

State Railway Inspectorate under the Ministry of Transport and Communications of Lithuania – the National Safety Authority of the Republic of Lithuania

Report for 2007

A.1. Scope of the report

Metinėje saugos ataskaitoje yra apibendrinami Inspekcijos darbo rezultatai, pateikiama informacija apie 2007 m. atliktus patikrinimus, saugos srityje duotus įpareigojimus ir veiksmus, kurių buvo imtasi vadovaujantis anksčiau išleistomis rekomendacijomis, pateikiamos eismo saugos geležinkelių transporte užtikrinimo tendencijos bei problemos, su kuriomis susiduriama įgyvendinant Inspekcijai pavestas funkcijas. Taip pat ataskaitoje yra pateikiami svarbiausi teisės aktų, reglamentuojančių geležinkelių transporto eismo saugą, pasikeitimai, eismo saugos raida bendrųjų saugos rodiklių srityje, eismo įvykių statistiniai duomenys.	In this annual safety report are given result of the Inspectorate work, information accounting for the inspections carried out in 2007, the safety obligations that were issued and actions taken in accordance with recommendations issued previously, safety trends in the railway field, problems as well as reached results. Also important changes in legislation concerning railway safety, the development of railway safety on CSIs, statistical data of accidents are given in this report.
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B.1. Introductory Section

Numatoma Saugos ataskaitos auditorija: kiekvienas suinteresuotas asmuo (ji viešai paskelbta Inspekcijos internetiniame puslapyje), ERA. Ataskaitos tikslas – apibendrinti informaciją apie geležinkelių transporto eismo saugą Lietuvoje 2007 metais, palyginti saugos būklę su 2006 metais, atsiskaityti ERA apie NSI nuveiktus darbus, informuoti apie įvykusius teisės aktų pokyčius ir kitus esminius įvykius 2007 metais.	Intended audience of the report is everybody who is interested in it – it is public (you can find it in Inspectorate’s website), ERA. The purpose of the report – to summarize the information of railway safety in Lithuania in 2007, to compare safety level with the year 2006, to report to ERA about NSA main activities, about changes in legislation and essential events in railway safety in 2007.
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B.2. Railway Structure information

Informacija apie geležinkelių sistemos struktūrą yra pateikta Priede A: - Lietuvos Respublikos geležinkelių tinklo žemėlapis (Schema A.1.); - Geležinkelio įmonių (vežėjų) ir geležinkelių infrastruktūros valdytojų sąrašas (Lentelė A. 2.).	Railway System Structure information is showed in ANNEX A: - Network map of the Republic of Lithuania (Chart A.1.); - List of Railway Undertakings (operators) and Infrastructure Managers (Chart A.2.).
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Bendras geležinkelių eksploatacinis ilgis yra 2180,9 km, 94,6 % iš jų sudaro vienkeliai. Geležinkelių linijų pasiskirstymas pagal vėžės plotį: 2158,8 km yra 1520 mm pločio vėžės, 22,1 km - 1435 mm pločio vėžės. Elektrifikuotų geležinkelių ilgis - 122,00 km. Yra 19 geležinkelio įmonių (vežėjų), turinčių licencijas verstis geležinkelių transporto ūkine komercine veikla. Iš viso yra išduota 24 licencijų (nes kai kurios įmonės turi 2 rūšių licencijas: vežti krovinius bei vežti keleivius), 5 iš jų galiojimas yra laikinai sustabdytas, taigi šiuo metu yra 19 galiojančių licencijų verstis geležinkelių transporto ūkine komercine veikla.	Total length of the network is 2180,9 km (94,6 % of single track). Distribution of railway lines under the track spread: 2158,8 km of 1520 mm track spread, 22.1 km of 1435 mm track spread. Total length of electrified track – 122,00 km. There are 19 Railway Undertaking (operators) having licences to run economic and commercial railway transport activities. Total number of issued licences is 24 (because some of the operators have 2 kinds of licenses: for freight and for passenger transportation), of which validity of 5 licences is terminated, so there are 19 valid licences to run on economic and commercial railway transport activities.
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B.3. Summary – general Trend Analysis

Inspekcijos kaip Nacionalinės saugos institucijos pagrindinis veiklos tikslas – įgyvendinti Lietuvos Respublikos geležinkelių transporto eismo saugos politiką, siekiant užtikrinti saugų geležinkelių transporto eismą ir geležinkelių transporto paslaugų teikimo kontrolę, organizuoti teisės aktų, reglamentuojančių geležinkelių transporto eismo saugą, reikalavimų įgyvendinimą ir užtikrinti jų vykdymo valstybinę priežiūrą. Saugos lygis, palyginti su 2006 m., pamažu gerėja. Tobulinami teisės aktai, reglamentuojantys geležinkelių transporto eismo saugą, NSI funkcijos plečiamos, siekiant dar pagerinti eismo saugą.	The main aim of the Inspectorate as the National Safety Authority is implementation of state administration functions in the field of railway operation, supervising railway companies according to the national legislation's requirements, organization of implementation of legal acts, concerning railway safety and assurance of it in a state level. Safety is slightly improving comparing to the year 2006. Improvements are being made in legal acts, NSA is implementing new functions in order to make a safety level in Lithuanian railways higher.
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C. Organisation

C.1. Introduction to the organization

Inspekcijos struktūra, lyginant su 2006 metais, nepasikeitė. 2007 m. pabaigoje Inspekcijoje dirbo 26 darbuotojai (palyginimui 2006 metais – 23 darbuotojai): - 13 jų dirba eismo saugos, sertifikavimo, licencijavimo, teisės aktų	The structure of the Inspectorate didn't change comparing to the year 2006. At the end of 2007 there were 26 employees (in comparison, in 2006 – 23 employees) working in the Inspectorate :
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geležinkelių transporto sektoriuje plėtojimo siekiant perkelti ES teisės aktų reikalavimus į nacionalinę teisę, srityse; - 4 dirba geležinkelių infrastruktūros bei riedmenų registravimo srityje; - 3 dirba rinkos priežiūros srityje; - 1 planuoja ir organizuoja finansinius institucijos reikalus; - 2 dirba administracinį darbą.	- 13 of them are working with traffic safety, certification, licencing, developing of legal acts in railway sector as well as implementing EU requirements into national legislation; - 4 of them are working with registration of railway infrastructure, rolling-stock; - 3 of them are working with market supervision field; - 1 of them plans and organizes finance items in the institution; - 2 of them in administrative work.
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C.2. Organisational flow

