project (1st and 2nd stages), will be equipped (2010-2011) with interlocking audio frequency track circuits and coding devices. The company plans to also consider modernisation opportunities and terms for other sections in 2010.

3.3.2. Transport undertakings – to consider equipping mainline (1520 mm) freight and passenger train locomotives with locomotive driver alertness control devices that would not only request confirmation of driver alertness on a regular basis and stop the train if it runs the red light, but also:

3.3.2.1. constantly monitor the driver's alertness;

3.3.2.2. stop the train if the train does not slow down timely as it approaches a red light.

A/s Pasažieru vilciens plans to equip its electric trains and diesel trains in operation with a telemechanical driver alertness system by 31 December 2010. The company plans to introduce electronic cards for railway sections serviced by electric trains, and automatic decrypting of train movement parameters by 31 December 2010.

3.3.3. SIA LDZ Cargo and other transport undertakings – to audit their internal traffic safety monitoring systems with a view to improve the efficiency of such systems, paying particular attention to the enforcement of regulations on communications between locomotive driver and his/her assistants and the control thereof.

3.3.4. Infrastructure manager – State Joint Stock Company a/s Latvijas dzelzceļš – to revise the procedure how station duty officers timely inform locomotive drivers by radio about train stoppages at a traffic control signal, unscheduled stoppages and other non-standard situations, and amend Latvijas dzelzceļš Freight Transport Department Director's decree No. DK-3/46 of 4 February 2002, "On Mutual Control and Information Exchange between Locomotive Drivers, Station Duty Officers and Train Dispatchers".

On 9 March 2010 Latvijas dzelzceļš issued a new decree No. VL-3/123 "On the Procedure of Mutual Control Between Traction Vehicle Drivers, Station Duty Officers and Train Dispatchers", which updates the procedure how station duty officers or train dispatchers timely inform locomotive drivers by radio about train stoppages at a traffic control signal, unscheduled stoppages and other non-standard situations.

In addition to the recommendations, public railway infrastructure manager State Joint Stock Company a/s Latvijas dzelzceļš informed relevant personnel on 22 January 2009 about the required and

emergency measures to prevent similar cases in future (telegram I-8/8 from Technical Inspectorate's Chief technical inspector). Also, an unscheduled technical inspection was carried out at Ventspils Station in February 2009.

4. Changes in Legislation

In 2009, several regulatory enactments and amendments to regulatory enactments were endorsed, as a result of which the State Railway Technical Inspectorate was assigned new functions and had some of its monitoring functions expanded (see Section 2.2.2.). Also in 2009, several amendments to regulations on railway safety and interoperability matters were endorsed pursuant to the Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods.

	Regulatory Enactment	Area
4.1.	Law of 07.05.2009, **Amendments to the Railway Law**, Sections 35, 35.[1] and 37 – area of decisions	Railway safety
4.2.	Cabinet of Ministers Regulations No. 540 of 17.06.2009, "Amendments to the Cabinet of Ministers Regulations No. 156 of 21 February 2006, **'Regulations Regarding Appointment of Safety Advisers (Consultants), Vocational Qualification and Activities Thereof in the Field of Transport of Dangerous Goods'"** Article 30 – requirements on vocational qualification of safety adviser (consultant) Appendix 2 – simplifying annual report form for security advisers	Railway safety
4.3.	Cabinet of Ministers Regulations No. 565 of 17.06.2009, "Amendments to the Cabinet of Ministers Regulations No. 234 of 18 June 2002, **'Regulations Regarding Transportable Pressure Equipment'"** 12.[1], 12.[2], 12.[3] – requirements regarding operation of tank wagons Appendix 2 – sample railway tank wagon passport	Railway safety and interoperability
4.4.	Cabinet of Ministers Regulations No. 823 of 28.07.2009, "Amendments to Cabinet of Minister Regulations No. 377 of 22 April 2004, **'Regulations Regarding Transport of Liquid Freights in Tank Wagons'"** – requirements for tank wagons	Railway safety
4.5.	Cabinet of Ministers Regulations No. 539 of 17.06.2009, "**Regulations Regarding Assessment of Conformity of Tank Wagons and Containers for Transport of Dangerous Freight by Rail"**	Railway safety and interoperability
4.6.	Cabinet of Ministers Regulations No. 366 of 28.04.2009, "Amendments to the Cabinet of Ministers Regulations No. 3 of 2 January 2008, **'Railway Building Regulations'"**	Interoperability
4.7.	Cabinet of Ministers Regulations No. 219 of 10.03.2009, **"Procedures for Performance of Mandatory Health Examinations"**	Railway safety and interoperability

The Cabinet of Ministers issues all regulations regarding railway safety. The issued regulations are printed in the government's official journal *Latvijas Vēstnesis* (www.vestnesis.lv). All regulations and orders of the Cabinet of Ministers are binding for railway undertakings and infrastructure managers. The same also refers to railway infrastructure managers and companies involved in the building, repair, and

maintenance of rolling stock and technical infrastructure equipment, as well as in shunting service. The Inspectorate issues only administrative enactments and instructions.

All regulatory enactments on the railway sector are available on the website www.likumi.lv, as well as on the State Railway Technical Inspectorate website http://www.vdzti.gov.lv/index.php?id=322&sa=322.

Regulatory documents that are also binding on railway undertakings and with which State Joint Stock Company a/s Latvijas dzelzceļš, as the manager of railway infrastructure, regulates the use of railway infrastructure and that refer to the organising and control of traffic of trains and other rolling stock on railways, control of infrastructure and management of safety systems, or otherwise refer to the safe operation of the railway infrastructure are issued in accordance with Section 5, Article 2.[1] of the Railway Law. Binding directions issued by the manager of the public railway infrastructure that are binding on railway undertakings were updated in 2009 and summarised in the Network review published on the manager's website at www.ldz.lv and the Inspectorate's website http://www.vdzti.gov.lv/index.php?id=374&sa=322,329,373,374.

