The Chairman
Railway Transport Office

RAILWAY

SAFETY

IN POLAND

REPORT FOR 2008

Rail Transport Office
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A.1. SCOPE OF THE REPORT

The annual safety report prepared by the National Safety Authority – Urząd Transportu Kolejowego (Railway Transport Office), ('RTO') – contains information on:

a) The railway structure with a list of railway infrastructure managers (Annex A.2.1.) and a list of railway companies (Annex A.2.2.);
b) Important changes in legislation and regulation associated with railway safety, and introduced in 2008 (Annex D);
c) State of railway safety, including aggregation of safety indicators – CSI (Annex C, CSI annexes and CSI-Charts annexes) at Member State level;
d) outcomes and experiences associated with monitoring infrastructure managers, and railway companies.

This report also includes the RTO's activity in conducting tasks in compliance with the safety policy.

A.2. EXECUTIVE SUMMARY

1. Introduction

The purpose of this annual report on railway safety is to meet the requirements of Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 *on safety on the Community's railways* and Article 17a of the Railway Transport Act of 28 March 2003 (consolidated text published in the Journal of Laws of 2007, No 16, item 94, as amended).

The annual report, published in the Journal of Laws of the Minister responsible for transport matters, is the ultimate source of information for different bodies registered in Poland and member states which pursue business activity in the rail transport sector. In addition, this information may be used by the representatives of business, politics, and media, as well as society as a whole.

In the annual report, the safety indicators have been presented in **two groups, i.e.:**

a) **Overall rail system in Poland (the generally accessible network of railway lines**)
b) **Metro networks as well as networks functionally separated from the rest of the railway system and designed to provide suburban passenger transport**.

The regulated bodies delivered their reports within the statutory time-limits, i.e. by the end of June 2009. In the case of the overall rail system the reports were submitted by 9 infrastructure managers and 48 railway companies providing railway transport services on

this network in 2008. As for the second group, the reports were submitted by 3 infrastructure managers, of which 2 bodies provide transport services on this network as well.

Although Report 2008 is the third in the series since the introduction of this type of report, preparation of the report is still very difficult for many bodies.

The most frequent problems encountered while gathering data for the reports:

- Imprecise definitions of incidents leading to different interpretations and statistics, e.g. 'Emergency signals', inability to take into consideration incidents which took place that do not satisfy the definition of an accident but still have an effect, among other things, on train delays or incurred costs,
- Definition of the accident in terms of '… **by moving rolling stock**' means also taking into consideration accidents that occur during shunting and technical test rides for which **the unit 'train – km' is not used**, which consequently gives contaminated values of safety indicators calculated in units 'piece/million train-km';
- Imprecise determination of the length of tracks on railway lines which should be taken into consideration for calculation of safety indicators, i.e. **'the length of track on railway lines (double-track lines must be counted twice)'** indicates that only the length of all main line tracks and the length of main principal tracks at the 'operating points' (traffic posts and dispatcher points), which are an extension of main line tracks, should be taken into account;
- Statistics from the Central Statistical Office in Poland relating to data on the railway network (Form TK-5 Tabular data on the rail network) **take into account only the constructional length of tracks, i.e. without the length of crossovers (junctions)**. This is erroneous because crossovers ensure continuity of railway lines and create the part of the length of railway lines provided for railway carriers – **in this report the total length of the tracks was taken into consideration**;
- Imprecise definition of the unit of freight transport 'million ton-km', lack of a clear point of view on whether the **net or gross** values should be taken into account. In the statistics for freight transport prepared by the RTO (Urząd Transportu Kolejowego – Railway Transport Office) the unit of 'net ton-km' is used, while **in this report the unit of gross ton-km** is applied (some bodies provide transport services which consist only in moving empty wagons);
- Inconsistencies between statistical data in the post-accident reports submitted by the Central Statistical Office (GUS) to Eurostat and statistical data presented in this report result, among other things, from:

- Central Statistical Office (GUS) not taking into account statistics concerning one of the infrastructure managers,
- Not taking into consideration accidents that occurred with the involvement of railway carriers in the areas occupied by railway sidings,
- Not taking into account journeys of locomotives not hauling wagons and non-freight transport in all units used to specify transport volumes,
- Taking into account units of 'net ton-km'.

– An imprecise (or too general) definition of information in the table 'Number of precursors and Train*Km' of the CSI-Charts annex led to diverse interpretations. In the CSI annex, the incidents and near-misses are divided into 6 types. The CSI-Charts annex contains a similar division. In this report, information in the CSI-Charts annex takes into account only **incidents and near-misses.**

2. Information on the structure of the rail network

The overall rail system in Poland includes the network of lines managed by 9 railway infrastructure managers. At the end of 2008 the total length of operated railway lines was 19 958.9 km, of which:

- 8 713.5 km of double-track lines
- 11 245.4 km of single-track lines

The total length of tracks in this system was 38 766 km, of which:

– Main line tracks and main principal tracks at operating points – 28 673 km,

– Other tracks – 10 093 km.

25 322 km of tracks, i.e. 65.3% of all tracks, are powered (3kV, DC). The basic railway network in this system (about 96%) is managed by PKP Polskie Linie Kolejowe S.A. (Polish Railways).

In Report 2007, the column 'Railway tracks (main tracks)' of Annex 'A.2.1.a – Infrastructure Managers', the total length of main line, main principal and main additional tracks at operating points was taken into account, whereas in the similar annex to the present Report, two of the above mentioned groups of tracks were taken into consideration.

The length of operated railway lines on the network of the overall rail system, as at the end of the reporting year, increased by 183 km as compared to 2007, that is:

- The length of double-track lines decreased by 9.8 km,
- The length of single-track lines increased by 192.9 km.

The network of railway lines separated from the rest of the system and intended only to provide urban and suburban passenger transport in Poland is managed by 3 railway

infrastructure managers. At the end of 2008 the total length of operational railway lines was 62.4 km, of which:

- 47.2 km of double-track lines,
- 15.2 km of single-track lines.

The total length of tracks in this system was 144.4 km, of which:

- main line tracks and main principal tracks at operating points – 108.9 km,
- other tracks – 35.5 km.

121.7 km of tracks, that is 84.3% of all tracks, are powered (0.65 and 0.75kV, DC).

In Report 2007, in the column 'Railway tracks (main tracks)' of Annex 'A.2.1.b – Infrastructure Managers', the total length of main line, main principal and main additional tracks at operating points was taken into account, whereas in the similar annex to the present Report the two above-mentioned groups of tracks were taken into consideration.

The length of operational railway lines on networks of railway lines separated from the rest of the system, as at the end of the reported year, increased by 6.4 km as compared to 2007, that is:

- The length of double-track lines increased by 4.92 km,
- The length of single-track lines increased by 1.44 km (a new infrastructure manager).

The schematic diagram of the main railway lines in Poland is given in **Annex A.1.a.** and the present shunting yards are shown in **Annex A.1.b.** The schematic diagram of railway lines separated from the rest of the system is shown in **Annex A.1.c.**

The list of infrastructure managers in the overall rail system is presented in **Annex A.2.1.b.**

In 2008, 48 licensed railway carriers provided passenger and freight transport on the network of the overall rail system in Poland, whereas on the networks of railway lines separated from the rest of the system, passenger transport was provided by 2 licensed railway carriers.

The list of licensed railway carriers providing passenger and freight transport on the overall railway system is presented in **Annex A.2.2.a.** The list of licensed railway carriers providing passenger and freight transport on the networks of railway lines separated from the rest of the system is given in **Annex A.2.2.b.**

3. Summary – general analysis of trends in safety development and certification

On the basis of accident statistics it was found that the number of railway events (accidents and serious accidents) that occurred on the railway network of the **overall rail system** fell from 982 to 885 (i.e. by 97, which amounts to 10%) in 2008 as compared to the previous year.

In 2008 there was a significant decrease in the number of derailments by 18%. Also the number of accidents at level-crossings fell by 15% and the number of accidents to persons caused by moving rolling stock fell by 5%

The total number of **serious injuries** as a result of accidents **fell** by 8% compared to the previous year

The total number of **fatalities** as a result of accidents **fell** by 16% compared to the previous year. Although the number of people killed at level-crossings increased by 90%, the number of people killed by a vehicle in motion fell by 28%.

Unauthorised persons constitute the majority among both fatalities and serious injuries. The number of serious injuries suffered by unauthorised persons as part of the total number of persons is 46%. An even greater ratio exists as far as fatalities are concerned, that is the number of fatalities of unauthorised persons to the total number of fatalities is 84%.

The total number of railway events (accidents and serious accidents) and their consequences that occurred on the networks **functionally separated from the rest of the system** and designed to provide urban and suburban passenger transport fell from 18 to 9 (i.e. by 50%) in 2008 as compared to the previous year

A detailed analysis of trends will be available over the next few years.

The figures concerning railway events, victims and incurred costs are presented in the **'CSI-Charts annexes**' for the two groups of bodies on the rail system in Poland, including tables and graphs, as well as in the **'CSI annexes'** for these groups.

In accordance with Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method of risk evaluation and assessment, the bodies were not obliged in 2008 to report their experience with application of CSM for risk evaluation and assessment.

According to the provisions of the last amendment to the Rail Transport Act, infrastructure managers and railway carriers possessing valid safety certificates (issued on the basis of Directive 2001/14/EC) are obliged to file an application to the RTO Chairman for the

issuance of safety authorisation or a safety certificate before 30 June 2010. **The validity of the above-mentioned safety certificates expires on 31 December 2010**.

In 2008 the first safety certificate, part A, was issued for the national railway carrier, whereas applications from other 7 railway carriers were under consideration. An application from one infrastructure manager for the issuance of safety authorisation was also under consideration.

The important amendments to the national legislation made in 2008 which are relevant to the contents of this report have been specified in **Annex D**.

It should be noted that amendments to national legislation and directives (orders) which were made in 2009 have been also mentioned in Annex D.

4. Safety recommendation outcomes

In view of the completion of railway commission proceedings relating to railway events on the basis of Article 28l paragraph 8 of the Act of 28 March 2003 on the Rail Transport (Journal of Laws No 16 item 94, as amended) and in connection with the irregularities revealed that constitute a direct threat to rail traffic safety, the Chair of PKBWK (Państwowa Komisja Badań Wypadków Kolejowych – State Commission of Rail Accident Investigation) issued 19 recommendations concerning the improvement of rail traffic safety in 2008.

In accordance with Article 28l paragraph 9 of the Act on Rail Transport, the RTO Chairman **supervises, within his competency, the implementation of post-accident recommendations issued by the Commission.**

Examples of the recommendations issued and the outcomes of inspections conducted in this area by RTO employees are given below:

a) In connection with the recommendation issued by the European Railway Agency concerning 2 railway accidents in the UK in which containers fell off wagons in motion, the Chair of the PKBWK (State Commission of Rail Accident Investigation) delivered a recommendation to infrastructure managers to conduct inspections with regard to carriers providing transport of containers. These inspections, conducted by RTO employees, relating to the implementation of that recommendation revealed that in spite of the implementation of these activities by supervisory units, the lower-level units took action only occasionally. The bodies inspected have been obliged to include the above-mentioned matters in their control plan for the coming year.
b) Inspections of railway carriers were conducted in connection with recurring incidents of broken windscreens in forward electric traction units to issue recommendations on

carrying out inspection and preventive activities, among others, in the correct loading of wagons. During inspections, it was found that actions to improve the situation had been already undertaken, among other things, bodies have been obliged to report on the conduct of an inspection of the correct loading of wagons before the train's departure, as well as the loading of rinsed gravel onto specially selected and tested wagons. In addition, action has been taken to install windscreens made of toughened glass.

c) Checks on the implementation of the PKBWK (State Commission of Rail Accident Investigation) recommendation delivered to infrastructure managers after the occurrence of an accident at a C category level-crossing with automatic signalling have been carried out. It was found that the recommendations have been implemented. Additionally, the infrastructure manager instigated the procedure modifying the category of one level-crossing, from C category to B – with automatic signalling of crossing and barriers.

d) Due to the irregularities revealed in the operation of train radio communication equipment along railway lines and telephone communication at stations, an inspection was conducted as part of the supervisory obligations of the RTO. The manager undertook to compel the contractor to provide reliable equipment maintenance and repair services.

5. Supervision of railway carriers and infrastructure managers

The RTO, as national safety authority, exercises supervision of railway carriers and infrastructure managers. The RTO Chairman carries out inspections as part of his supervision responsibilities.

RTO employees conducting planned inspections of railway carriers and infrastructure managers use checklists which comprise a total of 140 separate points.

The number of questions included on a particular checklist depends on the type and scope of activities undertaken by the body being inspected (railway operator / infrastructure manager) as well as the subject area of the particular inspection.

In 2008 RTO employees conducted 279 inspections in total, concerning the status of safety on railways, of which:

- 165 inspections were of railway infrastructure managers,
- 114 inspections were of railway transport operators

Because in 2008 the RTO Chairman did not issue any 'safety authorisation' for railway infrastructure manager, and the first 'safety certificate' part A was issued on 30 December 2008, therefore the bodies possessing 'safety certificates' (referred to in Article 32 of Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification) have been regulated.

The subject of the inspections conducted included, among others, requirements specified for 'safety certificates'.

A summary of the outcomes of inspections of railway operators and railway infrastructure managers conducted by RTO employees is made during meetings organised by RTO management. Current matters connected with traffic safety are discussed, and above all the means of implementation of decisions concerning the further improvement of safety levels on the railway network, among others, by means of:

- Analysis of the level of implementation of post-inspection recommendations given by the RTO Chairman to railway operators and railway infrastructure manufacturers;
- Checks on implementation of recommendations and conclusions of post-accident commissions aimed at preventing these events from recurring in the future or restricting their effects;
- Checking whether railway carriers and railway infrastructure managers meet criteria defined for safety certificates.

