



Czech Republic



The Rail Safety
Inspection Office

NIB ANNUAL REPORT 2009

according to Article 23(3) of Directive 2004/49/EC

The Rail Safety Inspection Office

Czech Republic

September 2010



PREFACE TO THE REPORT

A National Investigation Body operates in the Czech Republic – The Rail Safety Inspection Office – conducting independent investigation of the causes and circumstances of railway accidents and incidents according to Directive 2004/49/EC, the principles and requirements of which have been implemented into the national legislation. The objective of the investigation of the causes and circumstances of railway accidents and incidents is to increase the safety of railways.

This Annual Report is an annual report issued by the National Investigation Body of the Czech Republic, The Rail Safety Inspection Office, for 2009, pursuant to Art. 23(3) of Directive 2004/49/EC. It comprises information regarding:

- the National Investigation Body
- the system of investigation of railway accidents and incidents
- the investigations of accidents and incidents completed in 2009
- the safety recommendations issued



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1 INTRODUCTION TO THE INVESTIGATION BODY

1.1 Legal framework

The process of the implementation of Directive 2004/49/EC into the national legislation of the Czech Republic was completed on 1 July 2006 by Act 266/1994 Coll., on Railways, as amended, and the subsequent issue of implementing Decree 376/2006 Coll., on the System of Safe Railway Operation and Railway Transport Operation and Procedures Following Railway Accidents and Incidents.

Accidents and incidents are further divided into the following categories, reflecting their nature and consequences:

- serious accidents
- accidents
- incidents

The national legislation of the Czech Republic orders infrastructure managers and railway undertakings to investigate the causes and circumstances of railway accidents and incidents.

The accident and incident investigation performed by The Rail Safety Inspection Office is independent of any other party and independent of the investigation conducted by other bodies, especially police investigation and the investigation of the causes and circumstances of accidents and incidents conducted by infrastructure managers or railway undertakings.

1.2 Role and Mission

The National Investigation Body was established in the Czech Republic on 1 January 2003. The mission is to guarantee independent investigation of the causes and circumstances of railway accidents and incidents. The national legislation of the Czech Republic also authorizes the National Investigation Body to investigate accidents and incidents within trams, trolleybuses and cable-ways, because all these kinds of transport are included in the same legislation regime as the railways.

The main goal of the Office's work is to prevent the occurrence of accidents and incidents. Therefore, the Rail Safety Inspection Office:

- investigates the causes and circumstances of rail accidents and incidents,
- supervises investigations performed by infrastructure managers and railway undertakings,
- detects deficiencies compromising the safety of rail infrastructure and rail transport,



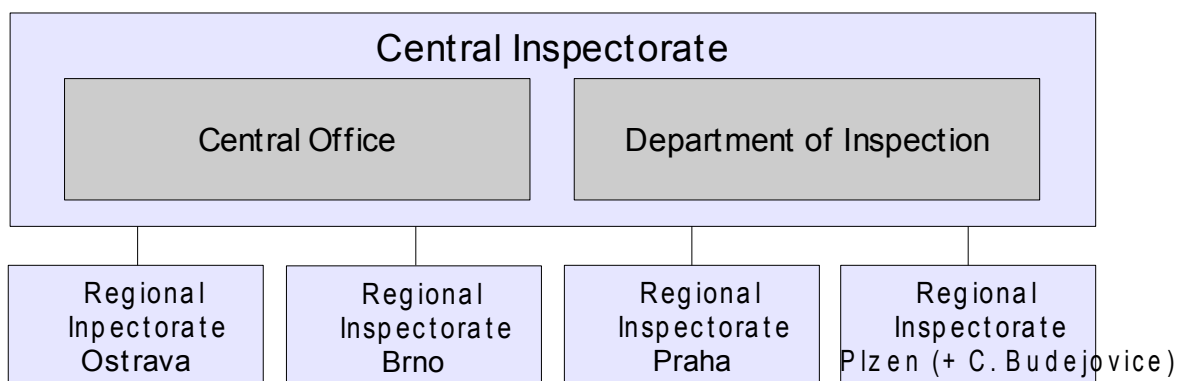
- evaluates development trends in accidents and incidents within the rail system and takes measures to improve the situation,
- issues safety recommendations to railway undertakings, infrastructure managers, to the National Safety Authority or other authorities and parties.