In 2009 the public railway infrastructure manager issued six new and two amended regulatory documents (published at www.ldz.lv.), which are binding on railway undertakings.

	Regulatory Enactment	Area
4.8.	Decree on the introduction of warning system of the complex information system (BIS-K) (20.05.2009, No. VL-3/249)	Traffic organisation
4.9.	Endorsement of the system for technical maintenance of and repairs to track machines (14.04.2009, No. D-3/178)	Rolling stock
4.10.	Instruction on the operation of motor transport of State Joint Stock Company a/s Latvijas dzelzceļš (14.04.2009, No. D-3/179)	Rolling stock
4.11.	Regulations on the organisation of the work of security stations (20.07.2009, No. D-3/355)	Traffic organisation
4.12.	Decree on the approval of traction vehicle technical inspection reports (19.08.2009, No. D-3/414)	Rolling stock
4.13.	Instruction on the course of action in accidents involving hazardous freight (09.12.2009, No. D-3/680)	Hazardous freights

Several regulations were amended in 2009 regarding:

4.14. technical maintenance, repairs and tests of the braking system on locomotive and motor car rolling stock;

4.15. operation of railway rolling stock brakes;

4.16. organisation of transport of extra large and extra heavy freight and the procedure of such freight transport authorisation;

4.17. the procedure of despatching locomotives, motor car rolling stock, railway cranes, and specialised rolling stock on State Joint Stock Company a/s Latvijas dzelzceļš public use railway infrastructure;

4.18. repair and maintenance system for rolling stock automatic coupling devices.

5. Safety Certificates and Permits

The State Railway Technical Inspectorate issues railway safety certificates Part A and Part B, the Inspectorate also issues safety permits. The certification process is free of charge. The results in this area have exceeded the planned figures. The increase in the number of issued certificates and permits is thanks to the improving internal safety monitoring systems at commercial undertakings and the completion of the transition period.

All information on the certification process is available at the Inspectorate's website http://www.vdzti.gov.lv.

5.1. Issue of Railway Transport Safety Certificates

Pursuant to the Cabinet of Ministers Regulations No. 168 of 10 March 2008, "Regulations regarding the Procedures and Criteria for Issuing, Suspending and Revoking Part A and Part B of a Safety Certificate", each railway undertaking must develop and maintain a safety management system that must include risk assessment and risk control management, competence and safety management.

In 2009 there were five undertakings in Latvia, which, in accordance with the existing safety regulations, had the right to provide railway (freight, passenger) transport services using the public railway infrastructure:

5.1.1.1. **Freight and passenger transport**

SIA LDZ Cargo;

5.1.1.2. **Freight transport**

a/s Baltijas Ekspresis and a/s BALTIJAS TRANZĪTA SERVISS;

5.1.1.3. **Passenger transport**

SIA Gulbenes–Alūksnes bānītis (narrow gauge railway) and a/s Pasažieru vilciens.

	2008	2009
Issued safety certificates Part A	5	2
passenger and freight transport	-	1*
passenger transport	2	-
freight transport	3	1
Issued safety certificates Part B	3	5
passenger and freight transport	-	1
passenger transport	2	1
freight transport	1	3
Total	8	7

* Corrected/altered

In 2009, the State Railway Technical Inspectorate received two undertakings' applications for safety certificate Part A. One application sought a new safety certificate Part A, the other application sought corrections/alterations to certificate Part A. The applications were examined, and the railway undertakings were deemed capable to provide safe transport services. In 2009, five applications for safety certificate Part B were received. All applications were examined, and the applicants received certificates Part B.

During the examination of the applications for safety certificate Part A and Part B, additional information and explanation was requested from the undertakings in seven cases regarding:

5.1.2.1. incomplete documents submitted;
5.1.2.2. imprecise information on transport processes;
5.1.2.3. incomplete safety management system and processes described (shortcomings ascertained in safety management system regarding the monitoring and control of hazardous freights, accident investigation procedures and others);
5.1.2.4. imprecise or incomplete information on railway specialists;
5.1.2.5. imprecise information provided on organisational structure and responsibility levels at the undertaking;
5.1.2.6. shortcomings ascertained in the control system;
5.1.2.7. suitability of rolling stock construction for the given railway infrastructure.

Information on safety certificates Part B issued by the State Railway Technical Inspectorate may be found at the Inspectorate's website www.vdzti.gov.lv, section Operational permits/ Safety certificates. The State Railway Technical Inspectorate in 2009 issued safety certificates Part A and B only to commercial undertakings registered in Latvia.

5.2. Issue of Safety Permits

The commercial undertaking certification process is set out in the Cabinet of Ministers Regulations No. 616 of 23 August 2005, Procedure of Issuing, Revocation and Suspension of Safety Permits. The certification process only concerns railway infrastructure managers and entities that run specific technological processes for undertakings or railway infrastructure manager, except undertakings that have received the safety certificate. The aim of the safety permit is to recognise a given commercial undertaking in respect of safety, and the permit guarantees that the undertaking provides safe services in the given field of railway operations.

In 2009, the State Railway Technical Inspectorate issued safety permits to 43 commercial undertakings for rolling stock construction and repairs, construction, repairs and technical maintenance of railway infrastructure technical equipment, railway infrastructure management and shunting operations. In 2009, four permits were revoked and new permits were issued in place due to the given undertakings expanding their operations.

	2006	2007	2008	2009
Commercial activity of the undertaking				
rolling stock construction, repairs or technical maintenance	3	9	4	5
construction, repairs and technical maintenance of railway infrastructure technical equipment	4	3	32	33
shunting operations	1	2	11	6
railway infrastructure management	1	1	14	10
Total	7	12	47	43

Several types of commercial activity can be provided in a safety permit.