It should be noted with great satisfaction that in 2008 no case of direct threat to rail traffic safety or passenger and freight transport safety on the network was found which would compel the RTO Chairman to issue an administrative decision in order to:

- Stop rail traffic or introduce traffic restrictions on railway lines;
- Withdraw rail vehicles from service or restrict their use.

6. Final conclusions – priorities

The RTO (Urząd Transportu Kolejowego – Railway Transport Office) – the national authority responsible for railway safety adopted the following priorities for its activities in 2008:

1) Development of inspection and preventive activities to maintain the proper levels of rail traffic safety in view of the deteriorating condition of railway infrastructure resulting, among other things, from inability to carry out the necessary repairs.
2) Continuation of activities in the area of safety certification and authorisation so as to maintain the favourable trend in improvement of safety conditions, especially those concerning rolling stock.
3) Support of activities aimed at better organisation of supervision over the design, construction and introduction of railway infrastructure into service, in the parts relating to: tracks, traffic control systems, power supplies, etc.

B. INTRODUCTION

1. Introduction

The aim of preparing this annual safety report is to comply with the requirements of Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 *on safety on the Community's railways* and Article 17a (6) of the Railway Transport Act of 28 March 2003 (consolidated text published in the Journal of Laws of 2007, No 16, item 94, as amended).

The annual report, published in the Journal of Laws of the Minister responsible for transport matters, is the ultimate source of information for the various bodies registered in Poland and member states which are conducting business activity in the rail transport sector. In addition, this information may be used by the representatives of business, politics and media, as well as society as a whole.

This annual safety report is aimed at conducting an assessment of the attainment of common safety requirements at the level of member states, and the Community.

Based on the safety indicators information developed by regulated bodies, the annual report contains safety indicators (CSI), which constitute the basis for conducting analysis and comparison with the 2006 – 2007 reporting period, both at the level of the National Safety Authority as well as at the level of the European Railway Agency.

The safety indicators have been presented in this annual report in **2 groups**, i.e.:

c) **Overall rail system** in Poland (generally accessible railway network)

d) **Metro network** and **networks functionally separated from the rest of the railway system,** and designed to provide suburban and urban passenger transport.

Regulated bodies presented their reports within the required timeline, i.e. before the end of June this year. From the overall rail system, 9 infrastructure managers, and 48 rail companies carrying on transport operations on this network in 2008 presented reports. As for the second group, reports were submitted by 3 infrastructure managers, of which 2 bodies provided transport services on these networks as well.

Despite the fact that the 2008 report is the third consecutive report, nevertheless it continues to cause many bodies a lot of problems.

The most common problems encountered when gathering data for the reports:

- Imprecise definitions of incidents leading to different interpretations and statistics, e.g. 'Emergency signals', inability to take into consideration incidents that do not satisfy

the definition of an accident but still have an effect, among other things, on train delays or incurred costs,

- Definition of an accident by means of the concept '… **by moving rolling stock**' means also taking into consideration accidents that occur during shunting and technical test rides for which **the unit 'train – km' is not used**, which consequently gives contaminated values of safety indicators calculated in units 'units/million train-km';
- Imprecise determination of the length of tracks on railway lines which should be taken into consideration for calculation of safety indicators, i.e. **'The length of track on railway lines (double-track lines must be counted twice)'** indicates that only the length of all main line tracks and the length of main principal tracks at 'operating points' (traffic posts and dispatcher points), which are an extension of the main line tracks, should be taken into account;
- Statistics from the Central Statistical Office in Poland relating to data on the railway network (Form TK-5 Tabular data on railway network) **take into account only the constructional length of tracks, i.e. without the length of crossovers (junctions)**. This is erroneous because crossovers ensure continuity of railway lines and create part of the length of railway lines provided for railway carriers – **in this report the total length of tracks was taken into consideration**;
- Imprecise definition of the unit of freight transport 'million ton-km', lack of a clear point of view on whether **net or gross** values should be taken into account. In the statistics for freight transport prepared by RTO (Urząd Transportu Kolejowego – Railway Transport Office) the unit of 'net ton-km' is used, while **in this report the unit of gross ton-km** is applied (some entities provide transport services which consist only in moving empty wagons);
- Inconsistencies between statistical data in the post-accident reports submitted by the Central Statistical Office (GUS) to Eurostat and statistical data presented in this report result, among other things, from:
    - GUS (Central Statistical Office) not taking into account statistics concerning one of the infrastructure managers,
    - Not taking into consideration accidents that occurred with the involvement of rail carriers in the areas occupied by railway sidings,
    - Not taking into account journeys of locomotives not hauling wagons and non-freight transport in all units used to specify transport volumes,
    - Taking into account units of 'net ton-km'.

- Imprecise (or too general) definition of information in the table ‘Number of precursors and Train*Km’ of the CSI-Charts annex led to different interpretations. In the CSI annex incidents and near-misses are divided into 6 types. The CSI-Charts annex contains a similar division. In this report information in the CSI-Charts annex takes into account only **incidents and near-misses.**

2. Information on the structure of the rail network

The overall rail system in Poland includes the network of lines managed by 9 railway infrastructure managers. At the end of 2008 the total length of operational railway lines was 19,958.9 km, of which:

- 8,713.5 km of double-track lines
- 11,245.4 km of single-track lines

The total length of tracks in this system was 38,766 km., of which:

- Main line tracks and main principal tracks at operating points – 28,673 km,
- other tracks – 10,093 km.

25,322 km of tracks, i.e. 65.3% of all tracks, are powered (3kV, DC). The basic rail network in this system (about 96%) is managed by PKP Polskie Linie Kolejowe S.A. (Polish Railways).

In Report 2007, the column ‘Railway tracks (main tracks)’ in Annex A.2.1.a – ‘Infrastructure Managers’, the total lengths of main line, main principal and main additional tracks at the operating points were taken into account, whereas in the similar annex to the present Report, both of the above mentioned groups of tracks were taken into consideration.

The length of operational railway lines on the network of the overall rail system, as at the end of the reporting year, increased by 183 km as compared to 2007, that is:

- the length of double-track lines decreased by 9.8 km,
- the length of single-track lines increased by 192.9 km.

The networks of railway lines separated from the rest of the system and intended only to provide urban and suburban passenger transport in Poland is managed by 3 railway infrastructure managers. At the end of 2008 the total length of operational railway lines was 62.4 km, of which:

- 47.2 km of double-track lines,
- 15.2 km of single-track lines.

The total length of tracks in this system was 144.4 km, of which:

- main line tracks and main principal tracks at operating points – 108.9 km,
- other tracks – 35.5 km.

121.7 km of tracks; that is 84.3% of all tracks are powered (0.65 and 0.75 kV, DC).

In Report 2007, in the column 'Railway tracks (main tracks)' of Annex A.2.1.b – 'Infrastructure Managers', the total length of main line, main principal and main additional tracks at operating points was taken into account, whereas in the similar annex to the present Report both above-mentioned groups of tracks were taken into consideration.

The length of operational railway lines on the networks of railway lines separated from the rest of the system, as at the end of the reported year, increased by 6.4 km as compared to 2007, that is:

- The length of double-track lines increased by 4.92 km,
- The length of single-track lines increased by 1.44 km (a new infrastructure manager).

The schematic diagram of the main railway lines in Poland is given in **Annex A.1.a.** and the present shunting yards are shown in **Annex A.1.b.** The schematic diagram of railway lines separated from the rest of the system is shown in **Annex A.1.c.**

The list of infrastructure managers in the overall rail system is presented in **Annex A.2.1.a**. The list of infrastructure managers of railway networks separated from the rest of the system is presented in **Annex A.2.1.b**.

In 2008, 48 licensed rail carriers provided passenger and freight transport on the network of the overall rail system in Poland, whereas on the networks of railway lines separated from the rest of the system passenger transport was provided by two licensed railway carriers.

The list of licensed rail carriers providing passenger and freight transport in the overall rail system is presented in **Annex A.2.2.a.** The list of licensed rail carriers providing passenger and freight transport on the networks of railway lines separated from the rest of the system is given in **Annex A.2.2.b.**

3. Summary – general analysis of trends in safety development and certification

On the basis of accident statistics it was found that the number of railway events (accidents and serious accidents) that occurred on the railway network of the **overall rail system fell** from 982 to 885, i.e. by 97, which amounts to 10% as compared to the previous year.

The overall number of railway incidents (accidents and serious accidents) and their effects in 2008 as compared to the previous year which occurred on networks **functionally separated from the rest of the system** and designed to provide urban and sub-urban passenger transport fell from 18 to 9 cases, i.e. by 9 cases, which equals 50%.

A detailed trend analysis will be available over the next few years.

In association with the publication of 29 April 2009 of Commission Regulation (EC) No 352/2009 *on the adoption of a common safety method on risk evaluation and assessment*, in 2008 bodies were not obliged to report their experiences associated with the application of CSM when using methods to assess and while assessing risk.

Pursuant to the provisions of the last amendment to the Railway Transport Act, infrastructure managers and railway carriers who hold important safety certificates (issued pursuant to Directive 2001/14/EC) are obliged to apply to the RTO Chairman to be issued with a safety authorisation or safety certificate prior to 30 June 2010. **The validity of the above-mentioned safety certificates expires on 31 December 2010**.

The first safety certificate, part A, was issued in 2008 to the national railway carrier, whereas applications from other 7 rail carriers were under consideration. An application from one infrastructure manager for the issuance of the safety authorisation was also under consideration.

C. ORGANISATION

1. Introduction

The **CHAIRMAN of the Rail Transport Office** (RTO) is the National Safety Authority with registered offices in Warsaw, at ul. Chałubińskiego 4.

The requirement to create an independent authority to monitor rail traffic techniques and safety and to regulate the rail market is a consequence of implementing European Union regulations in the Republic of Poland, particularly Article 10.7 of Directive 2001/12/EC, and Article 30, and Article 31 of Directive 2001/14/EC, which defines the obligation to establish such authority as well as its basic responsibilities.

2. Rail Transport Office and association with other bodies

The organisational structure as well as the duties of the Rail Transport Office have not changed in relation to the previous year.

An organisational chart – connections between national safety authorities and other national bodies, as well as employment in individual RTO organisational cells, is presented in **Annex B.1.** RTO Field Departments' areas of operation are presented in **Annex B.2.**

D. RAILWAY SAFETY DEVELOPMENT

1. Initiatives aimed at maintaining and improving safety

The organisation of the system which ensures the safety of rail traffic in Poland results in the division of obligations and responsibilities for safety among rail infrastructure managers, rail companies, and side track users.

Pursuant to Article 5 of the Rail Transport Act of 28 March 2003 (consolidated text published in the Journal of Laws of 2007 No 16, item 94, as amended) an infrastructure manager is responsible for maintaining the rail infrastructure in a state which ensures safety in rail traffic.

Followed by Article 17 of this Act, which states that managers, rail companies, and side track users, are obligated to fulfil technical and organisational duties, which ensure:

- Safety in rail traffic,
- Safe operation of rail vehicles.

Rail traffic safety means a set of activities including: development and implementation of manuals to regulate procedures at the workplace, select and ensure highly qualified personnel, maintain rail infrastructure, technical equipment, and rail vehicles, manage and supervise employee teams whose work is associated with rail traffic. Taking action to improve rail traffic safety is one of the most important duties of the management and teams working within the rail bodies' organisational units and cells.

Examples of actions relating to safety undertaken in Poland over the past year which have resulted from an accident or a preceding event are shown in table D.1.1. Actions taken for other reasons are presented in table D.1.2.

Table D.1.1 – Examples of actions relating to safety undertaken as a result of accidents / preceding events

Accidents/preceding events, which caused a given action to be taken			Description of action taken to improve safety
Date	Location	Description of the event	
02.04. 2008	Line 612, connection Przeworsk PK – Przeworsk Gorliczyna, 0.357 km.	Locomotive ET-22 was derailed while hauling freight transport	Inspections were carried out to assess the technical state of Locomotive ET22. During inspections of locomotive ET22, an obligation was introduced to regulate the undercarriage sub-assemblies in compliance with DTSU (Technological Documentation of the Maintenance System)
15.04. 2008	Line no. 283, Jelenia Góra – Ławszowa, szlak Wleń – Lwówek Śl.,	Cistern wagon derailment as a result of exceeding allowable track width tolerance.	An informational bulletin was produced in relation to the accident; an increase in the scope of main track works was reported.