1.3 Organisation

On 1 January 2003, the National Investigation Body – The Rail Safety Inspection Office – was established in the Czech Republic pursuant to the provisions of Act 77/2002 Coll. The Rail Safety Inspection Office is a national body investigating the causes of railway accidents and incidents independently of any other party and performing preventative inspections of railway safety. As an investigation body it is independent of any infrastructure manager, railway undertaking and regulatory body. The competences of The Rail Safety Inspection Office include:

- railways (main lines, regional lines, sidings, underground)
- tram lines
- trolleybus lines
- cable-ways

The Rail Safety Inspection Office has a total of 55 employees in five cities of the Czech Republic (Ostrava, Brno, Praha, Plzen, Ceske Budejovice). It comprises of the Central Inspectorate and four regional inspectorates covering the area of the entire country. The Central Inspectorate consists of The Central Office and The Department of Inspection.



The Central Office plays supportive role for the Inspector General and the whole structure of The Rail Safety Inspection Office. It provides human-resource management, economic, IT and legal services and public relations.

The Department of Inspection maintains accident investigation and preventative safety inspection systems, including the co-ordination of the regional inspectorates' activities. The department also manages staff training and mediates communication with EU bodies.



Regional Inspectorates investigate the causes of rail accidents and incidents with the aim of enabling lessons to be learned for improving the safety of railways. They also perform safety inspection focusing on accident and incident prevention.

1.4 Organisational flow

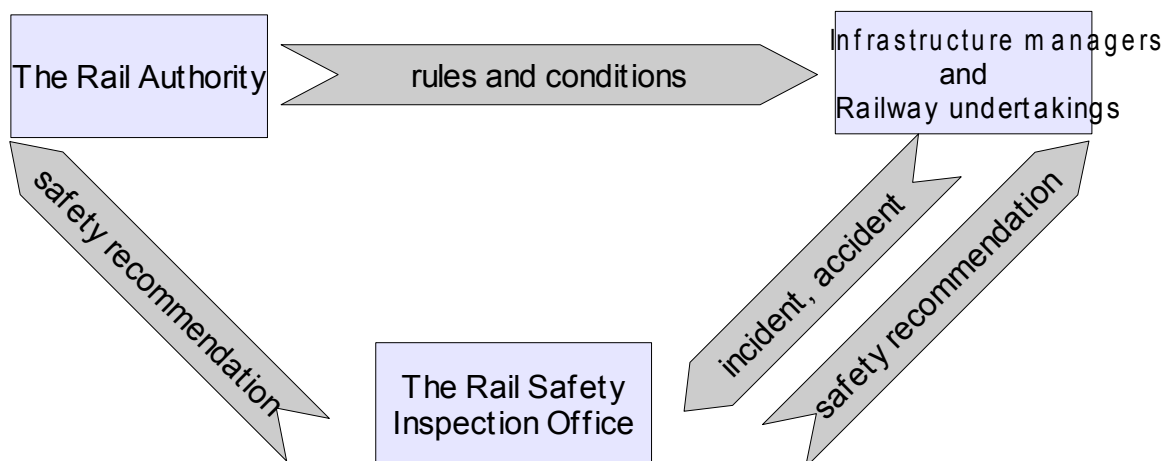
The structure of railway sector in the Czech Republic and relationships among the parties involved are defined in Act 266/1994 Coll., on Railways, as amended, and its implementing regulations. The legislation applies to the following transport systems:

- railways (main lines, regional lines, sidings, underground)
- tram lines
- trolleybus lines
- cable-ways

The most important bodies in the railway sector include the Czech Ministry for Transportation, The Railway Office and The Rail Safety Inspection Office. The Czech Ministry for Transportation is in charge of the national railway legislation, including implementation of the EU railway legislation. The Railway Office is the National Safety Authority carrying out certification and regulation of railway and railway transport operation, according to the national legislation. The Rail Safety Inspection Office is the National Investigation Body independent of any party in the railway sector.