Santykiai tarp Inspekcijos ir kitų geležinkelių transporto subjektų (Lietuvos Respublikos Vyriausybės, Lietuvos Respublikos susisiekimo ministerijos, Katastrofų tyrimo vadovo, viešosios geležinkelių infrastruktūros valdytojo (AB „Lietuvos geležinkeliai“), geležinkelio įmonių (vežėjų), nepasikeitė.	The relationship among the Inspectorate and other subjects of railway transport (the Government of Republic of Lithuania, the Ministry of Transport and Communications, the Head of Accidents' Investigation, Public Railway Infrastructure Manager (JSC „Lithuanian Railways“), Railway Undertakings (operators), international institutions didn't change comparing to the year 2006.
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D. The development of railway safety

D. 1. Initiatives to maintain/ improve safety performances

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

Safety measure decided	Accidents/precursors which triggered the measure		
	Date	Place	Description of the event
NO			

D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures
NO	NO

D.2. Detailed data trend analysis

	Number of accidents	Number of fatalities	Number of injures	Number of precursors to accidents	Cost of all accidents, hours worked on safety	Technical safety of infrastructure and its implementation, management of safety
TOTAL	34	37	6	537	60001,68 euros, 8149,75 working hours	N.A.

Possible reasons: mostly – rolling stock failure, failure of railway infrastructure, of signaling system; Also - human factors, unauthorised people entering railway, meteorological factors, etc.

D.3. Results of safety recommendations

Saugos rekomendacijos duodamos kartu su įpareigojimais, geležinkelio įmonių ar infrastruktūros valdytojų patikrinimų metu. Jų per 2007 m. buvo 24. Iš jų įvykdyta 98%. Darytina išvada, kad įmonės Inspekcijos įpareigojimų, rekomendacijų laikosi. Laikydamosis rekomendacijų ir įpareigojimų geležinkelio įmonės ir infrastruktūros valdytojai pagerino saugos būklę (pataisė bėgius, pakeitė sugadintus pabėgius, pasirūpino trūkstama signalizacija, t.t.).	Safety recommendations are given together with obligations, while inspecting the RU or IM. There were 24 obligations and recommendations during 2007. 98% of them were fulfilled. To conclude – undertakings follow obligations and recommendations given by the Inspectorate. Following recommendations and obligations IM and RU improved level of railway safety (repaired old track lines, changed spoilt ties, put missing signaling, etc.).
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E. Important changes in legislation and regulation

Saugos direktyva įgyvendinta; pakeistas pagrindinis teisės aktas – Geležinkelių transporto kodeksas, priimti nauji teisės aktai (dėl NSI funkcijų, BSR, BSM, BST, NST, licencijų, saugos sertifikatų ir įgaliojimų eismo saugos srityje, leidimų išdavimo ir kita).

Saugos direktyvos 2 (2) (b) (savanoriškas elementas) įgyvendintas – siaurasis geležinkelis (600 mm and 750 mm) nepatenka į Saugos direktyvos įgyvendinimo priemonių ratą.

Pokyčiai nacionaliniuose teisės aktuose 2007 metais:

1. Inspekcijos nuostatai, patvirtinti 2006.12.27 LR susisiekimo ministro įsakymu Nr. 3-505. Įsigaliojo 2007.01.05;

2. Geležinkelio įmonių (vežėjų) ir geležinkelių infrastruktūros valdytojų saugos sertifikavimo taisyklės, patvirtintos 2003.01.23 LR susisiekimo ministro įsakymu Nr. 3-37 (pakeistos 2007.09.12);

3. Įmonių, atliekančių geležinkelių riedmenų techninę priežiūrą ir remontą, atestavimo taisyklės, pavirtintos 2004.07.24 LR susisiekimo ministro įsakymu Nr. 3-398 (pakeistos 2006.12.08), įsigaliojo 2007.01.01;

4. Leidimų pradėti naudoti Lietuvos Respublikoje transeuropinės geležinkelių sistemos struktūrinius posistemius ir geležinkelių riedmenis išdavimo taisyklės, patvirtintos 2006.12.22 LR susisiekimo ministro įsakymu Nr. 3-507, įsigaliojo 2007.07.01;

5. Darbuotojų, kurių darbas susijęs su geležinkelių transporto eismu, žinių tikrinimo aprašas, patvirtintas 2007.07.02 Valstybinės geležinkelio inspekcijos prie Susisiekimo ministerijos įsakymu Nr. V-56.

Esminiai įstatymų leidybos ir reguliavimo pokyčiai, svarbių pokyčių įstatymų leidybos ir reguliavimo srityje detalės yra išdėstyti Priede D.

Safety Directive is fully implemented: main legal act – Railway Transport Code was amended, new legal acts, concerning NSA functions, CSI, CSM, CST, NSR, licenses, safety certificates/authorizations, authorizations for putting into service, ECM, etc., were adopted.

Article 2 (2) (b) (voluntary element) is fulfilled – narrow gauge railway (600 mm and 750 mm) is excluded from the measures adopted in implementation of Safety Directive.

Changes in national legislation in 2007:

1. The regulation of the Inspectorate approved on 27.12.2006 by the order No.3-505 of the Ministry of Transport and Communications of Republic of Lithuania (amendment 27.12.2006), came into force 05.01.2007;

2. Rules on Safety Certification of Railway Undertakings and Infrastructure Manager – adopted on 23.01.2003 by Resolution No. 3-37 of the Ministry of Transport and Communications of the Republic of Lithuania (amended 12.09.2007);

3. The rules of certification of maintenance workshops – approved on 29.07.2004 by the order No.3-398 of the Ministry of Transport and Communications of Republic of Lithuania (new edition 08.12.2006);

4. Rules on issuing permits to use the transeuropean railway structural subsystems and rolling stocks in the Republic of the Lithuania – adopted on 22.12.2006 by Order of the Ministry of Transport and Communications of the Republic of Lithuania, came into force 05.01.2007;

5. The rules of staff, whose work is related to train traffic, examination – approved on 14.10.2004 by the order No. V-29 of the head of the State Railway Inspectorate under the Ministry of Transport and Communications (new edition 02.07.2007. Title changed: “The rules of staff, whose work is related to railway transport, examination”);

The essential changes in legislation and regulation, the details of the important changes in legislation and regulation are listed in ANNEX D.