In 2009, as in 2008, most applications for safety permits were requested for construction, repairs and technical maintenance of railway infrastructure technical equipment. In 2007, most applications for safety permits were requested for rolling stock construction, repairs and technical maintenance.

The commercial undertaking is granted the permit if the undertaking's internal transport safety monitoring system guarantees that the undertaking's work in a given field of railway operations will comply with safety requirements. In 2009, applications for safety permits were received regarding:

5.2.1.1. Cabinet of Ministers Regulations No. 616 of 23 August 2005, "Procedure of Issuing, Revocation and Suspension of Safety Permits", where a transition period is provided in Section 24 stipulating when a commercial undertaking must receive a safety permit;

5.2.1.2. commencement of commercial activity in the railway sector, which requires a safety permit;

5.2.1.3. significant alterations in the work process – new technological processes or services;

5.2.1.4. change of legal address.

All the applications for safety permits were examined. During the examination of applications for safety permits, additional information and explanation was requested from the commercial undertakings in four cases regarding:

5.4.2.1. incomplete documents submitted;

5.4.2.2. imprecise information on technological processes;

5.4.2.3. imprecise information on railway specialists;

5.4.2.4. imprecise information provided on organisational structure and responsibility levels at the undertaking;

In 2009, three safety permits were corrected because of expanded operations of the given commercial undertakings in the field of construction, repairs and technical maintenance of infrastructure technical equipment. One decision was taken in 2009 to refuse a safety permit because false information had been provided by an applicant to receive a safety permit for the construction of railway infrastructure technical equipment. The review of two applications received in December 2009 was put off until January 2010.

6. Results of Monitoring

6.1. Inspections Conducted by the State Railway Technical Inspectorate

The State Railway Technical Inspectorate conducted 107 inspections in 2009 while monitoring 96 railway facilities.

Number of Inspections	2006	2007	2008	2009
Planned quantity	110	110	110	100
Inspections conducted, including:	122	120	181	107
planned inspections (%)	71	75	80	86
unscheduled inspections (%)	29	25	20	14

According to the planned quantitative results of the State Railway Technical Inspectorate, the number of inspections conducted in 2009 exceeded the planned number of inspections. A trend is obvious for the proportion of planned inspections to increase when compared to the proportion of unscheduled inspections, which suggests that undertakings are interested in improving their railway systems pursuant to the requirements of regulatory enactments. This proves that the regulatory enactments are appropriate and transparent, and therefore facilitate bringing order to the railway sector. It has to be said that the continual constructive dialogue among all parties involved contributes greatly to the enforcement and maintenance of traffic safety.

A number of unscheduled inspections were also conducted in 2009, especially regarding rolling stock operation. The number of unscheduled inspections in 2009 made up 14% of the total number of inspections. The unscheduled inspections were conducted following violations of regulations on railway technical operations at a railway facility and in response to an increasing number of traffic safety violations in the work of a commercial undertaking.

In 2009, 13 inspections were conducted at public railway infrastructure facilities, seven inspections examined operations of undertakings, and 76 inspections dealt with private railway infrastructure facilities or commercial undertakings that load/unload hazardous freights. In 2009, 20 commercial undertakings were inspected on several occasions, compared to 22 such undertakings in 2008. The repeat inspections were conducted in order to enforce control over elimination of identified shortcomings.

Inspected Facilities Broken Down by Type of Undertaking	2006	2007	2008	2009
Transport undertakings	6	5	6	5
Undertakings involved in rolling stock repairs	5	6	12	17
Loading, unloading of hazardous freights	30	20	27	11
Infrastructure maintenance and shunting services	41	59	95	63
Total	82	90	140	96

The greatest attention was paid to the examination of railway infrastructure condition and shunting services, taking into account that there are more than 200 private infrastructure owners in Latvia. In 2009, much attention was also paid to the improvement of safety and quality requirements for repair undertakings, taking into account that the number of such undertakings increased in 2009.

Inspections Conducted	2006	2007	2008	2009
Complex inspections	17	21	30	28
%	14	18	16	26
Inspections of technical condition of rolling stock	25	27	42	13
%	20	22	24	12
Inspections of technical condition of railway tracks	28	17	55	45
%	23	14	30	42
Inspections regarding hazardous freight transport	40	37	27	11
%	33	31	15	10
Other inspections	12	18	27	10
%	10	15	15	10
Total	122	120	181	107

Each year, the State Railway Technical Inspectorate conducts complex inspections that are planned within the framework of the reference year, as well as specific inspections. During the specific inspections, technical condition of the rolling stock, infrastructure, traffic organisation and handling of hazardous freights are examined. The number of complex inspections increased in 2009. The inspections are conducted pursuant to the requirements of the Railway Law, Carriage by Rail Law and railway technical operations.

6.2. Safety Measures Approved

The results of the inspections show that the proportion of such shortcomings that pose a threat to railway traffic safety reduced by 3% in 2009. Nevertheless, when serious faults were identified, decisions were taken to prohibit railway operations due to poor technical condition of railway tracks, unsatisfactory maintenance or incorrect operation of rolling stock.