All these authorities are involved in the system of maintaining and improving safety of railways and railway transport:

- **The Czech Ministry for Transportation** sets the framework by developing railway legislation.
- **The Rail Safety Inspection Office (NIB)** investigates railway accidents and incidents and issues safety recommendations to The Railway Office.
- **The Rail Authority (NSA)** sets and adjusts safety rules for infrastructure managers and railway undertakings.





2 INVESTIGATION PROCESSES

2.1 Cases to be investigated

The national legislation of the Czech Republic orders the National Investigation Body, The Rail Safety Inspection Office, in accordance with European principles, to investigate the causes and circumstances of serious accidents on main and regional lines, border railways and sidings. In addition, The Rail Safety Inspection Office may investigate, in cases defined by the respective law, other occurrences in the following cases:

- serious accidents regarding underground, trams, trolleybuses and cable-ways
- accidents and incidents on all types of guided transport

When making decision whether to investigate or not, The Rail Safety Inspection Office takes into account the above mentioned legal requirements, as well as possibility to learn safety relevant lessons from the accident.

2.2 Institutions involved in investigations

Following the occurrence of railway accident or incident, various parties may launch several independent investigations, depending on the occurrence's nature and consequences:

- **Infrastructure manager or railway undertaking** identifies the causes and circumstances of accident or incident, focusing on the drafting of preventative measures and the proposal of responsibility for the occurrence.
- **The Rail Safety Inspection Office** investigates the causes and circumstances of accident or incident with a focus on the determination of the causes and issue of preventative safety recommendation.
- **Czech Police** investigate accident or incident with the aim of defining responsibility for the committing of offenses or criminal acts.

2.3 Investigation process or approach of the IB

The objective of the investigation of the causes of railway accidents and incidents is to gain knowledge for the prevention of accidents and incidents, minimize the consequences and increase the safety of railways.

Investigation performed by the National Investigation Body of the Czech Republic, The Rail Safety Inspection Office, focuses on the following aspects of each occurrence:

- independent investigation of the causes and circumstances of accident or incident (serious accidents and selected accidents and incidents only)
- meeting legal requirements for procedures following railway accident or incident by infrastructure manager and railway undertaking



- verification of the correctness and completeness of the procedures followed by infrastructure manager or railway undertaking when identifying the causes and circumstances of an accident or incident, in accordance with the national legislation.

When notified about the occurrence of accident or incident by an infrastructure manager or railway undertaking, The Rail Safety Inspection Office will decide whether it will immediately go to the accident-site or not. At the accident-site The Rail Safety Inspection Office will launch an independent investigation or just verifies the steps performed by infrastructure managers and railway undertakings involved.

If The Rail Safety Inspection Office launches an investigation, it will notify The European Railway Agency within seven days. The investigation of accident or incident may be launched immediately after the occurrence and/or later, in reaction to specific circumstances.

The Rail Safety Inspection Office will publish the conclusions of its investigation in Investigation Report, the structure of which is based on the requirements of Directive 2004/49/EC. If the accident or incident occurred without any violation of legislation or internal regulations of infrastructure manager and/or railway undertaking, The Rail Safety Inspection Office issues safety recommendation with the aim of preventing reoccurrence of the accident or incident. Safety recommendation is issued also if there are other findings relevant for the safety.



3 INVESTIGATIONS

3.1 Overview of investigations completed in 2009, identifying key trends

Trends of completed investigations (last column of the table) are calculated as difference to previous year (2008).

Type of accidents investigated	Number of accidents	Number of victims		Damages in € (approx.)	Trends in relation to previous year
		Deaths	Ser.injury		
Collisions	2	1	4	553700	-78%
Derailments	0	0	0	0	+0%
LC-accident	4	0	4	31120	-20%
Fire in RS	0	0	0	0	+0%
Acc. to person	1	0	1	0	+0%
Other	0	0	0	0	+0%

3.2 Investigations completed and commenced in 2009

Investigations completed in 2009

Date of occurrence	Title of the investigation (Occurrence type, location)	Legal basis	Completed (date)
19.02.2008	Injury to passenger (cableway): Janske Lazne, Protez	iii	31.08.2009
13.09.2008	Trains collision: between Mohelnice and Moravicany stations	i	18.05.2009
10.11.2008	Trains collision: between Hlinsko v Cechach and Zdirec nad Doubravou stations	i	02.07.2009
23.11.2008	Level-crossing accident: km 20.285, between Horni Lipova and Ramzova stations	i	30.06.2009
12.12.2008	Level-crossing accident: km 343.109, between Lysa nad Labem-Dvorce and Otradovice stations	i	31.08.2009
17.12.2008	Level-crossing accident: km 4.981, between Branka u Opavy and Odbocka Moravice stations	i	26.08.2009
08.01.2009	Level-crossing accident: km 222.975, between Hluboka nad Vltavou and Zliv stations	i	07.07.2009