	20.7 km.		
03.05. 2008	Line no. 274 Wrocław – Zgorzelec, stacja Świebodzice, tor nr 4	Derailment of a wagon due to a fresh crack in a track which has been in use for 36 years.	An informational bulletin was produced in relation to the accident; an increase in the scope of investment works was reported.
07.06. 2008	Line no. 15 Bednary – Łódź Kaliska, station Glinnik, tor nr 3	Locomotive derailment while entering a train station caused by overuse of the side head of the track	The mono-rail used was replaced in the track, situated in the level arch behind the junction.
16.06. 2008	Line no. 1 Warszawa – Katowice, connection Radziwiłłów Maz. – Miedniewice, 57.578 km.	Derailment of 4 coal wagons as a result of dislodgment of a wheel axle box together with its pin	An obligation was implemented to carry out ultra-sound tests of wheel unit axles with a detailed description entered in the wheel unit check charts.
16.04. 2008	Station Jęzor Centralny, track no. 14	On departure from the station, 2 wagons were derailed as a result of exceeding allowable track width tolerance	An increase in the number of ad-hoc inspections of the technical state of tracks and route junctions at train stations managed by PCC Slaskie Linie Kolejowe. An obligation was placed on monitoring units to conduct a thorough analysis of post inspection recommendations and their execution in order of importance. Continuing activities from the previous year, a decision was made to invest in development and refurbishment projects. In 2008 the centralisation of SRK (railway traffic control) equipment was carried out as part of investments at Jezor Centralny Station
31.05. 2008	Station Jęzor Centralny, track no. 6P, standard route junction no. 513	Derailment of a locomotive and 4 freight transport wagons due to a crack in the junction rod under the moving train.	
17.09. 2008	Line no. 25 Łódź Kaliska – Dębica, station Łódź Chojny, route junction no. 66	Derailment of a wagon while the train was entering the station due to a junction rerouting of track no. 66 under the rolling stock.	The Traffic Orderly and the Setter were removed from duties associated with traffic safety. An inspection / instruction team conducted a detailed inspection at the Lodz Chojny Station.
17.10. 2008	Line no. 139 Katowice – Zwardoń, station Katowice Ligota, track no. 2	A passenger train received at a platform already occupied by another passenger train. The train entered on a replacement signal. As a result of the accident, 2 individuals suffered serious injury, and 19 others suffered minor injuries.	The Traffic Orderly was discharged from work with immediate effect. The frequency of workplace discipline inspections by company management was increased. A work load time study was conducted at multi-person work stations.
25.10. 2008	LHS, mijanka Miączyn, route no. 2, 37.024 km.	A train drove into a parked train at a passing loop	A ban was issued against parking vehicles at Miączyn LHS passing loop. An obligation was introduced to issue an ‘O’ order notification in writing when parking vehicles in an emergency. A procedure was implemented developing instructions concerning the rules on operating rail traffic securing manual equipment
09.06. 2008	Line no. 9 Warszawa – Gdańsk, connection Mława – Konopki, 127.882 km.; cat. A guarded	At cat. A guarded crossings and at crossings with open gates, trains drove into passenger cars	The crossing gate-man was discharged from work with immediate effect. As part of a modernisation of the line, the crossing will be replaced by a bridge

	crossing ,		before 2011.
22.11. 2008	Line no. 91 Kraków Gł. – Medyka, connection Bochnia – Brzesko Okocim, 8.845 km., cat. A guarded crossing ,		The crossing gate-man was removed from duties related to rail traffic safety. The crossing category will be changed to an automatically controlled signalling crossing and gates, which has been scheduled for construction between 2010 and 2012.
24.11. 2008	Line no. 6 Zielonka – Kuźnica Białostocka, station Wołomin	Derailment of a locomotive and 3 train wagons as a result of exceeding allowable track width tolerance between route junctions nos. 32 and 33	The damaged sleepers were replaced. Road Division employees were put through additional training.
29.07. 2008	Oława Station	Train departure from platform 4 onto an occupied connection track no. 2 on a signal permitting with interlocking control tables disregarded.	Increase the frequency of inspections by workplace discipline management, including during renovation work carried out on SRK (railway traffic control) equipment as part of modernisation works on line E30 during breaks between trains.

Table D.1.2 – Examples of safety activities undertaken for other reasons

Description of areas relating to the action	*Description of reasons for the action*	*Description of activities to improve safety*
No data *)	Securing against theft	Marking rail infrastructure elements with DNA and OVDOT micro-particles – ongoing action.
No data *)	Number of accidents caused exclusively by drivers of passenger vehicles as a result of not observing due caution while crossing rail crossings.	Increase informational and show related media campaigns **„Safe crossing – stop and live',** directed at drivers of passenger cars while crossing the rail tracks, and aiming to increase the awareness of the threats and their effects which may occur at crossings.
No data *)	Analysis of monitoring results and threats arising which have a negative effect on travellers' sense of security.	Include monitoring of designated electrical traction teams and expand cooperation with subordinate bodies as part of taking action in areas under potential threat to travellers' sense of security. Equip conductor team and traction team employees with mobile phones in order to ensure direct communication with Dispatchers, the Police, and SOK. Installation of CCTV on the terrain of selected rolling-stock stopping stations.
No data *)	Increase the reliability of the wagon breaks functionality	Equip wagons with pneumatic tables of the joint break system, with electromagnetic rail breaks, with monobloc wheel sets with disc breaks
No data*)	Increase safety of rail traffic and the electronic system monitoring locomotive operation as well as traction systems	Purchase new generation 2-system based locomotive series ES64, install GPS systems in locomotives, and install **E**lectronic **T**ransport **M**onitoring – **ETM**

No data *)	Adapt for transporting the disabled and improve travelling comfort	Modernise 22 electric traction systems.
No data *)	High number of train detachments in 2007 (gross ~ 3600 t., length 750 m)	Improve techniques of operating heavy trains with double traction with the participation of an Instructor/Train Operator
No data *)	Increase the safety of travellers using the metro	Install monitors at all metro stations allowing the Train Operator to observe passengers boarding and leaving the train, expand CCTV.

**) No data regarding 'Description of areas to which the activities apply' is caused by a delayed receipt of the updated version of the report structure draft, i.e. following the reporting period for the regulated bodies. This information will be taken into consideration as of the following year.*

2. Analysis of data trends

The number of rail events (accidents and serious accidents) in 2008 which have occurred on the railway network **of the overall rail system** in relation to the previous year **has fallen** from 982 to 885 events, i.e. by 97 events, which constitutes a 10% decrease.

The number of collisions has remained unchanged, i.e. 17 collisions, whereas the number of derailments has fallen from 206 to 168, i.e. by 38 events, which constitutes an 18% decrease. The number of accidents at crossings has also fallen from 325 to 276, i.e. by 49 accidents, which constitutes a 15% decrease; the number of accidents with human involvement caused by a moving rail vehicle has also fallen from 419 to 397, i.e. by 22 accidents, which constitutes a 5% decrease.

The overall number of **persons suffering serious injury** as a result of accidents **has decreased** in relation to the previous year from 290 to 266, i.e. by 24 cases, which constitutes an 8% decrease. The number of seriously injured persons during collisions with trains has increased from 1 to 6, i.e. by 5 cases. The number of seriously injured persons in accidents at crossings remains unchanged, whereas in accidents caused by a moving vehicle, the number of injured has fallen from 181 to 151, i.e. by 30 cases.

The overall number of **fatalities** as a result of accidents as a result of accidents in relation to the previous year **has fallen** from 366 to 309, i.e. by 57 cases, which constitutes a 16% decrease. Despite an increase of 90% in fatalities at crossings (from 39 to 74, increased by 35 cases), the number of fatalities caused by a moving vehicle has decreased by 28% (from 325 to 235, decreased by 90 cases).

Unauthorised persons constitute the majority of fatalities as well as the serious injuries. The number of unauthorised seriously injured people (122 cases) in relation to the overall

number of people (266 cases) equals 46%. A more marked situation can be seen in reference to fatalities, where in relation to the overall number of fatalities (309 cases), the number of unauthorised person fatalities (261 cases) is 84%.

The number of incidents and near-misses in relation to the previous year has decreased by 1448 cases, i.e. from 6571 to 5123 cases, constituting a 22% decrease.

The number of train-kilometres from 2006 shows an upward trend, i.e. in 2007 an increase from 221.7 million train-km. to 223.0 million train -km., and in relation to 2008 to 224.4 million train-km. Similarly, the number of passenger-kilometres shows an upward trend, i.e. in 2007, an increase from 18.17 billion passenger-km. to 19.37 billion passenger-km., and in 2008 to 20.14 billion passenger-km.

The overall number of rail events (accidents and serious accidents) in 2008 and their consequences in relation to the previous year which have occurred on the networks **functionally separated from the rest of the system** and designated for urban and suburban passenger transport has decreased from 18 to 9 cases, i.e. by 50%.

The number of collisions has decreased from 1 to 0 cases, i.e. by 100%, whereas the number of train derailments has remained unchanged i.e. 0 cases. The number of accidents at crossings has decreased from 14 to 8 cases, i.e. by 6 cases, which equals 50%. The number of accidents involving persons caused by a moving rail vehicle has also decreased from 3 to 1 case, i.e. by 2 cases, constituting a 77% decrease.

The overall number of **serious injuries** as a result of accidents **has decreased** in relation to the previous year from 3 to 2 cases, i.e. by 1 case, which equals 33%. The number of serious injuries in accidents at crossings has decreased from 3 to 1 case, whereas in accidents caused by moving vehicles, the number of injuries has increased from 0 to 1 case.

The total number of **fatalities** as a result of accidents **has decreased** in relation to the previous year from 1 to 0 cases, i.e. by 100%.

The number of train-kilometres shows an upward trend, i.e. in 2008 an increase from 4.42 million train-km. to 4.78 million train-km. in relation to 2007, although the number of passenger-kilometres shows a decreasing trend, i.e. in 2008 a decrease from 1.24 billion passenger-km. to 1.01 billion passenger-km.

A statement of rail related events, victims, and expenses is presented in the **annexes 'CSI-Charts'** (diagrams) for the two rail system groups in Poland which include tables and charts as well as **'CSI' annexes** for these groups. The definitions used in this report are presented in **Annex C**.

3. Safety recommendation outcomes

Pursuant to Article 281(8) of the Rail Transport Act of 28 March 2003 (Journal of Laws of 2007, No 16, item 94, as amended) as a result of completed proceedings following rail events by rail committees in association with confirmed inconsistencies constituting a direct threat to the safety of rail traffic, the Chairman of the State Commission of Rail Accident Investigation (PKBWK) issued a total of 19 recommendations in 2008 for improving the safety of rail traffic. From the total number of recommendations:

- 2 recommendations addressed to the Chairman of the Rail Transport Office
- 17 recommendations addressed to infrastructure managers and rail companies.

Pursuant to Article 28l(9) of the Rail Transport Act, as part of his or her responsibilities, the RTO Chairman **monitors the implementation of post-accident recommendations issued by the Commission.**

Examples of recommendations issued and outcomes of inspections conducted in this capacity by RTO employees:

a) In connection with the recommendation issued by the European Rail Agency concerning 2 rail accidents in Great Britain, which involved containers falling from wagons while the train was in motion, the SCRAI (State Commission of Rail Accident Investigation, PKBWK – Państwowa Komisja Badania Wypadków Kolejowych) Chairman issued a recommendation to infrastructure managers in terms of conducting inspection activities in reference to carriers which transport containers. Inspections carried out by RTO employees as part of executing the recommendation revealed that, in spite of implementing activities by supervising bodies, actions taken by lower-level bodies were rare. The inspected bodies were obliged to acknowledge the above subject in their inspection plans for next year.

b) Recommendations based on accidents in sidings referred to meeting safety certificate requirements, infrastructure diagnostics, and procedures associated with the transport of dangerous goods, and action taken in case of an incident. A number of inconsistencies were established during the inspection; managers of the inspected bodies were obliged to remove these inconsistencies through ‘Post-inspection findings’. The recommendations were implemented within the required timelines.

c) Inspections were carried out at railway carriers as a result of a recommendation regarding repeated cases of broken front windows of electrical traction units with reference to undertaking inspections and preventive activities associated with loading wagons etc. While conducting the inspection it was established that action was to be taken in this regard, such as an obligation was introduced to report that the load has been checked prior

to the train's departure to ensure correctness, and to load rinsed gravel onto specially designated and inspected wagons. Additionally, action was taken to install windows in wagons of higher glass toughness parameters.

d) In relation to accidents while manoeuvring in sidings operated by a rail carrier, and on SCRAI (State Commission of Rail Accident Investigation, PKBWK – Państwowa Komisja Badania Wypadków Kolejowych) recommendation, a comprehensive inspection was carried out with reference to issues associated with railway traffic safety at a designated Company. In order to improve the effectiveness of activities increasing rail traffic safety, a Company was obliged to update work regulations in the operated sidings, and to increase the number of external inspections.

e) An inspection was conducted to follow up on the execution of a PKBWK (State Commission of Rail Accident Investigation) recommendation issued to an infrastructure manager following accidents at category C automatically controlled crossings; it was established that the recommendations had been implemented. The infrastructure manager has additionally commenced procedures to change the category of one crossing from category C to category B – to an automatically controlled crossing with gates.

f) The implementation of rail commission recommendations and applications related to accidents at crossings was also checked during an inspection carried out by RTO employees. The indicated recommendations were implemented.

g) An inspection has been implemented as a result of inconsistencies discovered in the operation of train radio-communications in en-route equipment, and phone communication at train stations; this was carried out as part of RTO monitoring. The manager has committed to require from the sub-contractor the reliable provision of services involving equipment maintenance and servicing.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATIONS

1. State of progress in implementing Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004

Directive 2004/49/EC was introduced into Poland pursuant to *the Railway Transport Act* of 28 March 2003 (consolidated text published in the Journal of Laws 2007, No 16, item 94, as amended). Furthermore, national regulations in this regard have been presented in the 2007 Report. There were no changes in 2008.

2. State of progress in implementing Directive 2007/59/EC of the European Parliament and of the Council of 23 April 2007

The implementation procedure commenced during the reporting period. On 29 June 2009, the President of the Republic of Poland was presented with a draft to change the Railway Transport Act. An amendment of the Act has been issued in association with the publishing of three legal Acts, forming the so-called third rail package:

– Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations;
– Directive 2007/58/EC of the European Parliament and of the Council of 23 October 2007 amending Council Directive 91/440/EEC on the development of the Community's railways and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure;
– Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community.

The solutions contained in the draft Act include:

a) Opening up the international passenger rail transport market including a right which enables passengers to board a train at any station situated on an international route and to leave the train at another such station, including stations located within the same member state, including the ability to introduce limits on such transport, when the economic balance of national public services is threatened;
b) Create a system which recognises train drivers' professional qualifications – procedures and terms of issuing licences, certificates, training, and exams;
c) Ensure monitoring the observance of Regulation No 1371/2007/EC on rail passengers' rights and obligations;
d) Place on the Chairman of the Railway Transport Office new duties with monitoring the observance of regulations associated with passenger rights; of issuing licences and certificates to Train Drivers; and with reference to accessing the railway infrastructure for carriers with registered offices outside Poland.

On 20 July 2009, the Chairman forwarded the draft to the Constitutional Tribunal with an application to confirm its consistency with the Constitution.

Important changes in national legislation of 2008, which apply to this report, have been listed in **Annex D.**

Furthermore, Annex D also refers to changes in legislation and regulations, which have already occurred in 2009.