Railway Safety Measures Approved as a Result of Inspections	2006	2007	2008	2009
Use of railway tracks prohibited due to unsatisfactory technical condition	12	16	19	9
%	10	13	10	8
Operation of rolling stock prohibited due to unsatisfactory technical condition	23	14	13	7
%	19	12	7	7
Other prohibitions (suspension of railway specialists from duty)	0	7	6	4
%	0	6	4	4
Issue of administrative orders for correction of irregularities	83	81	143	86
%	68	67	79	80
Issue of administrative offence notices	4	2	0	1
%	3	2	0	1
Total	122	120	181	107

As in 2008, the most frequent safety measure in 2009 was the prohibition of use of railway tracks due to unsatisfactory technical condition. The main reasons for suspending rolling stock from service, closing railway tracks for train traffic and shunting services were technical failures and violation of procedures. There were also instances where railway specialists were suspended from service. In 2009, two decisions were taken to initiate administrative proceedings:

6.2.1. one administrative offences notice was drawn up by the police over the derailment of a commercial undertaking's vehicle. During the review of the case, the State Railway Technical Inspectorate took the decision to discontinue the administrative proceedings, as the incident posed no threat to the State or public order, property, citizen rights or freedoms, public railway traffic procedure;

6.2.2. the other administrative offence notice was issued by the State Railway Technical Inspectorate over a construction project in the vicinity of railway facilities (in violation of the maximum permissible distance to the axis of the railroad track), where no parts of a building or equipment are allowed. After evaluation of materials in the case, which proved the fact of violation, and mitigating circumstances of the administrative violation, the State Railway Technical Inspectorate took the decision to issue a verbal warning and discontinue the administrative proceedings.

6.3. Analysis of Undertakings and Manager's Reports

Pursuant to the Cabinet of Ministers Regulations No. 168 of 10 March 2008, "Regulations regarding the Procedures and Criteria for Issuing, Suspending and Revoking Part A and Part B of a Safety Certificate", undertakings must submit to the State Railway Technical Inspectorate the annual safety report for the previous year by 30 June of each year.

The State Railway Technical Inspectorate received all undertakings and public infrastructure manager's reports by 30 June 2010. The reports dealt with the implementation of safety measures, the structure of companies' internal monitoring system, general statistical information, as well as analyses of trends and priorities for next year. Information on railway traffic accidents was also provided in appendices. It has to be noted that undertakings still find it problematic to draw up the reports, especially regarding classification of railway accidents. Also, taking into account that a criminal process is initiated during the investigation period, undertakings and the manager alike had problems with compilation of information and resumption of traffic. Successful arrangement of all processes will require a longer period of time.

The reports also still provide too little information regarding safety targets and implementation of safety measures plans, taking into consideration that introduction of safety management system at undertakings requires them to learn new skills necessary for the evaluation of risks.

6.3.1. Audits of the Safety Management System

In 2009, transport undertakings began to audit their safety management systems to make sure that the systems ensure safety of the undertakings' operations. According to what is stated in the reports, conclusions have been received that:

- **6.3.1.1.** the safety management system is efficient and guarantees safety, and no improvements are necessary;
- **6.3.1.2.** an audit has not been performed, taking into account that a new application for safety certificate Part A has been drawn up. The undertaking's safety management system was evaluated during this period;
- **6.3.1.3.** improvements are needed in the safety management system by introducing relevant processes regarding rolling stock operation risks, responsibility levels;
- **6.3.1.4.** audit has been performed pursuant to ISO 9001:2008 requirements; all processes have been audited.

6.3.2. Monitoring Procedures

Monitoring systems at undertakings conform to the provisions of basic technical operation requirements. The undertakings carry out internal technical inspections and audits. Plans are drawn up pursuant to periodicity provided for in the internal safety monitoring system. Violations of regulatory documents and shortcomings identified during technical audits are described in notices that are handed in to the heads of the relevant structural units. The head of the relevant structural unit organizes a review of the results of technical audit; as a result, a set of measures is prepared for the elimination of irregularities identified and safety measures are developed.

Altogether, commercial undertakings have carried out 15,564 technical inspections and audits, which is 4% more than stated in the planned monitoring systems. Compared to 2008, the number of inspections and audits has reduced by 15%. In 2008, 18,375 technical inspections and audits were

performed. The reduction in the number of inspections is due to the introduction of an IT monitoring system as well as a decrease in the number of unscheduled inspections, which shows that traffic safety processes are improving.

Commercial undertakings in 2009 approved several alterations to their internal regulations so as to improve their internal traffic safety monitoring systems:

6.3.2.1. regarding train traffic safety improvements;
6.3.2.2. regarding organisation of shunting services;
6.3.2.3. regarding requirements for personnel;
6.3.2.4. regarding course of action in situations involving hazardous freights;
6.3.2.5. regarding requirements for rolling stock operation.

7. Observations on Hindrances and Shortcomings in Railway Operations

In order to improve traffic safety and operations of the railway system, the reports offered suggestions for infrastructure manager regarding infrastructure upgrades

7.1. to reduce the number of accidents to persons caused by rolling stock in motion, continuing the work on pedestrian crossing modernisation and setting up fences in densely populated areas is suggested;
7.2. it is necessary to improve access to binding instructions and regulatory enactments issued by the public railway infrastructure manager by the creation of a single register that would be accessible to the general public for the speed and convenience of use, or electronic information exchange needs to be organised.

No suggestions were addressed to the State Railway Technical Inspectorate.

8. Priorities

Planned measures to improve traffic safety performance:

8.1. **In Latvia**:
8.1.1. informing society:
8.1.1.1. pursuant to a technical assignment and a project prepared in 2009, parks A, B and J of Šķirotava Station will be provided with fencing. The total length of the fence, according to the project, exceeds 9 km;
8.1.1.2. organisation of safety classes in schools;
8.1.1.3. placement of informational materials in the vicinity of the railway;

8.1.2. modernisation and renovation of rolling stock:
8.1.2.1. commencement of implementation of the project Modernisation of Passenger Railway Transport System in Riga Suburbs and Renovation of Diesel Train Rolling Stock;
8.1.2.2. modernisation of 14 track machines and buying new machines;

8.1.3. improving the condition of railway tracks:
8.1.3.1. technical equipment reconstruction projects in the East-West Corridor (railway track reconstruction – total length 52.9 km, replacement of 58 track switches, overhaul of B railway tracks – total length 26.3 km, repairs to 10 level crossings, modernisation of 3 level crossings;

8.1.4. modernisation of control, signalling and communication equipment:

8.1.4.1. modernisation of the automatic train traffic management systems (stages I and II) in Ventspils–Jelgava–Krustpils railway section, Naujene–Indra section (stage I), Krustpils–Rezekne, Krustpils–Daugavpils sections, Daugavpils hub, Jelgava Station (stage II);
8.1.4.2. centralisation of relay-processor at Salaspils Station;
8.1.4.3. installing video monitoring devices at Ventspils Station hill;
8.1.4.5. modernisation of conversation registration system.