Basis for investigation: i = According to the Safety Directive, ii = On national legal basis (covering possible areas excluded in Article 2, §2 of the Safety Directive), iii = Voluntary – other criteria (National rules/regulations not referred to the Safety Directive).



Investigations commenced in 2009

Date of occurrence	Title of the investigation (Occurrence type, location)	Legal basis
08.01.2009	Level-crossing accident: km 222.975, between Hluboka nad Vltavou and Zliv stations	i
16.02.2009	Trains collision: between Paskov and Vratimov stations	i
01.04.2009	Train derailment: derailment during shunting operation in Brno hl. n. station	i
24.04.2009	Train derailment: Cercany station	i
16.05.2009	Trains collision: collision of run-away wagons in Ceska Trebova station	i
22.06.2009	Train derailment: Olomouc hl. n. station	i
23.06.2009	Trains collision: collision during shunting operation in Brno hl. n. station	i
27.06.2009	Uncontrolled movement: Rajec-Jestrebi station	i
01.07.2009	Level-crossing accident: km 2.067 between Hodonin - statni hranice and Holic nad Moravou (Slovak Republic) stations	i
17.08.2009	Injury to passenger: Brno, between Porici and Nemocnice Milosrdnych Bratri tram stops	ii
01.09.2009	Trains collision: between Horni Lipova and Lipova lazne stations	i
03.09.2009	Train derailment: derailment during shunting operation in Usti nad Labem sever, Tonaso siding	ii
15.09.2009	Level-crossing accident: km 79.532, Omlenice station	i
16.10.2009	Trains collision: Prerov station	i
10.11.2009	Level-crossing accident: during shunting operation on Kamenolom Zarubka siding (near Zdarec u Skutce station)	ii
28.11.2009	Train derailment: Kolin station	i

Basis for investigation: i = According to the Safety Directive, ii = On national legal basis (covering possible areas excluded in Article 2, §2 of the Safety Directive), iii = Voluntary – other criteria (National rules/regulations not referred to the Safety Directive).

3.3 Research studies (or Safety Studies) commissioned and completed in 2009

Safety Studies completed in 2009

Date of commission	Title of the Study (Occurrence type, location)	Legal basis	Completed (date)
	none		

Basis for investigation: i = According to the Safety Directive, ii = On national legal basis (covering possible areas excluded in Article 2, §2 of the Safety Directive), iii = Voluntary – other criteria (National rules/regulations not referred to the Safety Directive).



Safety Studies commenced in 2009

Date of commission	Title of the Study (Occurrence type, location)	Legal basis
	none	

Basis for investigation: i = According to the Safety Directive, ii = On national legal basis (covering possible areas excluded in Article 2, §2 of the Safety Directive), iii = Voluntary – other criteria (National rules/regulations not referred to the Safety Directive).

3.4 Summaries of investigations completed in 2009

See annex of this report.

3.5 Comment and introduction or background to the investigations

Despite all investigations completed in 2009 brought safety significant results, none of them was investigation of special importance.

Date of occurrence	Title of the investigation (Occurrence type, location)	Legal basis
	None	

Basis for investigation: i = According to the Safety Directive, ii = On national legal basis (covering possible areas excluded in Article 2, §2 of the Safety Directive), iii = Voluntary – other criteria (National rules/regulations not referred to the Safety Directive).

Investigations commenced in 2009 and not followed

Date of occurrence	Title of the investigation (Occurrence type, location)	Legal basis	Reason of non following or suspension of investigations	Who, why, when (decision)
	none			

Basis for investigation: i = According to the Safety Directive, ii = On national legal basis (covering possible areas excluded in Article 2, §2 of the Safety Directive), iii = Voluntary – other criteria (National rules/regulations not referred to the Safety Directive).