F. PROGRESS IN ISSUED SAFETY CERTIFICATIONS AND AUTHORISATIONS

1. National regulations – commencement dates – accessibility

1.1. Issuing safety certifications pursuant to Article 10 of Directive 2004/49/EC:

The Railway Transport Act of 28 March 2003 regulated the issue of safety certifications (Journal of Laws of 2007, No 16, item 94, as amended) and executory order, such as:

- the Ministry of Transport's regulation of 5 December 2006 on methods of obtaining safety certificates (Journal of Laws, No 230, item 1682) – with effect from 29 December 2006,
- the Ministry of Transport's regulation of 12 March 2007 on terms and method of issuing, extending, changing, and suspending safety authorisations, certification, and certificates (Journal of Laws, No 57, item 389) – with effect from 17 April 2007,
- the Ministry of Transport's regulation of 19 March 2007 on the safety management system in railway transport (Journal of Laws, No 60, item 407, as amended) – with effect from 21 April 2007

The first safety certification in part A was issued on 30 December 2008

1.2. Granting safety authorisation pursuant to Article 11 of Directive 2004/49/EC:

The Railway Transport Act of 28 March 2003 regulates the issue of safety certifications (Journal of Laws of 2007, No 16, item 94, as amended) and executory orders, such as:

- the Ministry of Transport's regulation of 12 March 2007 on terms and method of issuing, extending, changing, and suspending safety authorisations, certifications, and certificates (Journal of Laws, No 57, item 389) – with effect from 17 April 2007,
- the Ministry of Transport's regulation of 19 March 2007 on the safety management system in railway transport (Journal of Laws, No 60, item 407, as amended) – with effect from 21 April 2007

There were no safety authorisations issued in 2008.

1.3. Access to national safety regulations or other significant national regulations for railway companies and infrastructure managers:

National regulations are available on the website of the Republic of Poland Sejm, Ministry of Infrastructure, and the Railway Transport Office.

2. Numerical data

6 safety authorisation applications were filed in 2008, part A. 1 safety certification was issued, part A, pursuant to Directive 2004/49/EC, whereas the remaining 5 (as of 31.12.2008) did not meet the required terms.

There were no safety authorisations issued in 2008.

Annex E contains numerical data on the state of certification and authorisations.

3. Procedural aspects

3.1. Safety certification, part A:

There were no changes/updates made to any safety certifications in 2008.

No foreign rail company has applied to the Railway Transport Office for safety certification in 2008.

A fee is charged for the issue of safety certification pursuant to the Ministry of Infrastructure's regulation of 29 February 2008 on duties performed by the Chairman of the Railway Transport Office for which fees apply, as well as the amounts of these fees, and methods of payment (Journal of Laws, No 47, item 276). The amount of the fees depends on the amount of work time spent on the verification and analysis of the application, the maximum fee is the equivalent of EUR 5 000 in PLN.

3.2. Safety certifications, part B:

There were no safety certifications issued in 2008 – part B.

3.3. Safety authorisations:

There were no safety authorisations issued in 2008.

Payment of fees for the issue or change of safety certification by the National Safety Authority is regulated by the Ministry of Infrastructure's regulation of 29 February 2008 on duties performed by the Chairman of the Railway Transport Office, for which fees apply, as well as the amounts of these fees, and methods of payment (Journal of Laws, No 47, item 276). The amount of the fees depends on the amount of work time spent on the verification and analysis of the application, the maximum fee is the equivalent of EUR 5 000 in PLN.

G. MONITORING OF RAILWAY CARRIERS AND INFRASTRUCTURE MANAGERS

1. Description of monitoring of railway carriers and infrastructure managers

As a national authority, the Railway Transport Office monitors rail carriers and infrastructure managers. Inspections are carried out by the RTO Chairman as part of monitoring activities.

The manner of carrying out inspections is defined by the Minister of Transport in its regulation of 12 March 2007 on inspection methods carried out by the RTO Chairman (Journal of Laws, No 57, item 388). Inspections are carried out by Railway Transport Office employees subject to a written authorisation to carry out the inspection issued by the RTO Chairman.

Upon presentation of the work I.D. and authorisation, the inspection is carried out in the presence of the inspected body's employees assigned by the inspected body's manager or by a person authorised by the manager.

The Inspecting Officer establishes facts based on the evidence gathered, then presents the results of the inspection in an inspection report.

The assessment of the operations of the inspected body, based on the details contained in the inspection report, is presented in a post-inspection finding. In the event of demonstrated inconsistencies, the post-inspection finding will contain comments and conclusions including a due date to remove these by the inspected body.

1.1. Utilising inspection and audit lists.

The Railway Transport Office employees who conduct the inspections of railway carriers or of infrastructure managers may utilise the inspection lists, which contain a total of 140 separate points.

The number of questions contained in a given inspection list depends on the type, size, and business capacity of the inspected body (infrastructure manager or railway carrier), and also on the given inspection's scope.

1.2. Audits / inspections /.

In 2008, the Railway Transport Office employees conducted a total of 279 inspections with respect to rail safety, which consisted of:

- 165 inspections of railway infrastructure managers,
- 114 inspections of rail carriers.

Due to the fact that in 2008 the Railway Transport Office Chairman did not issue any 'safety authorisations' to a railway infrastructure manager, and the first 'safety certification' part A was issued on 30.12.2008, the inspections applied to bodies which held the 'Safety Certificate' (referred to in Article 32 of the 2001/14/EC Directive of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification). The subject of the inspections covered matters such as requirements defined for 'safety certificates'.

Among other things, the following were checked as part of the inspections:

- possession of full certification permitting the use of the type of buildings and equipment designed for railway traffic and licences permitting the use of rail type vehicles;
- possession of technical performance certification for the use of rail vehicles;
- meeting technical requirements in reference to the use and maintenance of rail vehicles and rail infrastructure elements;
- possession of external regulations, defining safe rail traffic rules and requirements, and maintaining the railway infrastructure;
- meeting regulation requirements by personnel employed in positions directly associated with maintaining rail traffic safety;
- ensure safety for transport of dangerous goods by rail,
- railway traffic safety while infrastructure managers carry out modernisation works,
- execution of post-inspection recommendations and preventive means contained in the reports following accidents and recommendations issued by the State Commission of Rail Accident Investigation – in particular following accidents which occurred at railway crossings.

1.3. Personnel of National Safety Authorities able to conduct audits.

A total of 70 Railway Transport Office employees took part in conducting inspections, which constitutes 44.30% of the overall human resources at the Office. Please note that inspections are mainly carried out by Field Department employees..

1.4. Economic aspects of audits.

Costs associated with inspections carried out by RTO employees in 2008 amount to a total of PLN 1,107,600 (EUR 265,458). The above amount consists of delegation costs and employees' salaries.

1.5. Issues of significance.

As part of the safety monitoring, one of the railway carriers implemented 'Railway logistics', an electronic monitoring system, which allowed 'online' monitoring of many parameters of the locomotive's work, as well as the logistics / sales activities performed by employees, and the work time of traction teams which in connection with a detailed electronic map of the railway network, including track assemblies at manned sidings, contributes to the improvement of the safety level.

It has become more and more common for rail carriers to equip traction vehicles with telemetric equipment, allowing continuous monitoring of the most significant parameters of these vehicles' work.

2. Filing of annual safety reports by all infrastructure managers and railway companies pursuant to Article 9(4) of the 2004/49/EC Directive on rail safety.

Pursuant to requirements defined in Article 17a(4) of the Railway Transport Act, the following were obliged to file safety reports for 2008 with the Chairman of the Railway Transport Office:

- From the overall railway system – 9 infrastructure managers and 48 railway carriers, which carry on transport business within this network,
- From the second group i.e. railway networks separated from the rest of the system and designated solely for urban and suburban passenger transport in Poland – 3 infrastructure managers, including 2 entities simultaneously carrying on a transport business on this network.

All entities submitted a '2008 safety report' within the required timeline, i.e. before the end of the 2nd quarter of 2008.

3. Number of inspections that railway companies / infrastructure managers were subjected to in 2008		In possession of safety certification part A	In possession of safety certification part B	In possession of safety authorisations	Other activities
	planned	0	0	0	0
	completed	0	0	0	0
		Railway carrier in possession of safety certification (Directive 2001/14/EC)		Infrastructure manager in possession of safety certification (Directive 2001/14/EC)	Other activities
	planned	110		150	0
	completed	114		165	0

The planned inspections were conducted on the basis of 'Inspection subject matter for 2008' developed by the Departament Nadzoru Eksploatacyjnego i Bezpieczeństwa Ruchu (Department of Operations Monitoring and Traffic Safety), which contained issues reported by individual Departments, Offices, and Field Departments of the Railway Transport Office.

The unplanned inspections were conducted by authorised employees of the Railway Transport Office following information received by them regarding threats to rail traffic safety .

4. Number of audits, to which the railway companies / infrastructure managers were subjected to in 2008		In possession of safety certification part A	In possession of safety certification part B	In possession of safety certification	Other activities
	planned	0	0	0	0
	completed	0	0	0	0
		Railway carrier in possession of safety certification (Directive 2001/14/EC)		Infrastructure manager in possession of safety certification (Directive 2001/14/EC)	Other activities
	planned	0	0	0	0
	completed	0	0	0	0

5. Summary of inspection outcomes and action taken in relation to safety aspects

The Summary of inspection outcomes carried out by RTO employees on rail carriers and infrastructure managers takes place at meetings organised by the RTO management. Ongoing traffic safety matters are reviewed with the majority of the talks focusing on methods of executing decisions aiming to further increase the level of railway safety through the following among other things:

- Discussing the level of adherence to post-inspection recommendations issued by the RTO Chairman to the rail carriers and railway infrastructure managers;
- Monitor the execution of Post-accident Commission recommendations and conclusions aimed at preventing incidents from occurring in the future, or to limit their effects;
- Monitor rail carriers and infrastructure managers fulfilling meeting the criteria defined by the safety certification.

It gives us great satisfaction to report that in 2008 there were no accidents as a result of direct threat to rail traffic or the transporting of people or property on the network which caused the Chairman of the Railway Transport Office to issue an Administrative decision:

- To halt rail traffic or to limit the traffic on railway lines;
- To suspend railway vehicles' operation or to limit their operation.

6. Complaints lodged by infrastructure managers against railway companies associated with terms relating to certification part A / part B.

No complaints of the above nature were lodged with the Railway Transport Office in 2008.

7. Complaints lodged by railway companies against infrastructure managers associated with the terms of their authorisation

No complaints of the above nature were lodged with the Railway Transport Office in 2008.

H. REPORTING RELATING TO THE APPLICATION OF CSM FOR RISK ASSESSMENT

Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common method on risk evaluation and assessment as referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council, was published on 29 April 2009.

With reference to the above, in 2008, the bodies were not obliged to report on their experiences associated with the application of CSM when using risk evaluation and assessment methods.

I. FINAL CONCLUSIONS – PRIORITIES

Railway Transport Office – the national safety authority adopted the following priority actions for 2008:

1) An increase in inspections and preventive action with the aim of maintaining the correct level of rail traffic safety in relation to the deteriorating state of the railway infrastructure as a result of the inability to carry out necessary repairs, among other things.
2) Continuing activities associated with safety certification and authorisation to maintain the positive trend in improving the level of safety, particularly with reference to rail rolling stock.
3) Support activities aimed at sorting out monitoring the design, construction, and handover of railway infrastructure into operation, partially in reference to: tracks, traffic steering systems, electrical power, etc.

J. SOURCES OF INFORMATION

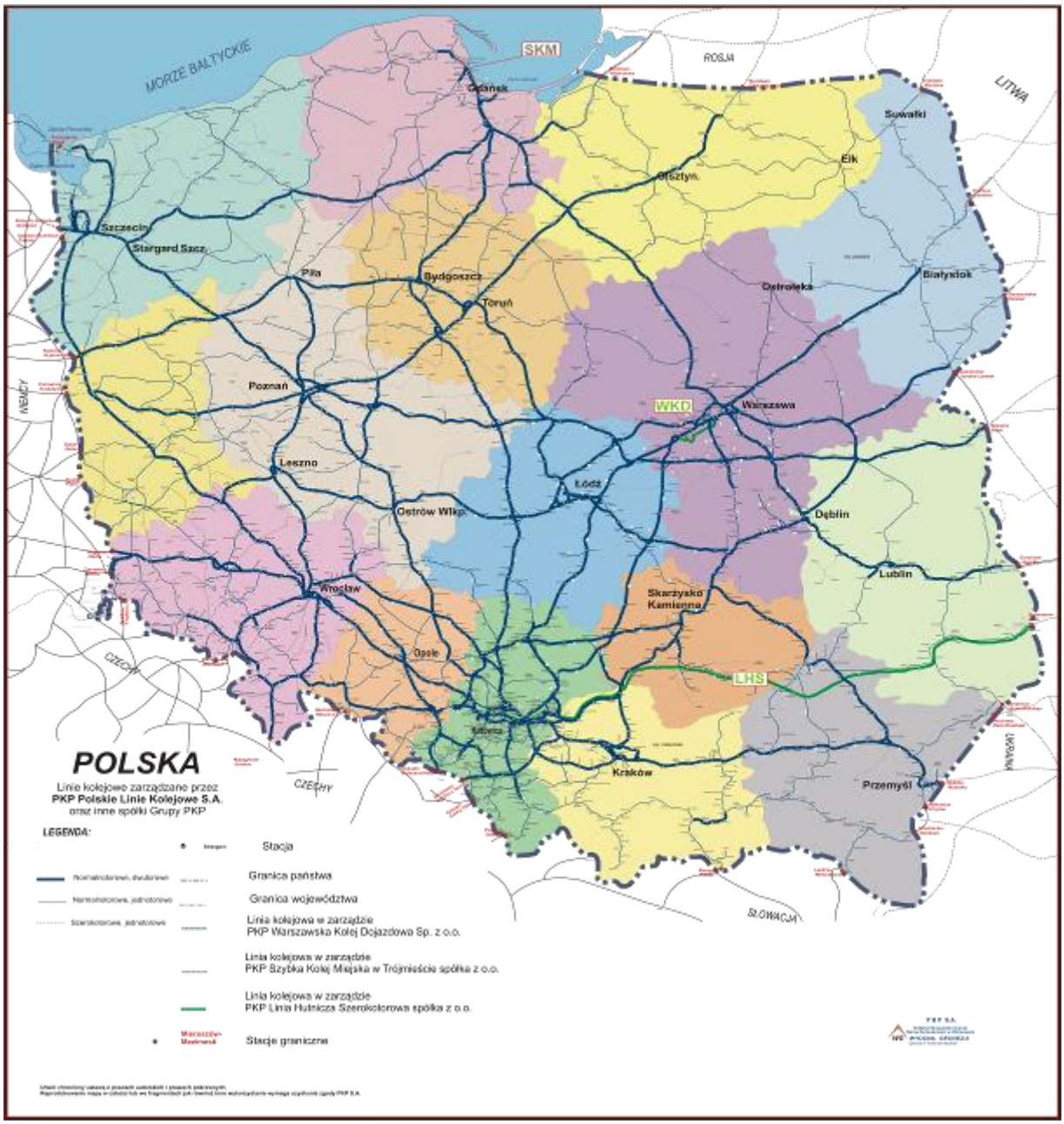
The above 'Report' was developed on the basis of source information contained in:

1) '2008 safety reports' submitted with the Chairman of the Railway Transport Office by the railway carriers and railway infrastructure managers,
2) Own sources: Annual protocols and reports on inspections carried out by the Railway Transport Office; materials held by individual Departments and Railway Transport Office Divisions,
3) National regulations and legal provisions: statutes and regulations.