F. The development of safety certification and authorization

F.1.National legislation- starting dates- availability

F.1.1 – Geležinkelio įmonių (vežėjų) ir geležinkelių infrastruktūros valdytojų saugos sertifikavimo taisyklės, patvirtintos 2003.01.23 Lietuvos Respublikos susisiekimo ministro įsakymu Nr. 3-37, įsigaliojo 2004.01.01. Jos buvo pakeistos (nauja redakcija) 2006.09.29, įsigaliojo 2006.11.01. F.1.2. Geležinkelio įmonių (vežėjų) ir geležinkelių infrastruktūros valdytojų saugos sertifikavimo taisyklės, patvirtintos 2003.01.23 Lietuvos Respublikos susisiekimo ministro įsakymu Nr. 3-37, įsigaliojo 2004.01.01. Jos buvo pakeisto (nauja redakcija) 2006.09.29, įsigaliojo 2006.11.01. F.1.3. Visi reikalingi teisės aktai gali būti rasti Inspekcijos internetiniame puslapyje, taip pat, pareiškus pageidavimą.	F.1.1 - Rules on Safety Certification of Railway Undertakings and Infrastructure Manager were adopted on 23.01.2003 by Resolution No. 3-37 of the Ministry of Transport and Communications of the Republic of Lithuania and came into force 01.01.2004. They were amended (new edition) in 29.09.2006 and came into force in 01.11.2006. F.1.2. Rules on Safety Certification of Railway Undertakings and Infrastructure Manager were adopted on 23.01.2003 by Resolution No. 3-37 of the Ministry of Transport and Communications of the Republic of Lithuania and came into force 01.01.2004. They were amended (new edition) in 29.09.2006 and came into force in 01.11.2006. F.1.3. All relevant legislation can be found in the website of the Inspectorate, also, on demand.
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F.3. Numerical data (Annex E)

Saugos sertifikatų ir įgaliojimų eismo saugos srityje išdavimo plėtotė chronologiniu požūriu yra pateikta Priede E.	All the numerical data on the development of safety certification and safety authorization are described in ANNEX E..
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F.3. Procedural aspects

3.1 Saugos sertifikato A dalis	3.1 Safety Certificates Part A	
3.1.1 2007 metais saugos sertifikato A dalies atnaujinimų/pakeitimų nebuvo. 3.1.2 2007 metais saugos sertifikato A dalių išduota nebuvo. 3.1.3 Paklausimų iš kitų NSI dėl informacijos, susijusios su saugos sertifikato A dalimi, išduota Lietuvos NSI, kai geležinkelio įmonė kreipiasi dėl saugos sertifikato B dalies išdavimo, patikrinimo/gavimo, 2007 metais nebuvo. 3.1.4 Su abipusio pripažinimo problemomis 2007 metais nesusidurta. 3.1.5 NSI imama valstybės rinkliava už saugos sertifikato A dalies išdavimą yra 1794 litai (520 Eurai) (Lietuvos Respublikos Vyriausybės nutarimas „Dėl konkrečių valstybės rinkliavos dydžių ir šios rinkliavos	3.1.1 There were no updatings/amendings of Part A Certificates in 2007. 3.1.2 There were no Part A Certificates issued for RU's in 2007. 3.1.3. There were no requests from other National Safety Authorities to verify/access information relating the Part A Certificates of a RU that has been certified in Lithuania, but applies for a Part B certificate in the other Member State in 2007. 3.1.4 There were no problems within the mutual acceptance of the Community recognized in 2007. 3.1.5 NSA Charging fee for issuing a Part A Certificate is 1794 litai (520 Euro) (Resolution on state charging fee adopted on 20.12.2000 by the Government of the Republic of Lithuania.	

mokėjimo ir grąžinimo taisyklių patvirtinimo“ (Žin., 2000, Nr. 108-3463; 2008, Nr. 73-2835) 3.1.6; 3.1.7 Paraiškų saugos sertifikato A daliai gauti 2007 metais nebuvo pateikta. 3.1.8 Pagrindinė geležinkelio įmonių minima problema yra sudėtingas eismo saugos valdymo sistemos apibrėžimas nacionaliniuose teisės aktuose bei eismo saugos valdymo sistemų kūrimo praktikos stoka Lietuvoje bei kitose šalyse. 3.1.9 Klausimynų, kurių pagalba geležinkelio įmonės galėtų išreikšti savo nuomonę dėl saugos sertifikato A dalies išdavimo procedūrų/praktikos, nėra, tačiau savo nuomonę geležinkelio įmonės gali išreikšti laisva forma.	3.1.6; 3.1.7 There were no applications for Part A Certificates in 2007. 3.1.8 The main problem mentioned by RU is difficult definitely of safety management system in national rules and limitation of practice of establishing safety management system in Lithuania and other countries. 3.1.9 There are no questionnaire prepared, but the RU's opinion on issuing procedures/practices could be expressed using free form.	
3.2 Saugos sertifikato B dalis 3.2.1 2007 metais saugos sertifikato B dalies atnaujinimų/pakeitimų nebuvo. 3.2.2 2007 metais saugos sertifikato B dalių išduota nebuvo. 3.2.3 NSI imama valstybės rinkliava už saugos sertifikato A dalies išdavimą yra 2436 litai (706 Eurai) 3.2.4; 3.2.5; 3.2.6 Paraiškų saugos sertifikato B daliai gauti 2007 metais nebuvo pateikta. 3.2.7 Klausimynų, kurių pagalba geležinkelio įmonės galėtų išreikšti savo nuomonę dėl saugos sertifikato B dalies išdavimo procedūrų/praktikos, nėra, tačiau savo nuomonę geležinkelio įmonės gali išreikšti laisva forma.	3.2 Safety Certificates Part B 3.2.1 There were no datings/amendings of Part B Certificates in 2007. 3.2.2 There were no Part B Certificates issued for RU's in 2007. 3.2.3 NSA Charging fee for issuing a Part B Certificate is 2436 litai (706 Euro). 3.2.4; 3.2.5; 3.2.6 There were no applications for Part B Certificates in 2007. 3.2.7 There are no questionnaire prepared, but the RU's opinion on issuing procedures/practices could be expressed using free form.	
3.3 Įgaliojimai eismo saugos srityje 3.3.1 2007 metais įgaliojimų eismo saugos srityje atnaujinimų/pakeitimų nebuvo. 3.3.2; 3.3.3; 3.3.4 2007 metais įgaliojimų eismo saugos srityje išduota nebuvo. 3.3.5 Klausimynų, kurių pagalba geležinkelio įmonės galėtų išreikšti savo nuomonę dėl įgaliojimų eismo saugos srityje išdavimo procedūrų/praktikos, nėra, tačiau savo nuomonę geležinkelio įmonės gali išreikšti laisva forma. 3.3.6 NSI imama valstybės rinkliava už įgaliojimų eismo saugos srityje išdavimą yra 2416 litai (700 Eurai).	3.3 Safety Authorisations 3.3.1 There were no datings/amendings of Safety Authorisations in 2007. 3.3.2; 3.3.3; 3.3.4 There were no Safety Authorisations issued in 2007. 3.3.5 There are no questionnaire prepared, but the RU's opinion on issuing procedures/practices could be expressed using free form. 3.3.6 NSA Charging fee for issuing Safety Authorisations is 2416 litai (700 Euro).	