3.6 Accidents and incidents investigated during last five years (in 2005–2009)

Rail investigations completed in 2005–2009



The table groups investigations by year of their completion.

Accidents investigated		2005	2006	2007	2008	2009	TOT
Serious accidents (Art 19, 1 + 2)	Train collision	-	1	0	5	1	7
	Train collision with an obstacle	-	0	0	0	0	0
	Train derailment	-	0	1	2	0	3
	Level-crossing accident	-	-	-	-	-	-
	Accident to person caused by RS in motion	-	-	-	-	-	-
	Fire in rolling stock	-	-	-	-	-	-
	Involving dangerous goods	-	-	0	0	0	0
Other accidents (Art 21.6)	Train collision	0	1	2	2	1	6
	Train collision with an obstacle	0	0	1	2	0	3
	Train derailment	0	1	3	5	0	9
	Level-crossing accident	0	0	8	5	4	17
	Accident to person caused by RS in motion	0	0	1	1	1	3
	Fire in rolling stock	0	0	0	1	0	1
	Involving dangerous goods	0	0	0	0	0	0
Incidents	0	0	0	2	0	2	
TOTAL		0	3	16	25	7	51



4 RECOMMENDATIONS

4.1 Short review and presentation of recommendations

A safety recommendation can be issued only on a basis of an independent investigation performed by The Rail Safety Inspection Office (NIB). Safety recommendation is usually issued when an accident occurred without any violation of legislation or internal regulations of infrastructure manager and/or railway undertaking, or if there are other findings relevant for the safety.

According to national legislation, safety recommendations are not legally binding. When a recommendation is issued, railway undertakings and infrastructure managers are obliged to adopt their own preventative safety measures based on the safety recommendation issued.

Implementation of recommendations during 2005 – 2009

Recommendations issued		Recommendation implementation status					
		Implemented		In progress		Not to be implemented	
Year	[No.]	[No.]	[%]	[No.]	[%]	[No.]	[%]
2005	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-
2007	3	2,5	83	0	0	0,5	17
2008	16	9,5	59,4	2	12,5	4,5	28,1
2009	5	2	40	0	0	3	60
TOTAL	19	12	63,2	2	10,5	5	26,3

Accidents with safety recommendations issued in 2005 – 2009

Date of occurrence	Title of the investigation (Occurrence type, location)	Status of implem.	Completed (date)
18.01.2007	Train collision: Between Dvur Kralove nad Labem and Bila Třemesná stations	implemented	17.08.2007
20.02.2007	Train derailment: between Mnisek pod Brdy and Císovice stations	implemented	27.02.2008
19.03.2007	Level crossing accident: Between Dolní Berkovice and Vraný stations	implemented	11.07.2007
07.05.2007	Level crossing accident: Between Jablunka and Valasské Meziříčí stations	partially implemented	01.11.2007
04.07.2007	Level crossing accident: Veselí nad Lužnicí station	not implemented	14.03.2008
14.07.2007	Trains collision: Cercany station	implemented	25.06.2008



Date of occurrence	Title of the investigation (Occurrence type, location)	Status of implem.	Completed (date)
01.09.2007	Trains collision: between Bavorov and Vodnany stations	implemented	18.04.2008
20.09.2007	Train collision: between Krasikov and Rudoltice v Cechach stations	implemented	20.03.2008
21.09.2007	Level crossing accident: between Jaromerice nad Rokytinou and Moravske Budejovice stations	not implemented	25.05.2008
30.10.2007	Level crossing accident: between Domasov nad Bystrici and Moravsky Beroun stations	implemented	07.04.2008
27.11.2007	Train derailment: Bystrice nad Olsi station	implemented	06.06.2008
01.12.2007	Train derailment: between odbocka Kyje and Praha-Bechovice	not implemented	28.08.2008
06.12.2007	Train derailment: Ostrava-Kuncice station	implemented	26.05.2008
23.01.2008	Train collision: Trebovice v Cechach station	implemented	12.12.2008
19.02.2008	Injury to passenger (cableway): Janske Lazne, Protez	not implemented	31.08.2009
10.04.2008	Trams collision: Brno, Husova - Palackeho crossing	implemented	21.11.2008
11.04.2008	Trams collision: between Poruba koupaliste and Vresina tram-stops	implemented	31.08.2008
19.05.2008	Trains collision: Moravany station	partially implemented	26.09.2008
02.06.2008	Accident to person: Olomouc, Wolkerova tram-stop	implemented	20.11.2008
30.07.2008	Fire in rolling stock: between Pnovany and Vranov u Stribra stations	not implemented	18.12.2008
10.11.2008	Trains collision: between Hlinsko v Cechach and Zdirec nad Doubravou stations	not implemented	02.07.2009
23.11.2008	Level-crossing accident: km 20.285, between Horni Lipova and Ramzova stations	partially implemented	30.06.2009
17.12.2008	Level-crossing accident: km 4.981, between Branka u Opavy and Odbocka Moravice stations	partially implemented	26.08.2009
08.01.2009	Level-crossing accident: km 222.975, between Hluboka nad Vltavou and Zliv stations	implemented	07.07.2009