8.2. **At the State Railway Technical Inspectorate**:
8.2.1. implementation of functions set out in the Railway Law

Quality Indicators	2010
Number of inspections of compliance of rolling stock and railway infrastructure with requirements of technical operation regulations	110
Certification of railway undertakings and issue of safety permits	45
Qualification and certification of railway specialists	300
Approval of railway construction projects	50
Issue of railway facility construction permits	50

8.2.2. Drafting regulatory enactments regarding:
8.2.2.1. a uniform certification procedure for traction vehicle drivers,
8.2.2.2. acceptance of rolling stock for operation,
8.2.2.3. interoperability;
8.2.2.4. criteria for issue, suspension and revocation of safety permits;
8.2.2.5. the procedure and registration of investigation into railway accidents;
8.2.2.6. technical operations, and others.

9. Sources of Information

9.1. Railway Law (1 April 1998).
9.2. Regulations on the State Railway Technical Inspectorate (3 January 2005).
9.3. State Railway Technical Inspectorate's operation strategy for 2007-2013 (1 January 2006).
9.4. Transport Development Guidelines 2007-2013 (endorsed in accordance with the Cabinet of Ministers' decree No. 518 of 12 July 2006, corrected in accordance with the Cabinet of Ministers' decree No. 140 of 10 March 2010)
9.5. Transport in 2009. Compilation of statistical data. (Central Statistical Bureau of Latvia, Riga, 2010).
9.6. 2009 annual report of State Joint Stock Company a/s Latvijas dzelzceļš (Riga, 2010).
9.7. Safety Performance Report of State Joint Stock Company a/s Latvijas dzelzceļš. Year 2009. (Riga, 2010).
9.8. 2009 Safety Performance Report of SIA LDZ CARGO (Riga, 2010).
9.9. Safety Performance Report of Joint Stock Company Baltijas Ekspresis. Year 2009. (Ventspils, 2010).
9.10. 2009 Safety Performance Report of SIA Gulbenes–Alūksnes bānītis (Gulbene, 2010).
9.11. 2009 Safety Performance Report of a/s Pasažieru vilciens (Riga, 2010).
9.12. 2009 SAFETY PERFORMANCE REPORT OF A/S BALTIJAS TRANZĪTA SERVISS (Riga, 2010).

9.13. Main operational indicators of State Joint Stock Company a/s Latvijas dzelzceļš. Year 2009. (Riga, 2010).
9.14. 2009 annual report of the State Railway Technical Inspectorate (Riga, 30 June 2010).
9.15. RMMS questionnaire 2010.

Map of Latvian Railways

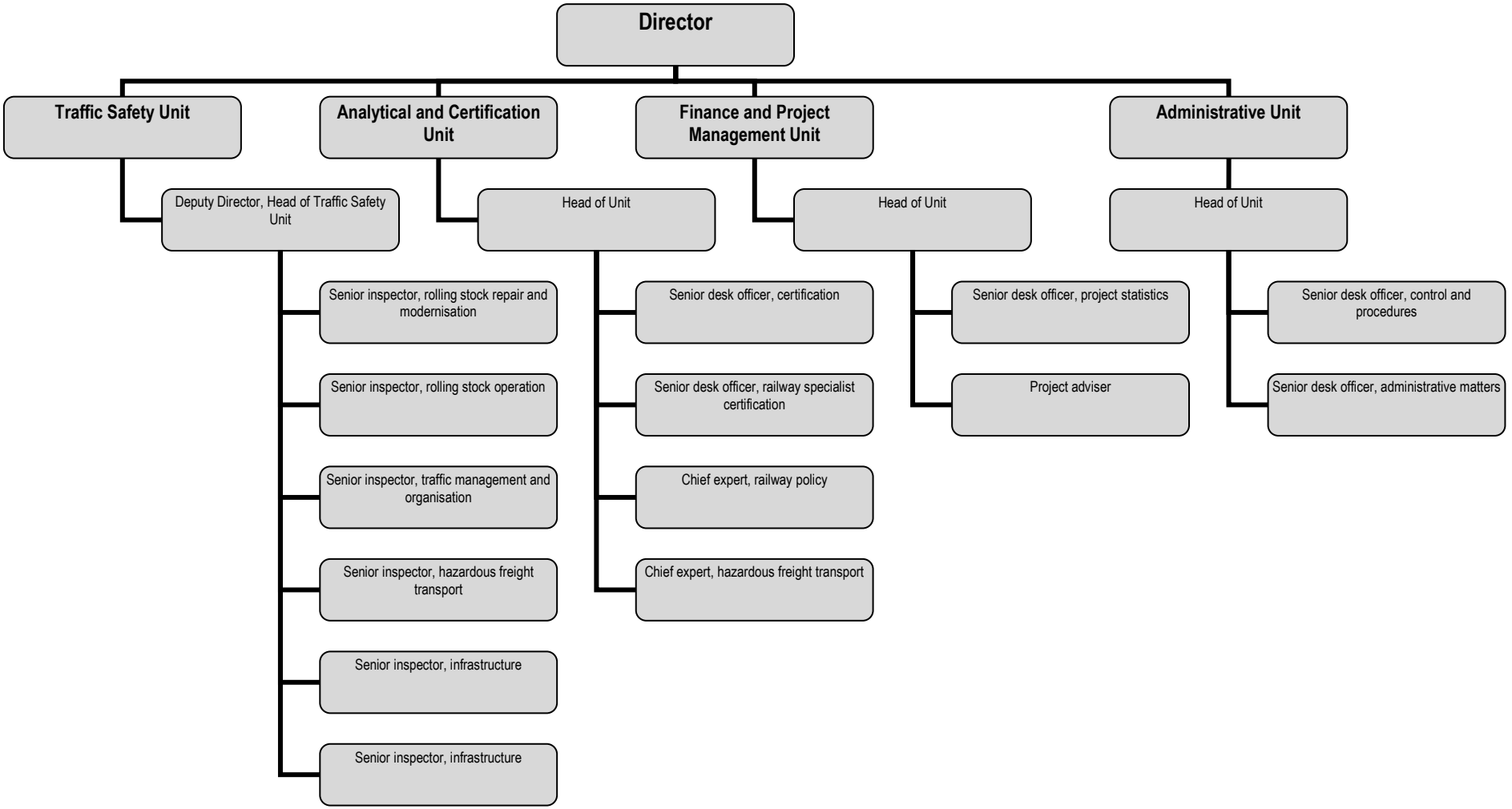
Public Infrastructure Manager (Situation as of 31 December 2009)