G. Supervision of Railway Undertakings and Infrastructure Managers

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

2007 metais, vadovaujantis metiniu Inspekcijos darbo planu, atlikti 180	According the annual plan of inspection of the Inspectorate, there were
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planuoti patikrinimai, 10 neplaninių patikrinimų. 2007 m. per patikrinimus nustatyta 687 geležinkelių transportą reglamentuojančių teisės aktų pažeidimų, dėl jų surašyti 33 administracinių teisės pažeidimų protokolai ir 24 įpareigojimai ir rekomendacijos. Patikrinimus atlieka Eismo saugos kontrolės skyriaus inspektoriai. Patikrinimus atlieka 7 inspektoriai (26,9 % Inspekcijos darbuotojų). Patikrinimų ekonominiai aspektai nėra įvertinti. Esminių pastabų, į kurias turėtų atsižvelgti Inspekcija 2007 metais nebuvo.	180 planned inspections made in 2007. Also there were 10 unplanned inspections There were 687 violations of railway transport traffic safety rules identify in 2007: delivered protocols (penalties) – 33, delivered obligations and recommendations – 24. Inspections are carried out by the inspectors of Traffic Safety Control division of the Inspectorate. Manpower available for inspections – 7 inspectors (26,9 % of the Inspectorate. Economical aspects of inspections aren't valued. There were no sensitive points to follow-up by the Inspectorate in 2007.
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G. 2.Submission of all Infrastructure Managers and Railway Undertakings (operators) annual safety reports according to Article 9(4) Safety Directive by the legal deadline

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
Number of inspections of RUs/IMs for 2007	planned	-	-	-	-
	carried out	-	-	-	-

H. Conclusions – Priorities – Results of safety recommendations

Ataskaitos išvados:	Conclusions of the report:
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- Nacionalinės saugos institucijos funkcijos išplėstos, jai suteikta daugiau galių; - Atsižvelgiant į naujus ES teisės aktus, buvo priimta naujų ar pakeisti kai kurie esami nacionaliniai teisės aktai; - 2007 m. įvyko 34 geležinkelių transporto eismo įvykiai. Lyginant su 2006 m. tai šiek tiek mažesnis skaičius. 2007 metais nebuvo išduota saugos sertifikatų ar įgaliojimų eismo saugos srityje, nes nebuvo pateikta paraiškų. Pagal galiojančias sertifikavimo taisykles geležinkelio įmonės, kurios turi senus sertifikatus, turi kreiptis dėl naujų sertifikatų iki 2010.009.01, o naujos geležinkelio įmonės turi kreiptis prieš pradėdamos veikti. Inspekcijos veiklos prioritetai geležinkelių transporto eismo saugos srityje: - nuolat gerinti, tobulinti saugos geležinkeliuose valdymo sistemą, atsižvelgiant į ES teisės aktų ir mokslo, technikos pažangos raidą bei teikiant pirmenybę geležinkelių transporto eismo įvykių prevencijai; - kelti geležinkelio įmonių (vežėjų) ir infrastruktūros valdytojų darbuotojų, atsakingų už eismo saugą, kvalifikaciją (nauji atestavimo reikalavimai); - griežtinti asmenų atsakomybę už geležinkelių transporto eismo saugą reglamentuojančių teisės aktų pažeidimus ir nepakankamą eismo saugos kontrolę (Lietuvos Respublikos administracinio teisės pažeidimo kodekso pakeitimai); - pagalba geležinkelio įmonėms (vežėjams) ir infrastruktūros valdytojams diegiant saugos valdymo sistemas; - eismo organizavimo reglamentavimas tarp viešosios infrastruktūros valdytojo ir privažiuojamųjų geležinkelių kelių naudotojų. Saugos rekomendacijos Saugos rekomendacijos duodamos kartu su įpareigojimais, geležinkelio įmonių ar infrastruktūros valdytojų patikrinimų metu. Jų per 2007 m. buvo 24. Iš jų įvykdyta 98%. Darytina išvada, kad įmonės Inspekcijos įpareigojimų, rekomendacijų laikosi.	- New responsibilities and rights were set down for NSA. - - According to the requirements of EU legal acts, national legal basis was also amended, some new legal acts were adopted; - There were 34 railway transport events in 2007. This number is smaller comparing to the year 2006. - - There were no safety certificates/authorizations issued during 2007, because there were no applications. According to Safety certification rules, RUs, who have old safety certificates, must apply for a new safety certificate until the 01.09.2010 and new RU have to apply for safety certificate before exploitation. - - The priorities of the activity of the Inspectorate in the fields of railway transport traffic safety: - to maintain and continuously improve the management of railway safety, taking into consideration the development of EU legislation and technical and scientific progress and giving priority to the prevention of railway transport events; - to improve the qualification of the personnel responsible for railway transport traffic safety of Railway Undertakings (operators) and Railway Infrastructure Managers (new requirements of certification of the personnel responsible for railway transport traffic safety); - to tighten the responsibility for violation of the requirements of railway transport traffic safety and infeasible control of railway transport traffic safety (the amendment of the Violation of Administrative Law Code); - help to Railway Undertakings (operators) and Railway Infrastructure Managers installing the Safety Management System; - the regulation of railway transport traffic organization between the Public Infrastructure Manager and approaching railway roads users. Safety recommendations Safety recommendations are given together with obligations, while inspecting the RU or IM. There were 24 obligations and recommendations during 2007. 98% of them were fulfilled. To conclude – undertakings follow obligations and recommendations given by the Inspectorate.
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ANNEX A: Railway Structure Information