4.2 Recommendations issued in 2009

Date of occurrence	Title of the investigation, Safety recommendation
19.02.2008	Injury to passenger (cableway): Janske Lazne, Protez
<p>Addressed to Ministry of Transportation:</p> <p>1) <i>It is recommended to define sense of “stabilization and safety area” in cable way stations, including safety requirements for cable way operators related to such areas.</i> 2) <i>It is recommended to define “safe boarding of chair-lift”, stating that:</i></p> <ul style="list-style-type: none">• <i>safe boarding of chair-lift is completed by closure of protective frame;</i>• <i>the closure must be performed before the chair reaches the sign located in the stabilization and safety area;</i>• <i>the operator must ensure that a chair will not leave stabilization and safety area without completing safe boarding.</i>	
10.11.2008	Trains collision: between Hlinsko v Cechach and Zdirec nad Doubravou stations
<p>Addressed to Drazni urad (National Safety Authority), manufacturer and railway undertakings operating class 914 (and similar) railcars:</p> <p><i>It is recommended to modify design of glass partition between lowfloor section and sitting area of the railcars to ensure that the partition's crash endurance is not lower than crash endurance of windows and of other parts of the vehicle's interior.</i></p>	
23.11.2008	Level-crossing accident: km 20.285, between Horni Lipova and Ramzova stations
<p>Addressed to Sprava zeleznicni dopravni cesty, s. o. (infrastructure manager):</p> <p>1) <i>It is recommended to implement safety recommendation of Drazni inspekce (National Investigation Body) based on accident occurred 21st September 2007 between Moravske Budejovice and Jaromerice nad Rokytnou stations. That recommendation was addressed to former infrastructure manager Ceske drahy, a. s.</i></p> <p>Addressed to Drazni urad (National Safety Authority):</p> <p>2) <i>It is recommended to require implementation of the above recommendation by all railway infrastructure managers operating regional railway lines.</i></p>	
17.12.2008	Level-crossing accident: km 4.981, between Branka u Opavy and Odbocka Moravice stations
<p>Addressed to Sprava zeleznicni dopravni cesty, s. o. (infrastructure manager):</p> <p>1) <i>It is recommended to negotiate with owners of roads No. 57 and 44346 change of design of road crossing No. 57/44346 in order to ensure safety of vehicles turning from road No. 57 to the level crossing and to prevent vehicles entering road No. 57 from stopping at the level crossing when giving way.</i></p> <p>2) <i>It is recommended to implement safety recommendation of Drazni inspekce (National Investigation Body) based on accident occurred 21st September 2007 between Moravske</i></p>	



Date of occurrence	Title of the investigation, Safety recommendation
	<p><i>Budejovice and Jaromerice nad Rokytnou stations. That recommendation was addressed to former infrastructure manager Ceske drahy, a. s.</i></p> <p>Addressed to Drazni urad (National Safety Authority):</p> <p><i>3) It is recommended to require implementation of the above recommendation by all railway infrastructure managers operating regional railway lines.</i></p>
08.01.2009	Level-crossing accident: km 222.975, between Hluboka nad Vltavou and Zliv stations
	<p>Addressed to Sprava zeleznicni dopravní cesty, s. o. (infrastructure manager):</p> <p><i>1) It is recommended to develop and implement level crossing common identification system which allows unique identification of each level crossing for emergency purposes.</i></p> <p>Addressed to Drazni urad (National Safety Authority):</p> <p><i>2) It is recommended to apply the above recommendation for all railway infrastructure managers.</i></p>