ANNEXES

ANNEX A.1.a.

Railway network in Poland



ANNEX A.1.b.

Junction and manoeuvre stations on the Polish railway network

AGC – main international railways:	E-20; E-30; E-59; E-65; E-75
AGTC – important international railways of combined transport:	CE-20 ; CE-30 ; CE-59 ; CE-65 ; CE-75

ANNEX A.1.c.

Railway networks separate to the rest of the Polish railway network

Zatoka Pomorska	Zatoka Pomorka (Pomorska Bay)
Zalew Szczeciński	Zalew Szczeciński (Szczecinski Reservoir)
Świnoujście Centrum	Świnoujście Centrum (Swinoujscie Centre)
Świnoujście	Świnoujście

WKD	Warsaw Suburban Railway, WKD
W. Gł. Tow.	Warsaw Central – Freight
W. Gołąbki	Warsaw Gołąbki
Warszawa Śr. WKD	Warsaw Sr. Warsaw Suburban Railway, WKD
W-wa (Warszawa) Centr.	Warsaw Central
Milanówek Gródów	Milanówek Gródów
Grodzisk Maz. (Mazowiecka) Radońska	Grodzisk Mazowiecka Radońska
Podkowa Leśna Zachodnia	Podkowa Leśna Zachodnia (West)

ANNEX A.2.1.a – Railway infrastructure managers for the overall Polish network

#	Name	Address	Website address / network reports	Safety certification (Directive 2001/14/EC)		Business commencement date	Railway tracks			Total length of railways			Electrical traction		Number of railway crossings (LC) [units]	Number of signals [units]	Utilised ATP equipment
				number	of		Total length of basic and main railway tracks [km]	Total length of other tracks [km]	Track width [mm]	double tracks [km]	single tracks [km]	High speed (HSL) [km]	Length [km]	Voltage (DC) [kV]			
1	PKP Polskie Linie Kolejowe S.A.	03 - 734 Warszawa, ul. Targowa 74	www.plk-sa.pl	003/ZI/04 104/ZI/06	10.02.2004 22.12.2006	01.10. 2001	27633.00	9398.00	1435	8579.00	10475.00	--	25088.00	3	13740	62603	
							147.00	111.00	1520	--	147.00	--	24.00	3		366	
2	PKP Linia Hutnicza Szerokotorowa Sp. z o.o.	22 - 400 Zamość, ul. Szczebrzeska 11	www.lhs.com.pl	064/ZI/05 101/ZI/06	29.08.2005 22.12.2006	20.11. 2001	--	23.23	1435	--	--	--	--	--	--	10	
							394.65	107.95	1520	--	394.65	--	--	--	246	243	
3	PKP Szybka Kolej Miejska in Trójmieście Sp. z o.o.	81 - 002 Gdynia, ul. Morska 350A	www.skm.pkp.pl	017/ZI/04 108/ZI/06	16.03.2004 22.12.2006	01.07. 2001	62.65	20.51	1435	31.08	--	--	99.85	3	6	220	
4	'Kopalnia Piasku Kotlarnia - Linie Kolejowe' Sp. z o.o.	47 - 246 Kotlarnia, ul. Dębowa 3	www.kotlarnia.com.pl	032/ZI/04 121/ZI/06	16.06.2004 22.12.2006	01.01. 2004	167.60	21.60	1435	50.36	66.9	--	--	--	98	186	
5	Jastrzębska Spółka Kolejowa Sp. z o.o.	44 - 310 Jastrzębie Zdrój, ul. Leśna 4	www.jsk.pl	019/ZI/04 098/ZI/06	01.04.2004 22.12.2006	01.04. 1998	43.30	99.80	1435	11.60	20.15	--	25.731	3	20	350	
6	Jastrzębska Spółka Węglowa S.A. Kopalnia Węgla Kamiennego 'BUDRYK'	43 - 178 Ornontowice, ul. Zamkowa 10	www.jsw.pl	044/ZI/07	10.08.2007	09.12. 2007	9.627	12.023	1435	--	9.627	--	8.50	3	12	41	
7	PCC Śląskie Linie Kolejowe Sp. z o.o.	43 - 602 Jaworzno, ul. Bukowska 12	www.pccrail.pl	012/ZI/06	20.02.2006	01.10. 2003	81.14	49.08	1435	16.65	47.84	--	53.72	3	49	220	
8	CTL Maczki - Bór Sp. z o.o.	41 - 208 Sosnowiec, ul. Długa 90	www.ctlmaczki.pl	064/ZI/06	30.05.2006	05.05. 1990	77.90	52.85	1435	20.38	37.12	--	--	--	22	152	
9	Przedsiębiorstwo Transportu Kolejowego INFRASTRUKTURA S.A.	44 - 251 Rybnik 9, ul. Kłokocińska 51	www.ptkigk.com.pl/infrastruktura	024/ZI/05 117/ZI/06	04.04.2005 22.12.2006	01.01. 2005	56.00	197.05	1435	4.42	47.16	--	22.24	3	62	351	
						Total	28131.22	9874.14	1435	8713.49	10703.8	--	25298.0		14255	64133	
							541.65	218.95	1520	--	541.65	--	24.00			609	
						Total	**28673**	**10093**		**8713.5**	**11245.4**	**--**	**25322**		**14255**	**64742**	

ANNEX A.2.1.b – Railway infrastructure managers of the metro network and networks separate to the rest of the overall system, designated for local, urban and suburban passenger transport in Poland

#	*Name*	*Address*	Website address / network reports	*Safety certification (Directive 2001/14/EC)*		*Business commencement date*	*Railway tracks*			*Total length of railways*			*Electrical traction*		*Number of railway crossings (LC) [units]*	*Number of signals [units]*	*Utilised ATP equipment*
				number	*of*		Total length of basic and main railway tracks [km]	Total length of other tracks [km]	*Tracks [mm]*	*double tracks [km]*	*single tracks [km]*	*High Speed (HSL) [km]*	*Length [km]*	*Voltage (DC) [kV]*			
1	PKP Warszawska Kolej Dojazdowa Sp. z o.o. *from 13.08.2008r. change of name to: Warszawska Kolej Dojazdowa Sp. z o.o.*	05 - 825 Grodzisk Mazowiecki, ul. Batorego 23	www.wkd.com.pl	029/ZI/04 110/ZI/06	02.06.2004 22.12.2006	01.07. 2001	63.703	3.100	1435	25.100	13.781	--	69.703	0.65	39	94	--
2	Metro Warszawskie Sp. z o.o.	02 - 798 Warszawa, ul. Wilczy Dół 5	www.metro.waw.pl	132/ZI/06	22.12.2006	07.01. 2003	43.735	32.323	1435	22.124	0.00	--	52.000	0.75	10	224	--
3	Usedomer Bäderbahn Polska Sp. z o.o. (UBB Polska)	72 - 600 Świnoujście, ul. Wybrzeże Władysława IV 22	www.ubb-online.com	036/ZI/08	15.09.2008	20.09. 2008	1.438	0.130	1435	--	1.438	--	0.000	-	1	4	--
						Total	**108.88**	**35.55**		**47.224**	**15.219**	**--**	**121.7**		**50**	**322**	**--**
							144,43			**62.44**							

ANNEX A.2.2.a – Railway carriers for the overall railway network

**) In accordance with the Guidelines for the preparation of the annual KWB Report data associated with columns 11 - 21 of this annex have not been entered, whereas the collective statement is presented on the last page of this annex.*

#	Name	Address	Website	*Safety certification (Directive 2001/14/EC)*		*Safety certification (Directive 2004/49EC)*		*Business commencement date*	*Transport type*
				Number	*Date*	*Number*	*Date*		
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
1	PKP CARGO S.A.	02 – 021 Warszawa ul. Grójecka 17	www.pkp-cargo.pl	015/PK/04 105/PK/06	16.03.2004 22.12.2006			01.10.2001	freight
2	PKP Linia Hutnicza Szerokotorowa Sp. z o.o.	22 - 400 Zamość, ul. Szczebrzeska 11	www.lhs.com.pl	063/PK/05 100/PK/06	29.08.2005 22.12.2006			01.07.2001	freight
3	CTL Express Sp. z o.o.	00 - 609 Warszawa Al. Armii Ludowej 26	-	115/PK/06	22.12.2006			24.06.2006	freight
4	CTL Logistics S.A.	00 - 609 Warszawa Al. Armii Ludowej 26	www.ctl.pl	021/PK/05	16.03.2005			07.05.2001	freight
5	CTL Rail Sp. z o.o.	40 - 952 Katowice, ul. Przemysłowa 10	www.ctl.pl	019/PK/05	16.03.2005			02.03.2004	freight
6	CTL Reggio Sp. z o.o.	24-110 Puławy, Al. 1000-lecia Państwa Polskiego 13		021/PK/06 116/PK/06	27.02.2006 22.12.2006			10.03.2005	freight
7	CTL Train Sp. z o.o.	41 - 208 Sosnowiec, ul. Długa 90	www.ctl.pl	020/PK/05	16.03.2005			01.06.2005	freight
8	GreenChip Cargo Sp z o.o. previous name until 05.05.2007 CTL Train International Sp z o.o.	00 - 609 Warszawa, Al. Armii Ludowej 26	www.ctl.pl	018/PK/05	16.03.2005			23.08.2005	freight
9	X-Train Sp. z o.o.	00 - 609 Warszawa Al. Armii Ludowej 26 *Change of address from 15.02.2008 to:* 81 - 335 Gdynia, ul. Janka Wiśniewskiego 20	www.ctl.pl	048/PK/05 113/PK/06	07.07.2005 22.12.2006			15.09.2004	freight
10	PCC KOLCHEM Sp. z o.o.	56 - 120 Brzeg Dolny, ul. Sienkiewicza 4	www.kolchem.pl	092/PK/06	31.08.2006			19.10.2004	freight
11	PCC Rail COALTRAN Sp. z o.o.	03 - 216 Warszawa, ul. Modlińska 15	www.coaltran.pl	007/PK/05	10.02.2005			01.10.2002	freight
12	PCC RAIL S.A.	43 - 602 Jaworzno, ul. Bukowska 12	www.pccrail.pl	044/PK/06	08.05.2006			19.06.1998	freight pas.
13	Przedsiębiorstwo Transportu Kolejowego i Gospodarki Kamieniem S.A. *From 08.10.2008 change of name to* **PCC RAIL RYBNIK S.A.**	44 – 251 Rybnik ul. Kłokocińska 51	www.ptkigk.com.pl	015/PK/05	01.03.2005			01.01.1994	freight pas.
14	PCC SPEDKOL Sp. z o.o.	47 - 225 Kędzierzyn - Koźle, ul. Szkolna 15	www.spedkol.pl	022/PK/04 003/PK/07	16.04.2004 19.03.2007			15.06.2002	freight