Chart A.1. Network map

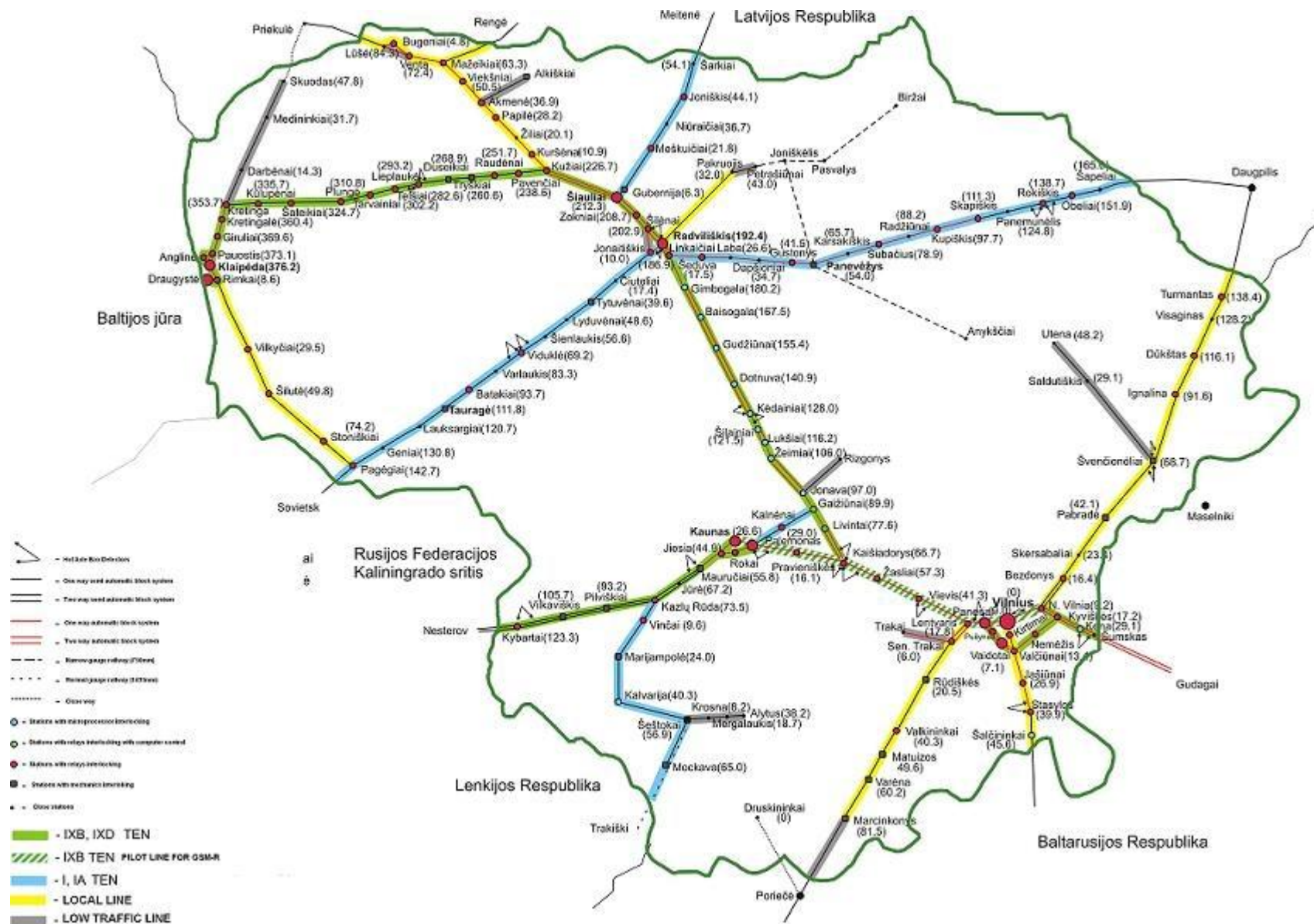


Chart A.2. List of Railway Undertakings and Infrastructure Managers

Chart A.2.1. Infrastructure Manager(s)

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
JSC „Lithuanian Railways“	Mindaugo 12/14, 03603 Vilnius, Lithuania	www.litrail.lt	2004-12-23, No. 000001	1999-07-18	2158,8 km / 1520 mm; 22,1 km / 1435 mm	122 Km	2180,9 km	N. A.	24,99 %	531	N. A.

Chart A.2.2. Railway Undertaking(s)

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
JSC „Lithuanian Railways“	Mindaugo 12/14, 03603 Vilnius, Lithuania	www.litrail.lt	No. 000002 2004-12-23; No. 000003 2004-12-23	- -	1999-07-18	Passenger Freight	245	61	214 9706		430,5 million passengers km	12896 million Tkm
„Transachema“	Jonaulakio km. Ruklosen., Jonavos raj.	www.transachema.lt	No. 000001 2004-12-15	-	1999-01-01	Freight	6	N. A.	1000	24	-	N. A.
JSC „Unigela“	Žilvičių 38A, Vilnius	-	-	-	1997-12-02	Passenger Freight	3	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Eismina“	Vytienio 18-24, Kaunas		-	-	1998-04-02	Passenger Freight	2	N. A.	100	14	N. A.	N. A.
JSC „Vestaka“	J. Basanavičiaus 11-1, Vilnius	www.vestaka.lt	-	-	1999-05-13	Passenger Freight	3	N. A.	N. A.	31	N. A.	N. A.

JSC „Bega“	Nemuno 2B, Klaipėda	www.bega.lt	-	-	1992-02-24	Freight	6	N. A.	N. A.	15	N. A.	N. A.
JSC „Medial Trans“	Laisvės 60, Vilnius		-	-	2003-07-21	Freight	N. A.	N. A.	N. A.	6	N. A.	N. A.
JSC „Klaipėdos Smelte“	Nemuno g. 2, Klaipėda	www.smelte.lt	-	-	2007-11-27	Freight	5	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Energijos sistemu servisas“	Taikos pr. 147, Kaunas	www.enss.lt	-	-	2007-11-27	Freight	2	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Akmenės cementas“	J. Dalinkeviči aus g. 2, Naujoji Akmenė	www.cementas.lt	-	-	2008-01-21	Freight	5	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Gargždų geležinkelis“	Gamyklos g. 21, Gargždai	-	-	-	2008-01-21	Freight	9	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Nilma“	Nemauno g. 31, Kaunas	www.nilma.lt	-	-	2008-01-21	Freight	1	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Geležinkelio tiesimo centras“	Trikampio g. 10. Lentvaris, Traku raj.	ww.gtc.w3.lt	-	-	2008-03-12	Freight	7	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Vakaru krova“	Minijos g. 180, Klaipėda	www.wsy.lt	-	-	2008-03-12	Freight	1	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Granitinė skalda“	Granito g. 2, Vilnius	-	-	-	2008-06-16	Freight	1	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Vitras“	Rasu g. 9, Vilnius	www.vitras.lt	-	-	2008-06-16	Freight	1	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Lifosa“	Juodkiskio g. 50, Kedainiai	www.lifosa.com	-	-	2008-06-16	Freight	2	N. A.	N. A.	N. A.	N. A.	N. A.
JSC „Vilniaus gelžbetoninių konstrukcijų gamykla Nr. 3“	Baltupio g. 3, Vilnius	www.gkg3.lt	-	-	2008-06-16	Freight	2	N. A.	N. A.	N. A.	N. A.	N. A.