ACCIDENT SUMMARY

Grade:	accident
Date and time:	19 th February 2008, 14:41 (13:41 GMT)
Occurrence type:	injury to passenger
Description:	passenger fell off the chair-lift
Type of train:	cable way
Location:	Janske Lazne (Protez – Slunecna cable way)
Parties:	MEGA PLUS, s. r. o. (IM and RU)
Consequences:	1 passenger seriously injured total cost CZK 0,-
Direct cause:	impossible to identify
Underlying cause:	none
Root cause:	none
Recommendations:	addressed to Ministry of Transportation: 1) It is recommended to define sense of “stabilization and safety area” in cable way stations, including safety requirements for cable way operators related to such areas. 2) It is recommended to define “safe boarding of chair-lift”, stating that: <ul style="list-style-type: none">• safe boarding of chair-lift is completed by closure of protective frame;• the closure must be performed before the chair reaches the sign located in the stabilization and safety area;• the operator must ensure that a chair will not leave stabilization and safety area without completing safe boarding.

ACCIDENT SUMMARY

Grade:	serious accident
Date and time:	13 th September 2008, 02:21:59 (00:21:59 GMT)
Occurrence type:	trains collision
Description:	freight train No. 54053 crashed into rear part of freight train No. 66161 waiting for permission to enter Moravicany station
Type of train:	freight train No. 54053, freight train No. 66161
Location:	open line between Moravicany and Mohelnice stations, track No. 1, km 54,397
Parties:	CD Cargo, a. s. (RU) Sprava zeleznicni dopravni cesty, s. o. (IM)
Consequences:	1 fatality (train driver of train No. 54053) no injury total cost CZK 11 643 496,82
Direct cause:	operations (station personnel's violation)
Underlying cause:	procedures (procedures incorrectly applied)
Root cause:	organisation of work / SMS audits and monitoring
Recommendations:	not issued



ACCIDENT SUMMARY

Grade:	serious accident
Date and time:	10 th November 2008, 12:57 (11:57 GMT)
Occurrence type:	trains collision (collision of passenger train with shunting freight train)
Description:	A long freight train performing shunting operation in Zdirec nad Doubravou station overlapped station boundary and partially got beyond the station entrance signal. Passenger train No. 5307 approaching the station collided with the shunting freight train at open line near the station. Trains didn't derail.
Type of train:	freight train performing shunting operation regional passenger train
Location:	open line between Hlinsko v Cechach and Zdirec nad Doubravou stations
Consequences:	no fatality 4 passengers seriously injured 7 passengers slightly injured total cost CZK 2 785 101,-
Direct cause:	operations (driver's violation) operations (station personnel's violation)
Underlying cause:	human factor
Root cause:	none
Recommendations:	addressed to Drazni urad (national safety authority), manufacturer and railway undertakings operating class 914 (and similar) railcars: 1) It is recommended to modify design of glass partition between low-floor section and sitting area of the railcars to ensure that the partition's crash endurance is not lower than crash endurance of windows and of other parts of the vehicle's interior.



ACCIDENT SUMMARY

Grade:	accident
Date and time:	23 rd November 2008, 11:37 (10:37 GMT)
Occurrence type:	level crossing accident (collision of passenger train No. 3610 with a trailer of a 4WD-car)
Description:	Passenger train No. 3610 collided with a trailer towed by 4WD-car.
Type of train:	regional passenger train No. 3610
Location:	Mikulovice st. hr. – Hanusovice, km 20.285
Parties:	Ceske drahy, a. s. (RU) Sprava zeleznicni dopravni cesty, s. o. (IM) level crossing user
Consequences:	no fatality no injury total cost CZK 36012.80
Direct cause:	third party (level crossing user)
Underlying cause:	none
Root cause:	none
Recommendations:	<p>1) addressed to infrastructure manager Sprava zeleznicni dopravni cesty, s. o.:</p> <p>It is recommended to implement safety recommendation of Drazni inspekce (NIB) based on accident occurred 21st September 2007 between Moravske Budejovice and Jaromerice nad Rokytinou stations. That recommendation was addressed to former infrastructure manager Ceske drahy, a. s.</p> <p>2) addressed to Drazni urad (NSA):</p> <p>It is recommended to require implementation of the above recommendation by all railway infrastructure managers operating regional railway lines.</p>