15	CEMET S.A.	01 - 756 Warszawa, ul. Przasnyska 6A	www.cemet.pl	001/PK/07	19.03.2007			22.06.2007	freight
16	Dolnośląskie Linie Autobusowe Sp. z o.o.	50-126 Wrocław ul. Krakowska 71/73							pas.
17	Dolnośląskie Przedsiębiorstwo Napraw Infrastruk-tury Komunikacyjnej DOLKOM Sp. z o.o.	50 - 502 Wrocław, ul. Hubska 6	www.dolkom.pl	005/PK/07	19.03.2007			20.07.2007	freight
18	Euronaft Trzebinia Sp. z o.o.	32 - 540 Trzebinia, ul. Fabryczna 22	www.euronaft-trzebinia.pl	030/PK/04 120/PK/06	15.06.2004 22.12.2006			09.07.2004	freight
19	Freightliner PL Sp. z .o.o.	02 - 797 Warszawa Al. Komisji Edukacji Narodo-wej 36 suite 200	www.freightliner.pl	071/PK/06	30.06.2006			08.10.2005	freight pas.
20	GATX Rail Poland Sp. z o.o.	01 - 831 Warszawa, ul. Twarda 30	www.gatx.eu	005/PK/04 002/PK/05	25.02.2004 01.02.2005			01.03.2002	freight
21	Hagans Logistic Sp. z o.o.	87 - 100 Toruń Plac Fryderyka Skarbka 4	www.hagans.pl	045/PK/07	10.08.2007				freight
22	Kolej Bałtycka S.A.	70 - 676 Szczecin, ul. Merkatora 11	www.kolejbaltycka.pl	013/PK/05	01.03.2005			05.05.2004	freight
23	Kopalnia Piasku „Kotlarnia' S.A.	47 - 246 Kotlarnia, ul. Dębowa 3	www.kotlarnia.com.pl	036/PK/04 077/PK/06	28.06.2004 17.08.2006			01.06.1995	freight
24	Lotos Kolej Sp. z o.o.	80 - 716 Gdańsk, ul. Michałki 25	www.lotoskolej.pl	045/PK/04	02.12.2004			01.01.2003	freight
25	Lubelski Węgiel Bogdanka S.A.	21 - 013 Puchaczów	www.bogdanka.lublin.pl	008/PK/05	10.02.2005			22.03.2005	freight
26	Nadwiślański Zakład Transportu Kolej. Sp. z o.o.	43 - 225 Wola, ul. Przemysłowa 6	www.nztk.pl	010/PK/05	10.02.2005			01.07.1995	freight
27	Polski Koncern Naftowy ORLEN S.A.	09 - 411 Płock, ul. Chemików 7	www.orlen.pl	033/PK/04 122/PK/06	16.06.2004 22.12.2006			05.08.2002	freight
28	ORLEN KolTrans Sp. z o.o.	09 - 411 Płock, ul.Chemików 7	www.orlenkoltrans.pl	017/PK/05	01.03.2005			13.12.2000	freight
29	Pol - Miedź - Trans Sp. z o.o.	59 - 301 Lubin ul. Marii Skłodowskiej - Curie 190	www.pmtrans.com.pl	011/PK/05	01.03.2005			01.04.2002	freight
30	Południowy Koncern Węglowy S.A.	43 - 600 Jaworzno, ul. Grunwaldzka 37	www.pkwsa.pl	043/PK/04	18.10.2004			01.07.2005	freight
31	Pomorskie Przedsiębiorstwo Mechaniczno-Torowe Sp. .z o.o.	80 - 051 Gdańsk, ul. Sandomierska 17	www.ppmt.com.pl	40/PK/05 125/PK/06	14.06.2005 22.12.2006			01.09.2001	freight
32	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	30 - 556 Kraków ul. Prokocimska 4	www.pnuikkrakow.pl					21.08.2008	freight
33	Przedsiębiorstwo Napraw Infrastruktury Sp. z o.o.	03 - 816 Warszawa ul. Chodakowska 100	www.pni.net.pl	126/PK/06	22.12.2006			01.02.2007	freight
34	Przedsiębiorstwo Robót Kolejowych i Inżynieryjnych S.A.	50 - 950 Wrocław, ul. Kniaziewicza 19	www.prkii.com.pl	038/PK/04 111/PK/06	28.06.2004 22.12.2006			01.12.2001	freight
35	Przedsiębiorstwo Robót Komunikacyjnych w Krakowie S.A.	30 - 048 Kraków, ul. Czapińskiego 3	www.prk.krakow.pl	042/PK/04 112/PK/06	23.08.2004 22.12.2006			01.10.2004	freight
36	Przedsiębiorstwo Transportu Kolejowego Holding S.A.	41 - 800 Zabrze, ul. Wolności 337	www.ptkholding.pl	009/PK/05	10.02.2005			02.01.2007	freight

37	Przedsiębiorstwo Transportu Kolejowego KOLTAR Sp. z o.o.	33 - 101 Tarnów, ul. Kwiatkowskiego 8	www.koltar.pl	027/PK/05	19.04.2005			22.09.2005	freight
38	Przedsiębiorstwo Usług Kolejowych KOLPREM Sp z o.o.	41 - 308 Dąbrowa Górnicza, Al. J. Piłsudskiego 92	www.kolprem.pl	069/PK/05	01.09.2005			25.06.2004	freight
39	Rail Polska Sp. z o.o.	00 - 790 Warszawa, ul. Willowa 8/10 lok.11	www.railpolska.pl	022/PK/05 118/PK/06	04.04.2005 22.12.2006			26.10.2004	freight
40	RCO S.A	70 - 533 Szczecin, ul. Nowy Rynek 2	www.rco.com.pl	99/PK/06	22.12.2006			01.08.2007	freight
41	STK Sp. z o.o.	53 - 326 Wrocław, ul. Buska 5a	www.stk.wroc.pl	054/PK/05 029/PK/07	12.08.2005 20.06.2007			14.04.2005	freight
42	Transoda Sp. z o.o.	88 - 100 Inowrocław, ul. Fabryczna 4		012/PK/04 119/PK/06	04.03.2004 22.12.2006			01.07.2002	freight
43	Zakłady Inżynierii Kolejowej Leśkiewicz, Kosmala Sp.j.	27 - 600 Sandomierz, ul. Retmańska 11 A	www.ziksandomerz.pl	014/PK/05	01.03.2005			01.07.1986	freight
44	PKP Przewozy Regionalne Sp. z o.o.	02 - 021 Warszawa, ul. Grójecka 17	www.pr.pkp.pl	006/PK/04 102/PK/06	25.02.2004 22.12.2006			01.10.2001	pas.
45	PKP INTERCITY S.A. Change of name from 02.01.2008, previous name: PKP INTERCITY Sp. z o.o	02 - 021 Warszawa, ul. Grójecka 17	www.intercity.pl	014/PK/04 106/PK/06	16.03.2004 22.12.2006			01.09.2001	pas.
46	PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o.	81 - 002 Gdynia, ul. Morska 350A	www.skm.pkp.pl	016/PK/04 107/PK/06	16.03.2004 22.12.2006			01.07.2001	pas.
47	„Koleje Mazowieckie – KM' Sp. z o.o.	03 - 802 Warszawa, ul. Lubelska 1	www.mazowieckie.com.pl	016/PK/05	01.03.2005			01.01.2005	pas.
48	Szybka Kolej Miejska Sp. z o.o.	03 - 808 Warszawa, ul. Mińska 25 lok. 618	www.skm.warszawa.pl	062/PK/05 123/PK/06	29.08.2005 22.12.2006			03.10.2005	pas.

	Number of locomotives	*Number of engine wagons / traction units*	*Number of wagons*		*Number of Drivers*	*Number of onboard personnel responsible for safety*	*Size of passenger transport*			*Size of freight transport*		
			passenger	*freight*			*passengers in '000*	*billion passenger-km.*	*million train-km.*	*'000 tonnes*	*million tonne-km. (gross)*	*million train-km.*
	11	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*		*21*
TOTAL	**3,861**	**251 / 1140**	**3,319**	**90,888**	**16,123**	**7,090**	**285 136.508**	**20.14400138**	**143.09555**	**276 149.821**	**94 889.6082**	**81.875832**

ANNEX A.2.2.b – Railway carriers

Urban and suburban passenger transport services for the metro and networks separate to the rest of the network

**) According to Guidelines for the preparation of the KWB Annual Report, data associated with columns 11 - 21 of this annex have not been entered, whereas the summary statement is presented in the last line.*

#	Name	Address	Website	Safety certification (Directive 2001/14/EC)		Safety certification (Directive 2004/49EC)		Business commencement date	Type of transport
				Number	Date	Number	Date		
1	2	3	4	5	6	7	8	9	10
1.	PKP Warszawska Kolej Dojazdowa Sp. z o.o. from 13.08.2008 name changed to: Warszawska Kolej Dojazdowa Sp. z o.o.	05 - 825 Grodzisk Mazowiecki, ul. Batorego 23	www.wkd.com.pl	028/PK/04 109/PK/06	02.06.2004 22.12.2006	--	--	01.07. 2001	passenger – sub-urban
2.	Metro Warszawskie Sp. z o.o.	02 - 798 Warszawa, ul. Wilczy Dół 5	www.metro.waw.pl	131/PK/06	22.12.2006	--	--	07.01. 2003	passenger – urban

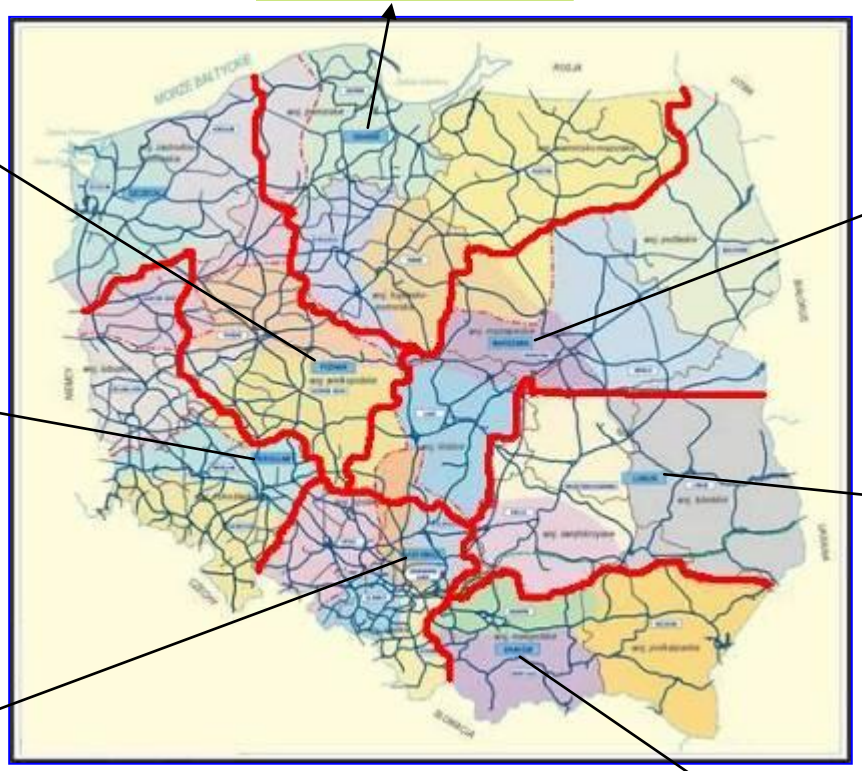
	Number of locomotives	number of engine wagons / traction units	Number of wagons		Number of Drivers	Number of onboard personnel responsible for safety	Size of passenger transport			Size of freight transport		
			passenger	freight			passengers in '000	billion passenger-km.	million train-km.	'000 tonnes	million ton.-km.	million train-km.
	11	12	13	14	15	16	17	18	19	20		21
TOTAL	**3**	**172 / 69**	**210**	**--**	**173**	**1**	**133,369**	**1.006**	**4.777**	**--**	**--**	**--**

ANNEX B.1 – Organisational chart of the Railway Transport Office in relation to other national bodies

ANNEX B.2. – Railway Transport Office Field Departments' areas of operation

Gdansk Field Department
ul. Dyrekcyjna 2/4, 80-958 Gdańsk

Poznan Field Department
Al. Niepodległości 8, 61-875 Poznań



Warsaw Field Department
ul. Hoża 86, 00-682 Warszawa

Wroclaw Field Department
ul. Joannitów 13, 50-950 Wrocław

Lublin Field Department
ul. Okopowa 5, 20-022 Lublin

Katowice Field Department
ul. Przemysłowa 10, 40-202 Katowice

Cracow Field Department
ul. Mogilska 1, 31-516 Cracow

ANNEX C – CSI data – definitions

1. CSI data for 2008

1.a. General railway accidents statement for the overall network in Poland

		Accidents and serious accidents	Cause of fatalities	Cause of injuries
1.	Train collisions	17	--	6
2.	Train derailments	168	--	--
3.	Incidents at level-crossings	276	74	105
4.	Incidents with human involvement caused by a moving railway vehicle	397	235	151
5.	Railway vehicle fire	9	--	--
6.	Other	18	--	4
	TOTAL	**885**	**309**	**266**

1.b. General statement of railway incidents on networks separate to the rest of the system, designated for urban and suburban passenger transport

		Accidents and serious accidents	Cause of fatalities	Cause of injuries
1.	Train collisions	--	--	--
2.	Train derailments	--	--	--
3.	Incidents at crossings	8	--	1
4.	Incidents with human involvement, caused by a moving railway vehicle	1	--	1
5.	Railway vehicle fire	--	--	--
6.	Other	--	--	--
	TOTAL	**9**	**0**	**2**

2. Definitions contained in Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 *on rail transport statistics (OJ L14, 21.1.2003, p. 1)*

- **'person killed'** means any person killed immediately or dying within 30 days as a result of an accident, excluding suicides
- **'person seriously injured'** means any person injured who was hospitalised for more than 24 hours as a result of an accident, excluding attempted suicides
- **'passenger-km'** means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account
- **'rail passenger'** means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included
- **'suicide'** means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority
- **'significant accident'** means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded.
- **'train'** means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive travelling on its own, is not considered to be a train.
- **'train-km'** means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account.

3. National definitions used in the annual report

Pursuant to the amendment of the Railway Transport Act, with effect from 21.08.2006 and the Minister of Transport's regulation of 30 April 2007 *on serious accidents, as well as railway accidents and incidents,* the following definitions apply:

a) **‘serious accident’** – accident caused by a train collision, derailment, or other similar event
   - with a minimum of **1** fatality or a minimum of **5** serious injuries (with hospitalisations of more than 24 hours) or
   - causing significant damage to the railway vehicle, the railway infrastructure, or environment, which must be immediately assessed by an accident assessment commission for a minimum amount of EUR 2 million,
   - which has an obvious effect on rail safety regulations or safety management.

b) **‘accident’** – unintentional, sudden event or trail of events with the involvement of a railway vehicle, leading to negative consequences for human health, property or the environment; the following, in particular, are considered accidents:
   - collisions,
   - derailments,
   - incidents at crossings,
   - incidents with human involvement, caused by a moving railway vehicle,
   - railway vehicle fire.

Pursuant to the Ministry of Transport’s regulation of 30 April 2007 *on serious accidents, railway accidents and incidents,* the following definitions apply:

a) **‘fatality’** – persons who have lost their lives in a serious accident or as a result of it, suffered bodily injuries causing death within 30 days of the accident (with the exception of suicide); definition compliant with the definition referred to in Regulation No 91/03;

b) **‘serious injuries’** – persons who as a result of accident have suffered disruption of bodily functions, or disorder of health, and as a result required over 24 hours of hospitalisation, excluding persons who attempted suicide. Definition compliant with definition referred to in Regulation No 91/03.