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

Chart B.1. Internal organisation of the Inspectorate

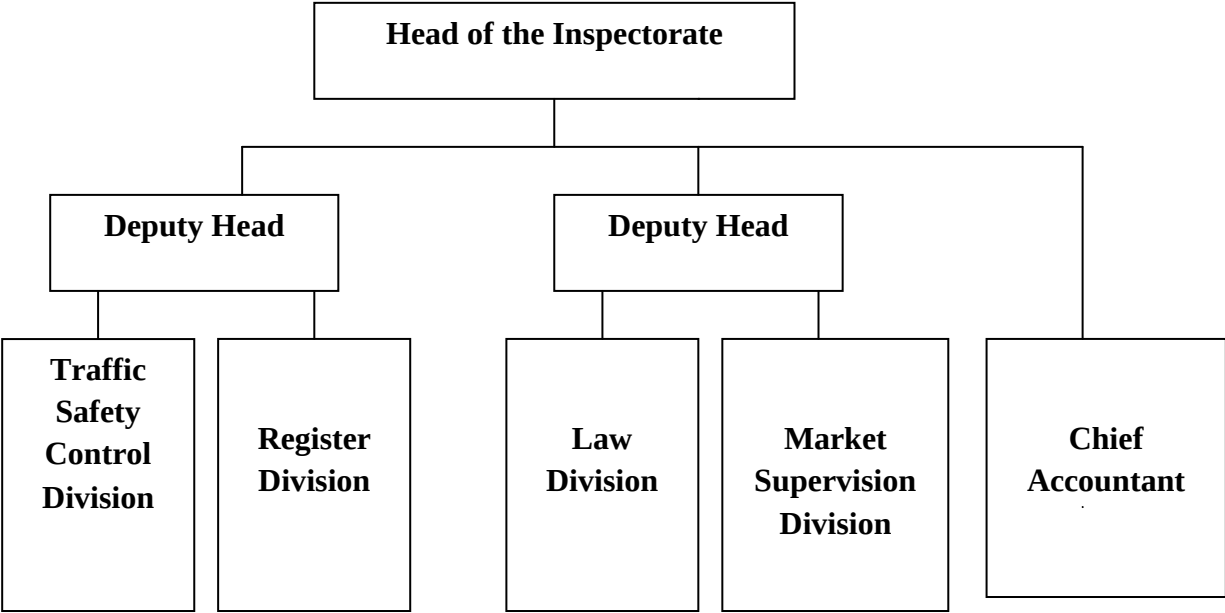
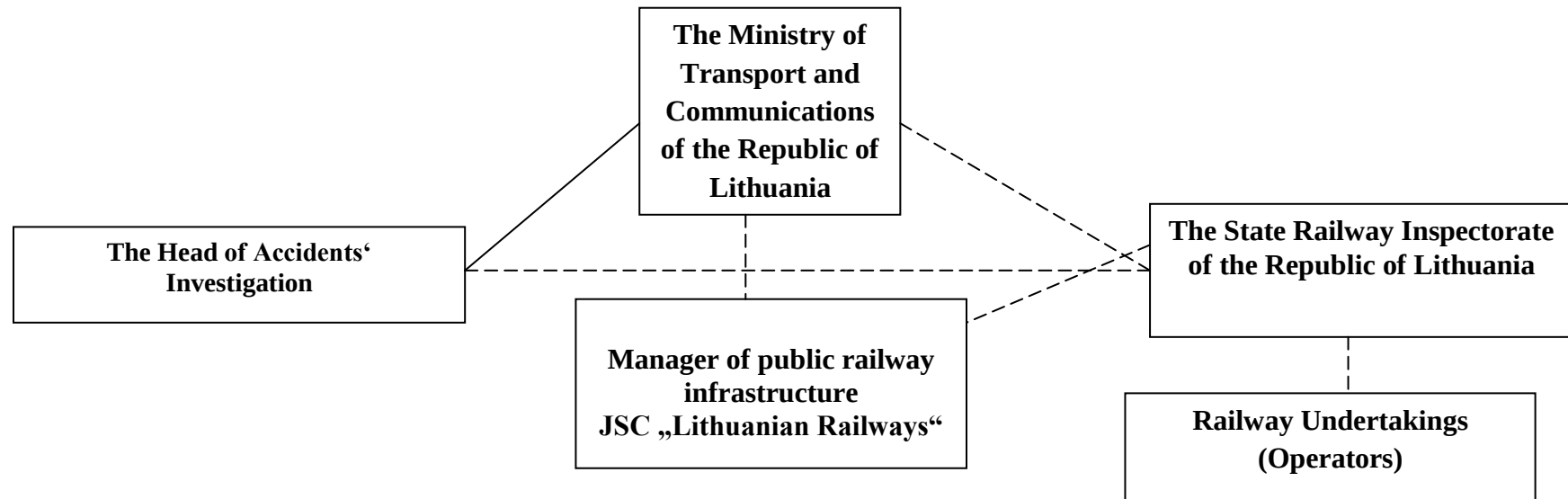