ACCIDENT SUMMARY

Grade:	accident
Date and time:	12 th December 2008, 11:35 (10:35 GMT)
Occurrence type:	level crossing accident with consequent collision of another train with this car
Description:	Passenger train No. 6409 collided with a car at a level crossing. The car was thrown 20 meters ahead. Consequently freight train No. 65401 collided with wrack of the car.
Type of train:	regional passenger train No. 6409 freight train No. 65401
Location:	active level crossing without barriers in km 343,109 between Stara Boleslav and Lysa nad Labem stations
Parties:	Sprava zeleznicni dopravni cesty, s. o. (IM) Ceske drahy, a. s. (RU – train No. 6409) CD Cargo, a. s. (RU – train No. 65401) level crossing user
Consequences:	1 serious injury (car driver) total cost CZK 390 080,- (EUR 15 600,-)
Direct cause:	third party - level crossing user (car driver's violation)
Underlying cause:	none
Root cause:	none
Recommendations:	not issued

ACCIDENT SUMMARY

Grade:	accident
Date and time:	17 th December 2008, 17:13 (16:13 GMT)
Occurrence type:	level crossing accident (collision of passenger train No. 23475 with a lorry at the level crossing)
Location:	passive level crossing in km 4,981 between Opava vychod and Hradec nad Moravici station
Parties:	Sprava zeleznicni dopravni cesty, statni organizace (IM); Ceske drahy, a. s. (RU); level crossing users
Consequences:	no fatality 3 serious injuries 10 light injuries total cost CZK 252 000 (EUR 10 080)
Direct cause:	third party (truck driver's violation) design of nearby road crossing (contributing factor)
Underlying cause:	not investigated
Root causes:	not investigated
Recommendations:	<p>1) Addressed to infrastructure manager Sprava zeleznicni dopravni cesty, s. o.:</p> <p>It is recommended to negotiate with owners of roads No. 57 and 44346 change of design of road crossing No. 57/44346 in order to ensure safety of vehicles turning from road No. 57 to the level crossing and to prevent vehicles entering road No. 57 from stopping at the level crossing when giving way.</p> <p>2) Addressed to infrastructure manager Sprava zeleznicni dopravni cesty, s. o.:</p> <p>It is recommended to implement safety recommendation of Drazni inspekce (NIB) based on accident occurred 21st September 2007 between Moravske Budejovice and Jaromerice nad Rokytinou stations. That recommendation was addressed to former infrastructure manager Ceske drahy, a. s.</p> <p>3) Addressed to Drazni urad (NSA):</p> <p>It is recommended to require implementation of the above recommendation by all railway infrastructure managers operating regional railway lines.</p>

ACCIDENT SUMMARY

Grade:	accident
Date and time:	8 th January 2009, 06:52 (05:52 GMT)
Occurrence type:	level crossing accident (collision of passenger train No. 8043 with a car stuck at the level crossing)
Description:	A car was stuck at the level crossing. Its driver alerted infrastructure manager, but due to difficulties with identifying level crossing's location railway traffic wasn't interrupted in time and a train collided with the car.
Type of train:	regional passenger train No. 8043
Location:	Pizen – Ceske Budejovice line, km 222.975
Parties:	Ceske drahy, a. s. (RU) Sprava zeleznicni dopravni cesty, s. o. (IM) level crossing user
Consequences:	no fatality no injury total cost CZK 100 360.-
Direct cause:	third party (level crossing user)
Underlying cause:	procedures (procedure not available)
Root cause:	Level crossing common identification system which allows unique identification of each level crossing for emergency purposes not implemented.
Recommendations:	<p>1) addressed to infrastructure manager Sprava zeleznicni dopravni cesty, s. o.:</p> <p>It is recommended to develop and implement level crossing common identification system which allows unique identification of each level crossing for emergency purposes.</p> <p>2) addressed to Drazni urad (NSA):</p> <p>It is recommended to apply the above recommendation for all railway infrastructure managers.</p>