Pursuant to the Ministry of Infrastructure’s regulation of 18 July 2005 *on general terms of railway traffic and signal system services,* the following definition applies:

‘a train’ – is a **composition of wagons or other railway vehicles** joined with an active traction vehicle **or a traction vehicle** with signals and ready to ride, or positioned on the road.

‘A train’s general mass’ – is the total mass of railway vehicles including the load.

Pursuant to the Ministry of Transport’s regulation of 30 May 2006 *on terms of access and use of the railway infrastructure,* the following definition applies:

‘train-kilometre’ – the distance of one kilometre travelled by a train.

Pursuant to the Ministry of Infrastructure's regulation of 19 December 2007 *on information regarding common safety indicators*, the following definitions apply:

'emergency signal' – replacement signal, a 'Stop' signal with free interval on an automatic block system, no semaphore, no lights at semaphore lights;

'fractured rail tracks' – totally fractured and damaged over a length of 50 mm or to a depth of 10 mm;

'other persons' – persons unauthorised to be present at the place of the incident;

Unauthorised persons – not passengers or personnel, but authorised to be present at the place of the incident;

'train-km' – distance of 1 km travelled by a train or locomotive travelling on its own.

Pursuant to the Ministry of Infrastructure's regulation of 19 December 2007 *on information regarding common safety indicators*, the following cost calculation rules apply:

a) Expenses caused by incidents are calculated as a difference between the amount covering the losses and costs borne as a result of the incident (which could have been avoided) and the amount of compensation received in this regard.
b) Costs which could have been avoided are considered as all the costs which would not have been incurred had the incident not taken place (i.e. the cost of using additional equipment, and labour hire to remove the effects of the incident, as well as compensation paid out to natural and legal persons). Losses directly caused by the effects of the incident are also considered as losses (i.e. as a result of a loss or damage to tangible assets), as well as indirect effects (i.e. loss of income due to interrupted traffic).
c) Income received by a body reporting the information regarding insurance payouts and compensation is taken into account as part of received compensation, not including income from the incident reporting body's own insurance.
d) Expenses incurred as a result of the incident provided by the Chairman of the Railway Transport Office constitute an expense amount expressed in PLN by the railway infrastructure managers and railway carriers, following conversion into euro, **by applying the average exchange rate published by the Narodowy Bank Polski for the year, in which this information applies.**

In 2008, the average exchange rate provided by the Narodowy Bank Polski as of 31.12.2008 equalled: **PLN 4.1724 : EUR 1.**

4. Statistical data statement for 2006 - 2008

4.1. Statement for railways of the overall network system in Poland

OVERALL RAILWAY SYSTEM				Annual report		
#	Code	Description	Unit	**2006**	**2007**	**2008**
1.1a. Total number of accidents *divided into the following types of accidents*						
1.	*N00*	*Total number of all accidents*	*cases*	***904***	***982***	***885***
2.	*N01*	*Number of train collisions, including collisions with side track obstacles*	*cases*	*19*	*17*	*17*
3.	*N02*	*Number of train derailments*	*cases*	*199*	*206*	*168*
4.	*N03*	*Number of accidents at railway crossings, including accidents involving pedestrians at crossings*	*cases*	*275*	*325*	*276*
5.	*N04*	*Number of accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*cases*	*406*	*419*	*397*
6.	*N05*	*Number of railway vehicle fires*	*cases*	*5*	*7*	*9*
7.	*N06*	*Other*	*cases*	*0*	*8*	*18*
1.1a. Total number of suicide						
8.	*N07*	*Total number of suicides*	*cases*	*25*	*29*	*25*
1.2a. Total number of serious injuries*, according to the type of accident, divided into the following categories*						
9.	*TS00*	*In all accidents*	*persons*	***288***	***290***	***266***
10.	*TS01*	*In a train collision, including collisions with obstacles on side tracks*	*persons*	*3*	*1*	*6*
11.	*TS02*	*In train derailments*	*persons*	*2*	*1*	*0*
12.	*TS03*	*In accidents at railway crossings, including accidents with the involvement of pedestrians at crossings*	*persons*	*111*	*106*	*105*
13.	*TS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*172*	*181*	*151*
14	*TS05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
15	*TS06*	*Other*	*persons*	*0*	*1*	*4*
1.2a. Total number of seriously injured passengers*, according to accident type and divided into the following categories*						
16	*PS00*	*In all accidents*	*passenger*	*58*	*79*	*44*
17	*PS01*	*In train collisions, including collisions with obstacles on side tracks*	*passenger*	*0*	*0*	*3*
18	*PS02*	*In a train derailment*	*passenger*	*0*	*0*	*0*
19	*PS03*	*In collisions at railway crossings, including accidents with the involvement of pedestrians at crossings*	*passenger*	*9*	*11*	*2*
20	*PS04*	*In collisions with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*passenger*	*49*	*68*	*39*
21	*PS05*	*In railway vehicle fires*	*passenger*	*0*	*0*	*0*
22	*PS06*	*Other*	*passenger*	*0*	*0*	*0*
1.2a. Total number of seriously injured employees, including sub-contractor's employees*, according to accident type and divided into the following categories*						
23	*SS00*	*In all accidents*	*employee*	*4*	*9*	*5*
24	*SS01*	*In train collisions, including collisions with obstacles on side tracks*	*employee*	*2*	*1*	*3*

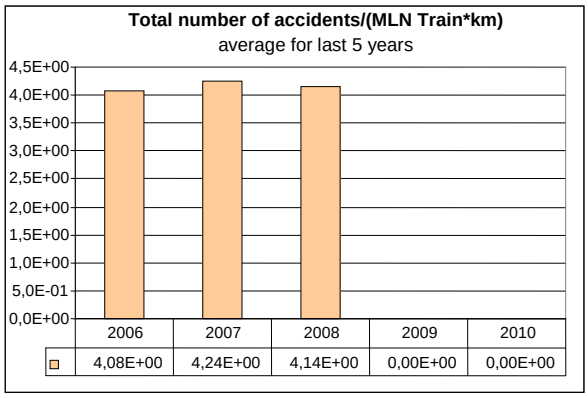
25	*SS02*	*In a train derailment*	*employee*	*0*	*1*	*0*
26	*SS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*employee*	*2*	*2*	*0*
27	*SS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*employee*	*0*	*4*	*2*
28	*SS05*	*In railway vehicle fires*	*employee*	*0*	*0*	*0*
29	*SS06*	*Other*	*employee*	*0*	*1*	*0*
***1.2a. Total number of seriously injured <u>users of railway transport</u>,** according to accident type, and divided into the following categories*						
30	*LS00*	*In all accidents*	*persons*	*100*	*107*	*91*
31	*LS01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
32	*LS02*	*In a train derailment*	*persons*	*0*	*0*	*0*
33	*LS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*100*	*93*	*91*
34	*LS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*14*	*0*
35	*LS05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
36	*LS06*	*Other*	*persons*	*0*	*0*	*0*
***1.2a. Total number of seriously injured <u>unauthorised persons</u>,** according to accident type and divided into the following categories*						
37	*US00*	*In all accidents*	*persons*	*75*	*93*	*122*
38	*US01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*1*	*0*	*0*
39	*US02*	*In a train derailment*	*persons*	*0*	*0*	*0*
40	*US03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*person*	*0*	*0*	*12*
41	*US04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*74*	*93*	*110*
42	*US05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
43	*US06*	*Other*	*persons*	*0*	*0*	*0*
***1.2a. Total number of <u>other</u> seriously injured <u>persons</u>,** according to accident type and divided into the following categories*						
44	*OS00*	*In all accidents*	*persons*	*51*	*2*	*4*
45	*OS01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
46	*OS02*	*In a train derailment*	*persons*	*2*	*0*	*0*
47	*OS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*5*	*0*	*0*
48	*OS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*44*	*2*	*0*
49	*OS05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
50	*OS06*	*Other*	*persons*	*0*	*0*	*4*
***1.3a. <u>Total number of fatalities</u>** according to accident type and divided into the following categories*						
51	*TK00*	*In all accidents*	*persons*	***256***	***366***	***309***
52	*TK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*3*	*1*	*0*
53	*TK02*	*In a train derailment*	*persons*	*0*	*0*	*0*
54	*TK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*49*	*39*	*74*

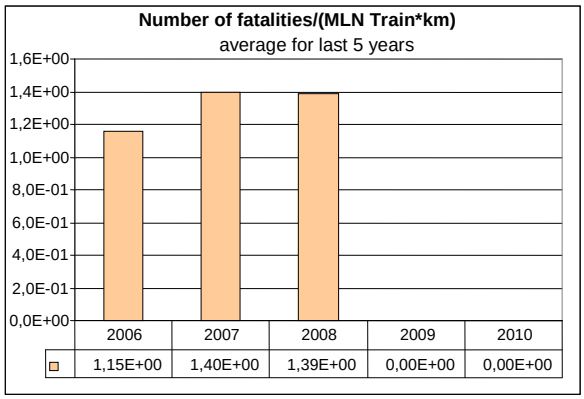
55	*TK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*204*	*325*	*235*
56	*TK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
57	*TK06*	*Other*	*persons*	*0*	*1*	*0*
***1.3a. Total number of passenger fatalities,** according to accident type and divided into the following categories*						
58	*PK00*	*In all accidents*	*passengers*	*10*	*9*	*8*
59	*PK01*	*In train collisions, including collisions with obstacles on side tracks*	*passengers*	*0*	*0*	*0*
60	*PK02*	*In train derailments*	*passengers*	*0*	*0*	*0*
61	*PK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*passengers*	*0*	*1*	*0*
62	*PK04*	*In accidents with human involvement, caused by a moving railway vehicles, with the exception of suicide*	*passengers*	*10*	*8*	*8*
63	*PK05*	*In railway vehicles fires*	*passengers*	*0*	*0*	*0*
64	*PK06*	*Other*	*passengers*	*0*	*0*	*0*
***1.3a. Total number of employee fatalities, including fatalities of sub-contractor's employees,** according to accident type and divided into the following categories*						
65	*SK00*	*In all accidents*	*employees*	*5*	*4*	*1*
66	*SK01*	*In train collisions, including collisions with obstacles on side tracks*	*employees*	*2*	*1*	*0*
67	*SK02*	*In train derailments*	*employees*	*0*	*0*	*0*
68	*SK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*employees*	*1*	*2*	*0*
69	*SK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*employees*	*2*	*0*	*1*
70	*SK05*	*In railway vehicle accidents*	*employees*	*0*	*0*	*0*
71	*SK06*	*Other*	*employees*	*0*	*1*	*0*
***1.3a. Total number of railway crossing user fatalities,** according to accident type and divided into the following categories*						
72	*LK00*	*In all accidents*	*persons*	*48*	*81*	*39*
73	*LK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
74	*LK02*	*In train derailments*	*persons*	*0*	*0*	*0*
75	*LK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*48*	*36*	*39*
76	*LK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*45*	*0*
77	*LK05*	*In railway vehicle fires*	*person*	*0*	*0*	*0*
78	*LK06*	*Other*	*persons*	*0*	*0*	*0*
***1.3a. Total number of unauthorised persons fatalities,** according to accident type and divided into the following categories*						
79	*UK00*	*In all accidents*	*persons*	*177*	*260*	*261*
80	*UK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*1*	*0*	*0*
81	*UK02*	*In train derailments*	*person*	*0*	*0*	*0*
82	*UK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*0*	*35*
83	*UK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*176*	*260*	*226*
84	*UK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
85	*UK06*	*Other*	*persons*	*0*	*0*	*0*

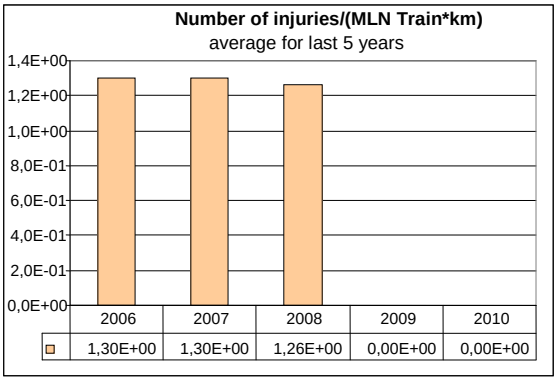
***1.3a. Total number of <u>other person</u> fatalities, according to accident type**, and divided into the following categories*						
86	*OK00*	*In all accidents*	*persons*	*16*	*12*	*0*
87	*OK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
88	*OK02*	*In train derailments*	*persons*	*0*	*0*	*0*
89	*OK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*0*	*0*
90	*OK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*12*	*0*
91	*OK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
92	*OK06*	*Other*	*persons*	*16*	*0*	*0*
***2.1a. Total number of incidents and near-misses** divided into the following types*						
93	*I00*	*All incidents and near-misses*	*units*	*3274*	*6571*	*5123*
94	*I01*	*Fractured rail tracks*	*units*	*3054*	*2456*	*2396*
95	*I02*	*Railway track buckling*	*units*	*80*	*14*	*19*
96	*I03*	*Signal system defects*	*units*	*0*	*0*	*52*
97	*I04*	*Emergency signals*	*units*	*0*	*4013*	*2653*
98	*I05*	*Fractured wheels in an operated railway vehicle*	*units*	*137*	*66*	*3*
99	*I06*	*Fractured axles in an operated railway vehicle*	*units*	*3*	*22*	*0*
3.1a. Total cost (EURO) of all accidents						
100	*C00*	*All accidents*	*EURO*	*4483573.480*	*5370073.014*	*2855166.1*
101	*C01*	*Accidents involving fatalities*	*EURO*		*156295.74*	*14957.65*
102	*C02*	*Accidents involving injuries*	*EURO*		*24639.24*	*63193.06*
103	*C03*	*Replacements or repair of a damaged railway vehicle and railway infrastructure*	*EURO*	*4483573.48*	*5095911.57*	*2671815.0*
104	*C04*	*Delays, disruptions, and re-routing, including additional personnel costs and future income losses*	*EURO*		*93226.46*	*105200.52*
3.2a. Total number of employees' and sub-contractor's employees' lost work hours as a result of an accident						
105	*W00*	*Total number of employees and sub-contractor's employees' lost work hours as a result of an accident*	*hours*	*2962*	*25635.72*	*16625*
4. Technical safety indicators relating to infrastructure and its application						
106	*T01*	*% railway tracks with Automatic Train Protection (ATP)*	*%*	*0.00%*	*0.00%*	*0.00%*
107	*T02*	*% of train-kilometres on railway tracks equipped with ATP*	*%*	*0.00%*	*0.00%*	*0.00%*
108	*T03*	*Total number of railway crossings*	*units*	*17011*	*14219*	*14255*
109	*T04*	*Total number of railway crossings per railway kilometre*	*units/km.*	*0.598*	*0.499*	*0.497*
110	*T05*	*% railway crossings with manual and automatic systems (cat. A, B, C)*	*%*	*39.00%*	*33.70%*	*33.7%*
5. Safety management indicators						
111	*A01*	*Total number of completed audits*	*unit*	*0*	*0*	*0*
112	*A02*	*% of completed audits in relation to planned audits*	*%*	*0.00%*	*0.00%*	*0.00%*
6. Details						
113	*R01*	*Number of train-kilometres*	*million train-km.*	*221.737*	*223.031*	*224.359*