Name	State Joint Stock Company a/s Latvijas dzelzceļš
Website address	www.ldz.lv.
Network review	http://www.ldz.lv/texts_files/tikla_parskats_2009.pdf
Safety permit No. and date issued	LV-45, issued 26.08.2008, valid until 25.08.2013
Company registration date	01.10.1991
Total length of railways	**2,206.3 km (expanded)**
Including railways with 1,520 mm gauge width	2,172.9 km
750 mm gauge width	33.4 km
Electrified lines, km	**257.4 km**
Voltage	3.3 kV
Length of railways in operation	**1,850.8 km**
Length of double track railways	**302.8 km**
Length of high-speed lines	N/A
Total length of lines with ALSN installed	**882.745 km**
ALSN % of total length of railways	38.68 % of total length of railways in operation
Number of level crossings	556 (including non-operational)
Number of signal lights	4,531

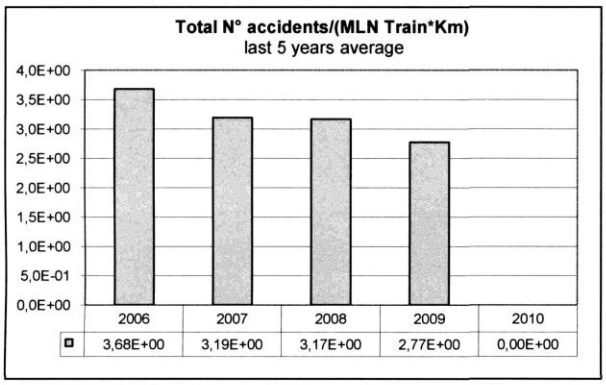
Operating Railway Transport Undertakings (Situation as of 31 December 2009)

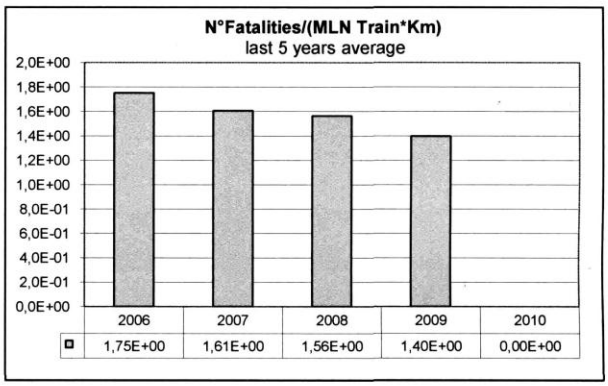
Name	State Joint Stock Company a/s Latvijas dzelzceļš	a/s Baltijas ekspresis	a/s Pasažieru vilciens	a/s Baltijas Tranzīta Serviss	SIA Gulbenes-Alūksnes bānītis	SIA LDZ Cargo
Website address	www.ldz.lv	www.asbe.lv	www.pv.lv		www.banitis.lv	www.ldz.lv
Safety certificate Part A	**-**	**LV1120080007**	**LV1120080003**	**LV1120080006**	**LV1120080001**	**LV1120090001**
Safety certificate Part B	**-**	**LV1220090004**	**LV1220080004**	**LV1220090003**	**LV1220080002**	**LV1220090002**
Safety certificate (Directive 2001/14)	**LV-1/2** (valid until 17.09.2009)	**-**	**-**	**-**	-	-
Company registration date	01.10.1991	08.01.1998	02.11.2001	13.05.1999	20.04.2001	09.12.2005
Transport type	Passenger	Freight	Passenger	Freight	Passenger	Passenger/freight
Number of locomotives	5	42	2	23	7	192
Number of handcars/trains	46 handcars 34 track machines 14 cranes	-	-	-	-	-
Number of vehicles	305 freight 38 passenger	-	180 electric train 114 diesel train	-	8 passenger 5 freight	4,898 rented 815
Number of traction vehicle drivers, including	**148**	**62**	**222**	**31**	**6**	**942**
instructors	5	1	5	2	2	19
drivers	120	53	146	11	4	546
assistant drivers	23	8	71	18	0	377
Passenger turnover	**366,000**	**-**	**21,148,431**	**-**	**18,304**	**271,762**
Freight turnover, t	**-**	**2,923,948**	**-**	**9,363,942**		**53,679,000**

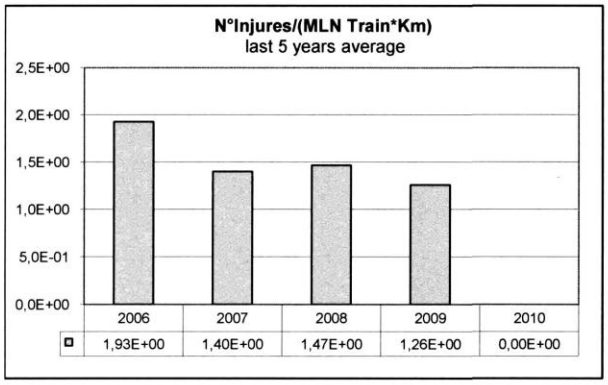
Structure of the State Railway Technical Inspectorate