Chart B.2. Relationship with other National Bodies



ANNEX C.2. Definitions used in the annual report

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

Planinis patikrinimas – tai patikrinimas, kuris yra suplanuotas iš anksto (laiko atžvilgiu). Neplaninis (netikėtas) patikrinimas – patikrinimas, reikalaujantis neatidėliotinų veiksmų ir apie kurį geležinkelio įmonei (vežėjui), geležinkelių infrastruktūros valdytojui ar kitiems subjektams nėra iš anksto pranešama. Mirtys (žuvęs žmogus) – tai žmogus, žuvęs iš karto arba per 30 dienų dėl avarijoje patirtų sužeidimų, išskyrus savižudžius. Sužeidimai (rimtai sužeistas žmogus) – tai sužeistas žmogus, kuris buvo paguldytas į ligoninę daugiau nei 24 valandoms dėl avarijoje patirtų sužeidimų, išskyrus mėginusius nusižudyti. Keleiviai kilometrui – tai mato vienetas, išreiškiantis vieno keleivio transportavimą geležinkelių transportu vieno kilometro atstume. Geležinkelio keleivis – tai asmuo, neįskaitant geležinkelio įmonės (vežėjo) darbuotojų, kuris keliauja geležinkelių transportu. Įskaičiuojami keleiviai, norintys įlipti (išlipti) į (iš) judančio traukinio. Savižudybė – tai sąmoningas savęs sužalojimo veiksmas, kurio pasekmė yra mirtis. Traukinys - suformuotas ir sukabintas vagonų sąstatas su vienu ar keliais veikiančiais lokomotyvais, taip pat važiuojantys lokomotyvai ar kiti savaeigiai riedmenys, turintys reikiamus signalus ir numerį. Traukiniai kilometrui - tai mato vienetas, išreiškiantis traukinio judėjimą viename kilometre.	Planned inspections - means the inspections that are planned in the future (in the time). Unplanned inspections - means the inspections that require an immediate action and which aren't preliminary announced to the RUs, IMs and etc. Deaths (killed person) - means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides. Injures (seriously injured person) - means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides. Passenger-km - means the unit of measure representing the transport of one passenger by rail over a distance of one kilometer. Only the distance on the national territory of the reporting country shall be taken into account. Railway passenger - means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included. Suicide - means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority. Train - means a formation of railway cars coupled with one or several operating locomotives; locomotives and other self-propelled rolling stock equipped with appropriate signals and numbers. Train*Km - means the unit of measure representing the movement of a train over one kilometer. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national
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Patikrinimas - atitikimo įvertinimas, atliekant apžiūrą ir vertinimą kartu su išmatavimais, tyrimais ir matų tikrinimu, sisteminis, nepriklausomas ir dokumentuotas procesas, kurio tikslas gauti patikrinimo įrodymus ir juos objektyviai įvertinti, siekiant nustatyti, kaip buvo įvykdyti patikrinimo kriterijai.	territory of the reporting country shall be taken into account. Inspection - conformity evaluation by observation and judgement accompanied as appropriate by measurement, testing or gauging; systematic, independent and documented process for obtaining inspection evidence and evaluating it objectively to determine the extent to which inspection criteria are fulfilled.
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Chart C.2.2. National definitions

Geležinkelio įmonė (vežėjas) – licencijuota įmonė, keleiviams, bagažui ir (ar) kroviniams vežti naudojanti viešąją geležinkelių infrastruktūrą ir užtikrinanti trauką teisėtai valdomomis traukos priemonėmis, taip pat įmonė, kuri tik teikia traukos priemones. Geležinkelių transporto eismo įvykis – įvykis, kai geležinkelių transporto eismo metu dėl gaivalinių nelaimių, techninių priežasčių ar nustatytų geležinkelių transporto eismo saugos reikalavimų nesilaikymo ar netinkamo laikymosi atsiranda žalingos pasekmės. Eismo įvykiai skirstomi į katastrofas, avarijas ir riktus Avarija – geležinkelių transporto eismo įvykis, kai susiduria traukiniai, geležinkelių riedmenys, traukiniai su geležinkelių riedmenimis ar statiniais, įrengimais, geležinkelių riedmenys nurieda nuo bėgių, įvyksta geležinkelių transporto eismo įvykis pervažose, dėl judančių geležinkelių riedmenų sužalojami ne daugiau kaip keturi žmonės ir kyla gaisras geležinkelių transporte. Katastrofa – eismo įvykis, kai dėl traukinių ir geležinkelių riedmenų susidūrimo ar traukinių ir geležinkelių riedmenų nuriedėjimo nuo bėgių, traukinių ir geležinkelių riedmenų susidūrimo su kelių transporto ar kitomis transporto priemonėmis žūva vienas ir daugiau žmonių arba sužalojami penki ir daugiau žmonių, arba padaryta ne mažesnė kaip 2 milijonų eurų žala geležinkelių infrastruktūrai, geležinkelių riedmenims, aplinkai arba fizinių ar juridinių asmenų turtui, taip pat bet kuris kitas panašus eismo įvykis, dėl kurio nebegalima kontroliuoti ir (ar) valdyti eismo saugos geležinkeliuose. Riktas – eismo įvykis, kuris kilo dėl geležinkelių riedmenų ir traukinių eksploatavimo, turėjo neigiamą poveikį eismo saugos kontrolei ir valdymui eksploatavimo metu, bet nesukėlė katastrofos ir avarijos padarinių.	Railway undertaking - means a licensed undertaking which uses public railway infrastructure for the transport of passengers, luggage and/or goods and ensures traction by using legitimate means; this also includes undertakings which provide traction only. Railway transport event – an event when during railway transport traffic harmful consequences appear due to elemental forces, technical causes or due to violation or undue observance of the established railway transport traffic safety requirements. Railway traffic events are divided into train crashes, accidents and incidents. Accident – a railway transport event when collision of trains, rolling-stock, trains with rolling-stock or with erections, equipment takes place, when derailment of rolling-stock occurs, when a railway traffic event occurs in level-crossings, when rolling-stock in motion results in no more than four injured persons and fire breaks out in railway transport. Catastrophe – a traffic event when collision of trains and rolling-stock or derailment of trains or rolling-stock, or collision of trains and rolling-stock with road transport or other means of transport takes place, resulting in at least one killed or five or more injured persons, or bringing damage of not less than 2 million EUR to railway infrastructure, rolling-stock, environment or property of legal or natural persons; including any other kind of traffic event due to which it is impossible to control and/or manage railway traffic safety. Incident – a traffic event caused by exploitation of rolling-stock and trains, resulting in negative consequences upon control and management of traffic safety during the process of exploitation, though not bringing on train crash or accident consequences.
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Geležinkelių transporto eismo sauga (toliau – eismo sauga) – geležinkelių transporto eismo būklė, kai keleiviai, kiti geležinkelių transporto eismo dalyviai ir kiti asmenys, taip pat geležinkelių infrastruktūra, geležinkelių riedmenys bei vežami kroviniai ir bagažas yra apsaugoti nuo eismo įvykių ir jų padarinių. Geležinkelių transporto eismas – traukinių eismas ir manevrai (geležinkelių riedmenų judėjimas geležinkelių keliais).	Railway transport traffic safety (hereinafter referred to as traffic safety) – a condition of railway transport traffic when passengers, other railway transport traffic participants and other persons, as well as railway infrastructure, rolling-stock and cargo and baggage transported are all protected from traffic events and their consequences. Railway transport traffic – train traffic and shunting (motion of rolling-stock by railway)
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ANNEX C.3. Abbreviations

ES	Europos Sąjunga	EU	European Union
EGA	Europos Geležinkelių Agentūra	ERA	European Railway Agency
NSI	Nacionalinė Saugos Institucija	NSA	Network Safety Authority
GĮ	Geležinkelio įmonė (vežėjas)	RU	Railway Undertaking
IV	Infrastruktūros valdytojas	IM	Infrastructure Manager
AB	Akcinė bendrovė	JSC	Joint Stock Company
VŠĮ	Viešoji įstaiga	PI	Public Institution
BI, ALS	Budrumo įrenginys, Automatinė lokomotyvų signalizacija	ATP	Automatic Train Protection
GP	Geležinkelio pervaža	LC	Level Crossing
TSS	Techninė sąveikos specifikacija	TSI	Technical Specification on Interoperability