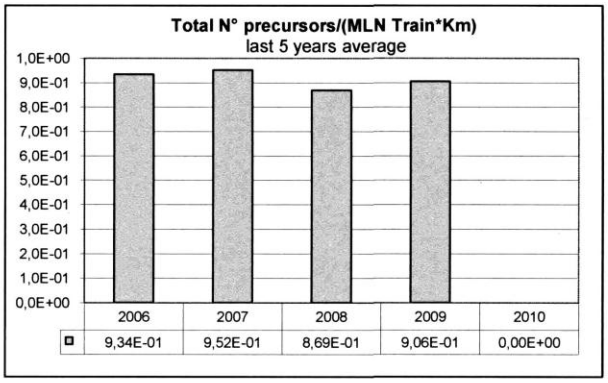


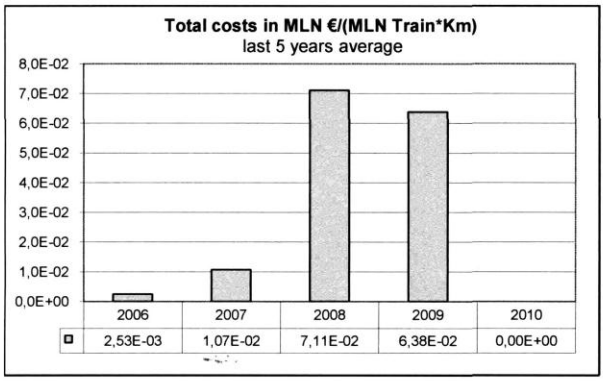
Safety Indicators in 2006–2009











2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2008 report: values related to the average among 2006, 2007 and 2008.
2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Appendix 5

Requirements	Legal Reference	Effective From	Amendments or New Regulatory Enactment	Description
National legislation				
Legislation that sets out tasks for the authority responsible for control and monitoring of technical railway operations	07.05.2009 Law **Amendments to the Railway Law** ("LV", 77 (4063), 19.05.2009)	02.06.2009	Amendments to a regulatory enactment	Section 33 – to exchange information about the principles and practice of the authority's work and decisions with the relevant authorities of the other European Union Member States (**new function**)
				Section 35 – safety certificate Part B shall be issued by the State Railway Technical Inspectorate to railway undertakings that conform to the specified requirements in the field of technical operations and the safety requirements, which deal with personnel, rolling stock and the internal structure of the commercial company, and which have a valid safety certificate Part A (**expanded function**)
	17.06.2009 Cabinet of Ministers Regulations No. 540, Amendments to the Cabinet of Ministers Regulations No. 156 of 21 February 2006, **"Regulations Regarding Appointment of Safety Advisers (Consultants), Vocational Qualification and Activities Thereof in the Field of Transport of Dangerous Goods"** ("LV", 97 (4083), 26.06.2009)	27.06.2009	Amendments to a regulatory enactment	Section 13 – A safety adviser (consultant) shall provide information and prepare a report to the merchant on any accident or violation at the undertaking of the merchant, which has taken place during transport, loading or unloading of any dangerous goods and has caused threats to human health, safety, property or damage to the environment. If requested, the merchant submits the report to the Road Transport Inspectorate (if the merchant's business deals with road transport) or the State Railway Technical Inspectorate (if the merchant's business deals with railway transport) (**expanded function**)

Requirements	Legal Reference	Effective From	Amendments or New Regulatory Enactment	Description
Regulations on assessment organisations etc.	17.06.2009 Cabinet of Ministers Regulations No. 539, **"Regulations Regarding Assessment of Conformity of Tank Wagons and Containers for Transport of Dangerous Freight by Rail"** („LV", 97 (4083), 26.06.2009)	01.07.2009	New regulatory enactment	The State Railway Technical Inspectorate takes the required measures so that only such tank wagons, IBC containers and containers be used and enter the market that are manufactured, maintained and used so as to pose no threat to human life, health and the environment (**specified function**)
Railway Traffic Safety Regulations				
Regulations on safety management systems and safety certification of railway transport undertakings	07.05.2009 Law **Amendments to the Railway Law** ("LV", 77 (4063), 19.05.2009)	02.06.2009	Amendments to a regulatory enactment	Section 35 – objections to and appeals against decisions regarding the issue, revocation or suspension of certificates do not suspend the effect thereof
Regulations on safety management systems and safety certification of railway transport undertakings	07.05.2009 Law **Amendments to the Railway Law** ("LV", 77 (4063), 19.05.2009)	02.06.2009	Amendments to a regulatory enactment	Section $35.^1$ – objections to and appeals against decisions regarding the issue, revocation or suspension of a permit do not suspend the effect thereof
Regulations on safety management systems of railway transport undertakings and vehicle operators	07.05.2009 Law **Amendments to the Railway Law** ("LV", 77 (4063), 19.05.2009)	02.06.2009	Amendments to a regulatory enactment	Section $35.^1$ – objections to and appeals against decisions regarding the issue, revocation or suspension of a permit do not suspend the effect thereof
Regulations on safety management systems of railway transport undertakings and repair undertakings	07.05.2009 Law **Amendments to the Railway Law** ("LV", 77 (4063), 19.05.2009)	02.06.2009	Amendments to a regulatory enactment	Section $35.^1$ – objections to and appeals against decisions regarding the issue, revocation or suspension of a permit do not suspend the effect thereof
Regulations on permits for acceptance for operation and maintenance of new or overhauled rolling stock	17.06.2009 Cabinet of Ministers Regulations No. 565, "Amendments to the Cabinet of Ministers Regulations No. 234 of 18 June 2002, **'Regulations Regarding Transportable Pressure Equipment'"** („LV", 98 (4048), 27.06.2009)	01.07.2009	Amendments to a regulatory enactment	Sections $12.^1$, $12.^2$, $12.^3$ – requirements regarding operation of tank wagons Appendix 2 – sample railway tank wagon passport