ANNEX D: Important changes in legislation and regulation

Annual Report	
General national railway safety legislation	
Legislation concerning the national safety authority	Change of tasks, new tasks (expanded functions, responsibilities)
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	none
National rules concerning railway safety	
Rules concerning national safety targets and methods	none
Rules concerning requirements for safety management systems and safety certification of railway undertakings	New and changed requirements including the implementation of EU legislation (Regulation 653/2007/EC)
Rules concerning requirements for safety management systems and safety authorisation of infrastructure managers	New and changed requirements including the implementation of EU legislation (Regulation 653/2007/EC)
Rules concerning requirements for wagonkeepers	none
Rules concerning requirements for maintenance workshops	New and changed requirements including the implementation of EU legislation
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between railway undertakings, registration systems and requirements on testing procedures	New requirements including the implementation of EU legislation; (TSIs, RID)
Common operating rules of the railway network including rules relating to the signalling and traffic procedures	none
Rules setting out requirements for additional internal operating rules (company rules) that must be established by the infrastructure managers and railway undertakings	none
Rules concerning requirements for staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	New and changed requirements
Rules concerning the investigation of the accident and incidents including recommendation	none
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	none
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	New requirements including the implementation of EU legislation; (TSIs)

	Legal reference	Date legislation comes into force	Reason for introduction (specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
Legislation concerning the national safety authority	1. The regulation of the Inspectorate approved on 27.12.2006 by the order No.3-505 of the Ministry of Transport and Communications of Republic of Lithuania (amendment 27.12.2006);	05.01.2007	1. Amendment of Law	1. Targets, functions, responsibilities, principles of work of the NSA were changed, new functions delegated.
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	-	-	-	-
National rules concerning railway safety				
Rules concerning national safety targets and methods	-	-	-	-
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	1. Rules on Safety Certification of Railway Undertakings and Infrastructure Manager – adopted on 23.01.2003 by Resolution No. 3-37 of the Ministry of Transport and Communications of the Republic of Lithuania.	12.09.2007	1. Amendment of Rules	1.1. It is stated that NSA issues safety certificates according to the Regulation 653/2007/EC – under the united format. 1.2. Stated that all RU which had old safety certificated, have to change them to the new ones until 01.09.2010;
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	1. Rules on Safety Certification of Railway Undertakings and Infrastructure Manager – adopted on 23.01.2003 by	12.09.2007	1. Amendment of Rules	1.1. It is stated that NSA issues safety authorizations according to the Regulation 653/2007/EC – under the united format.

	Resolution No. 3-37 of the Ministry of Transport and Communications of the Republic of Lithuania.			1.2. Stated that all IM, which had old safety authorizations, have to change them to the new ones until 01.09.2010;
Rules concerning requirements for wagonkeepers	-	-	-	-
Rules concerning requirements for maintenance workshops	1. The rules of certification of maintenance workshops – aproved on 29.07.2004 by the order No.3-398 of the Ministry of Transport and Communications of Republic of Lithuania (new edition 08.12.2006)	01.01.2007	1. Amendment of Law	1. Lays down the requirement for the maintenance workshops to get a certificate to maintenance rolling stocks.
Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	1. Rules on issuing permits to use the transeuropean railway structural subsystems and rolling stocks in the Republic of the Lithuania – adopted on 22.12.2006 by Order of the Ministry of Transport and Communications of the Republic of Lithuania.	01.07.2007	1. New order	1.1. Establishing the order of issuing permits to use the transeuropean railway structural subsystems and rolling stoks; 1.2. Establishing the requirements and conditions of users of transeuropean railway structural subsystems and rolling stocks.
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	-	-	-	-
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	-	-	-	-
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness	1. The rules of staff, whoes work is related to train traffic, examination –	06.07.2007	1. Amendment of Law	1.1. All categories of staff is equally examined to the same extent (before:

and vocational training and certification	approved on 14.10.2004 by the order No. V-29 of the head of the State Railway Inspectorate under the Ministry of Transport and Communications (new edition 02.07.2007. Title changed: “The rules of staff, whose work is related to railway transport, examination”)			different position employee had different examination extent); 1.2. Certificates are issued termless (before– for 2-3 years);
Rules concerning the investigation of the accidents and incidents including recommendations	-	-	-	-
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	- 1. Rules on issuing permits to use the transeuropean railway structural subsystems and rolling stocks in the Republic of the Lithuania – adopted on 22.12.2006 by Order of the Ministry of Transport and Communications of the Republic of Lithuania.	01.07.2007	1. New order	1.1. Establishing the order of issuing permits to use the transeuropean railway structural subsystems and rolling stoks; 1.2. Establishing the requirements and conditions of users of transeuropean railway structural subsystems and rolling stocks.

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

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2007	in the Republic of Lithuania	5
	in another Member State	-

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

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates Part A held by Railway Undertakings in the year 2007 being registered	in the Republic of Lithuania	-	-	-
	in another Member State	-	-	-

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in the year 2007 being registered	in the Republic of Lithuania	-	-	-
	in another Member State	-	-	-

			A	R	P
E.2.3. Number of applications for Safety	in the Republic of Lithuania for	new certificates	-	-	-
		updated / amended certificates	-	-	-

Certificates Part A submitted by Railway Undertakings in year 2007 being registered		renewed certificates	-	-	-
	in another Member State for	new certificates	-	-	-
		updated / amended certificates	-	-	-
		renewed certificates	-	-	-

			A	R	P
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway Undertakings in year 2007 being registered	in the Republic of Lithuania	new certificates	-	-	-
		updated / amended certificates	-	-	-
		renewed certificates	-	-	-
	in another Member State for	new certificates	-	-	-
		updated / amended certificates	-	-	-
		renewed certificates	-	-	-

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

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

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2007 being registered in the Republic of Lithuania	-	-	-

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2007 being registered in the Republic of Lithuania	new authorisations	-	-	-
	updated / amended authorisations	-	-	-
	renewed authorisations	-	-	-

ANNEX E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 2007 for Railway Undertakings holding	a licence released by the Republic of Lithuania	-	-	-
	a licence released by another Member State	-	-	-

ANNEX E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety	a licence released the Republic of Lithuania	-	-	-
	a licence released by	-	-	-

Certificate Part B in year 2007 for Railway Undertakings holding	another Member State			
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ANNEX E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2007 for Infrastructure Managers holding	a licence released the Republic of Lithuania	-	-	-
	a licence released by another Member State	-	-	-