	28.07.2009 Cabinet of Ministers Regulations No. 823, "Amendments to Cabinet of Minister Regulations No. 377 of 22 April 2004, **'Regulations Regarding Transport of Liquid Freights in Tank Wagons'"** („LV", 121 (4107), 31.07.2009)	01.08.2009	Amendments to a regulatory enactment	Requirements for use of tank wagons
Requirements	**Legal Reference**	**Effective From**	**Amendments or New Regulatory Enactment**	**Description**
Regulations on requirements for personnel performing tasks critical for safety, including personnel selection criteria, health status, vocational training and certification	07.05.2009 Law **Amendments to the Railway Law** ("LV", 77 (4063), 19.05.2009)	02.06.2009	Amendments to a regulatory enactment	Section 37 – objections to and appeals against decisions regarding the issue, revocation or suspension of a certificate do not suspend the effect thereof
	10.03.2009 Cabinet of Ministers Regulations No. 219, **"Procedures for Performance of Mandatory Health Examinations"** ("LV", 41 (4027), 13.03.2009)	01.04.2009	New regulatory enactment	Appendix 1 – working environment harmful to health; Appendix 2 – work in special conditions
	17.06.2009 Cabinet of Ministers Regulations No. 540, "Amendments to the Cabinet of Ministers Regulations No. 156 of 21 February 2006, **'Regulations Regarding Appointment of Safety Advisers (Consultants), Vocational Qualification and Activities Thereof in the Field of Transport of Dangerous Goods'"** („LV", 97 (4083), 26.06.2009)	27.06.2009	Amendments to a regulatory enactment	Section 30 – requirements on vocational qualification of safety adviser (consultant) Appendix 2 – simplifying annual report form for security advisers
Regulations on permits to accept for operation and maintain new or overhauled infrastructure facilities	28.04.2009 Cabinet of Ministers Regulations No. 366, "Amendments to the Cabinet of Ministers Regulations No. 3 of 2 January 2008, **'Railway Building Regulations'"** („LV, 70 (4056), 07.05.2009)	08.05.2009	Amendments to a regulatory enactment	Organisation of construction permits process

Development of the Certification Process (Statistical Data)

1. Safety Certificates Issued Pursuant to Directive 2004/49/EC

		New		Corrected/ Amended		Renewed	
		2008	2009	2008	2009	2008	2009
Issued safety certificates **Part A**	undertakings registered in Latvia	**5**	**1**	-	**1**	-	-
	undertakings registered in other Member States	-	-	-	-	-	-
Issued safety certificates **Part B**	undertakings registered in Latvia	**3**	**5**	-	-	-	-
	undertakings registered in other Member States	-	-	-	-	-	-

			A		R		P	
			2008	2009	2008	2009	2008	2009
Applications for safety certificate **Part A**	undertakings registered in Latvia	New certificates	**5**	**1**	-	-	-	-
		Corrected/amended certificates	-	**1**	-	-	-	-
		Renewed certificates	-	-	-	-	-	-
	undertakings registered in other Member States	New certificates	-	-	-	-	-	-
		Corrected/amended certificates	-	-	-	-	-	-
		Renewed certificates	-	-	-	-	-	-
Applications for safety certificate **Part B**	undertakings registered in Latvia	New certificates	**3**	**5**	-	-	-	-
		Corrected/amended certificates	-	-	-	-	-	-
		Renewed certificates	-	-	-	-	-	-
	undertakings registered in other Member States	New certificates	-	-	-	-	-	-
		Corrected/amended certificates	-	-	-	-	-	-
		Renewed certificates	-	-	-	-	-	-

A = Approved applications, safety certificates have been issued
R = Rejected applications, safety certificates have not been issued
P = Application has been submitted and will be considered, but safety certificate has not been issued as yet

2. List of Countries Where Railway Transport Undertakings Applying for Safety Certificate Part B Received Safety Certificate Part A

Latvia

3. Safety Permits Issued Pursuant to Requirements of Directive 2004/49/EC

	New		Corrected /Amended		Renewed	
	2008	2009	2008	2009	2008	2009
Number of safety permits issued to infrastructure managers	**14**	**7**	-	**3**	-	-

		A		R		P	
		2008	2009	2008	2009	2008	2009
Applications for safety permits submitted by infrastructure managers	New certificates	**14**	**7**	-	-	-	-
	Corrected/amended certificates	-	**3**	-	-	-	-
	Renewed certificates	-	-	-	-	-	-

A = Approved applications, safety permits have been issued
R = Rejected applications, safety certificates have not been issued
P = Application has been submitted and will be considered, but safety certificate has not yet been issued

4. Procedural Aspects of Safety Certification – Safety Certificate Part A

		New	Corrected/ Amended	Renewed
Average period of time from submission of application to issue of safety certificate Part A	undertakings registered in Latvia	**1 month**	**1 month**	**1 month**
	undertakings registered in other Member States	-	-	-

5. Procedural Aspects of Safety Certification – Safety Certificate Part A

		New	Corrected/ Amended	Renewed
Average period of time from submission of application to issue of safety certificate Part B	undertakings registered in Latvia	**1 month**	**1 month**	**1 month**
	undertakings registered in other Member States	-	-	-

6. Procedural Aspects of Safety Permits

		New	Corrected/ Amended	Renewed
Average period of time from submission of application to issue of safety permit	undertakings registered in Latvia	**1 month**	**1 month**	**1 month**
	undertakings registered in other Member States	-	-	-