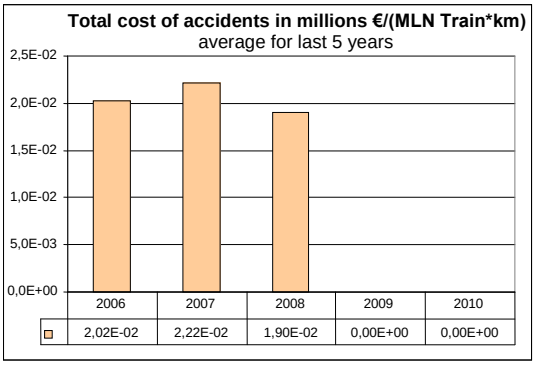
114	*R02*	*Number of passenger-kilometres*	*billion passenger-km.*	*18.173*	*19.374*	*20.144*
115	*R03*	*Length of railway tracks (double railway tracks must be counted twice)*	*km.*	*28445.800*	*28499.220*	*28672.90*
116	*R04*	*Total number of work hours*	*'000 hours*		*235241*	*86227457*

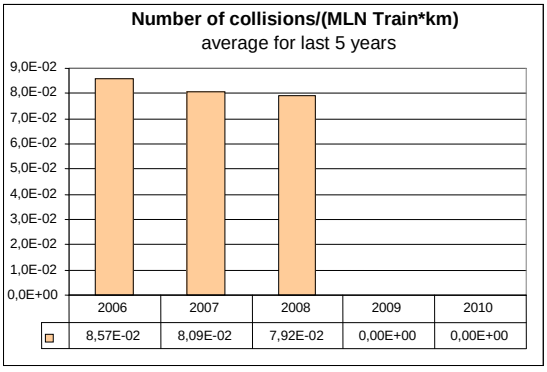
Note: *the above statement contains corrections from 2006 and 2007.*

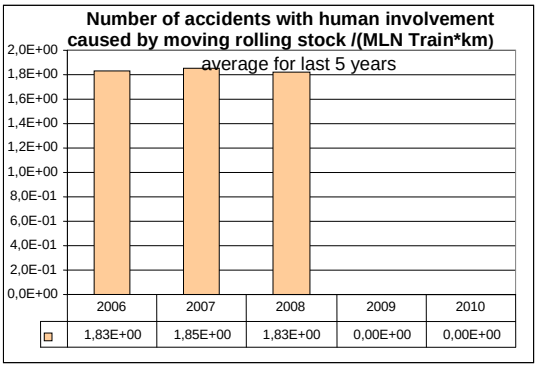


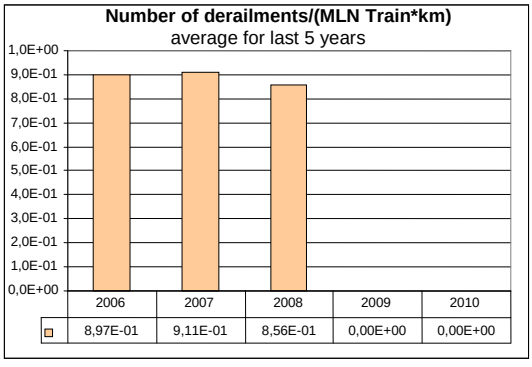


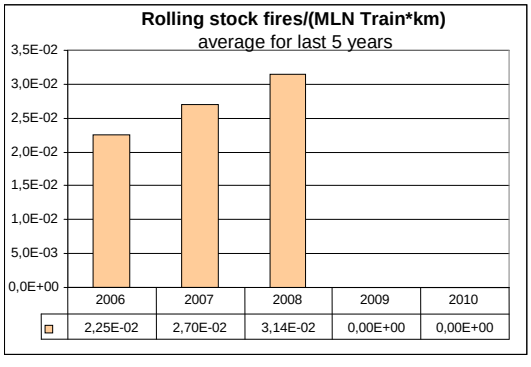


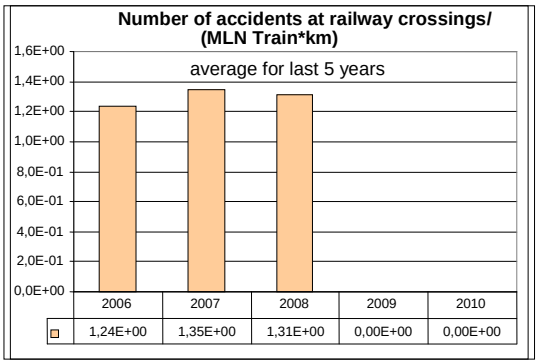


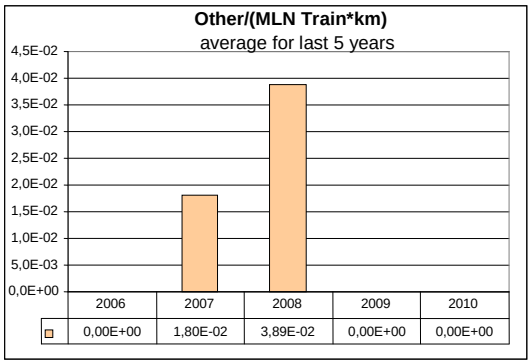


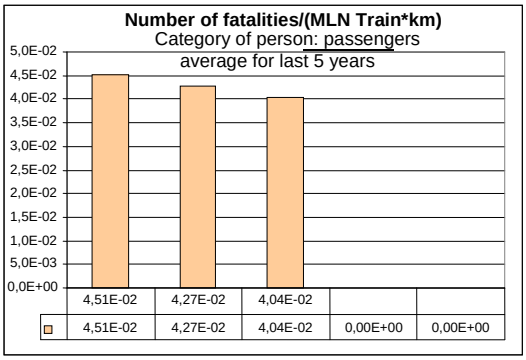


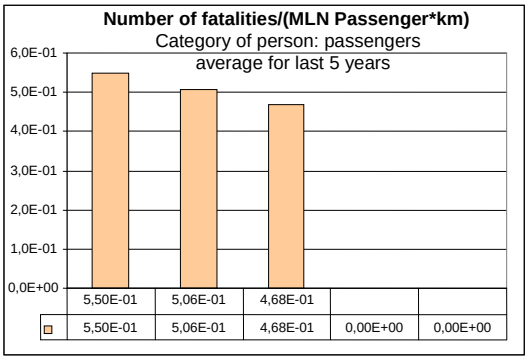





Number of accidents at railway crossings/ (MLN Train*km)
average for last 5 years
1,6E+00
1,4E+00
1,2E+00
1,0E+00
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
2006 2007 2008 2009 2010
1,24E+00 1,35E+00 1,31E+00 0,00E+00 0,00E+00


Other/(MLN Train*km)
average for last 5 years
4,5E-02
4,0E-02
3,5E-02
3,0E-02
2,5E-02
2,0E-02
1,5E-02
1,0E-02
5,0E-03
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 1,80E-02 3,89E-02 0,00E+00 0,00E+00


Number of fatalities/(MLN Train*km)
Category of person: passengers
average for last 5 years
5,0E-02
4,5E-02
4,0E-02
3,5E-02
3,0E-02
2,5E-02
2,0E-02
1,5E-02
1,0E-02
5,0E-03
0,0E+00
4,51E-02 4,27E-02 4,04E-02
4,51E-02 4,27E-02 4,04E-02 0,00E+00 0,00E+00


Number of fatalities/(MLN Passenger*km)
Category of person: passengers
average for last 5 years
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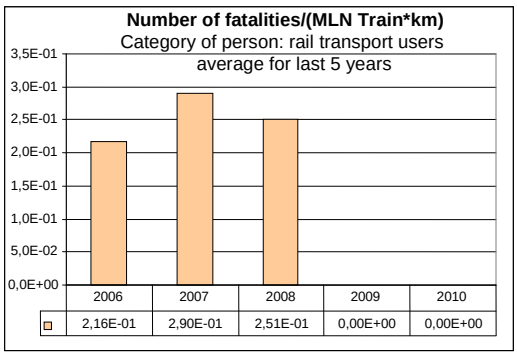
5,0E-01
4,0E-01
3,0E-01
2,0E-01
1,0E-01
0,0E+00
5,50E-01 5,06E-01 4,68E-01
5,50E-01 5,06E-01 4,68E-01 0,00E+00 0,00E+00


Number of fatalities/(MLN Train*km)
Category of person: rail transport users
average for last 5 years
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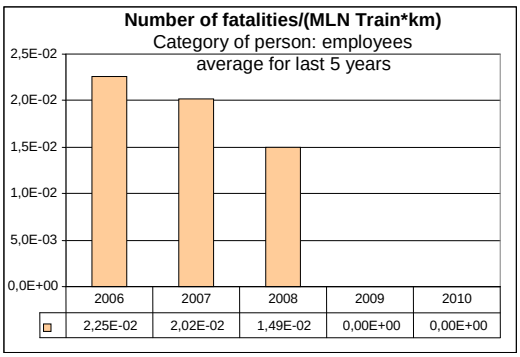
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
2,16E-01 2,90E-01 2,51E-01 0,00E+00 0,00E+00


Number of fatalities/(MLN Train*km)
Category of person: employees
average for last 5 years
2,5E-02
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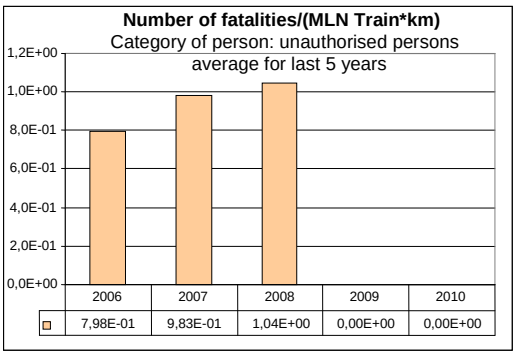
1,5E-02
1,0E-02
5,0E-03
0,0E+00
2006 2007 2008 2009 2010
2,25E-02 2,02E-02 1,49E-02 0,00E+00 0,00E+00


Number of fatalities/(MLN Train*km)
Category of person: unauthorised persons
average for last 5 years
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1,0E+00
8,0E-01
6,0E-01
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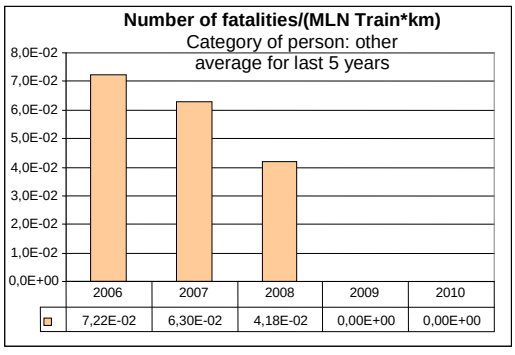
Number of fatalities/(MLN Train*km)
Category of person: other
average for last 5 years
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7,0E-02
6,0E-02
5,0E-02
4,0E-02
3,0E-02
2,0E-02
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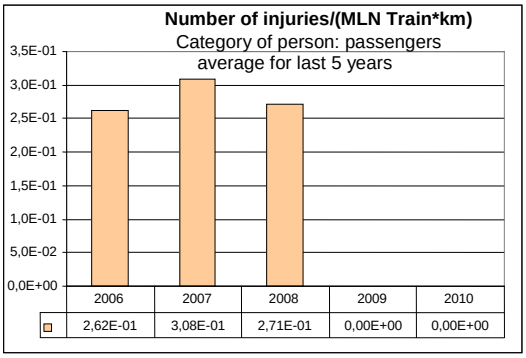
0,0E+00
2006 2007 2008 2009 2010
7,22E-02 6,30E-02 4,18E-02 0,00E+00 0,00E+00


Number of injuries/(MLN Train*km)
Category of person: passengers
average for last 5 years
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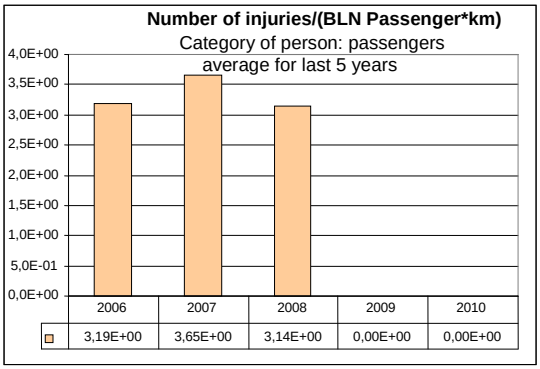
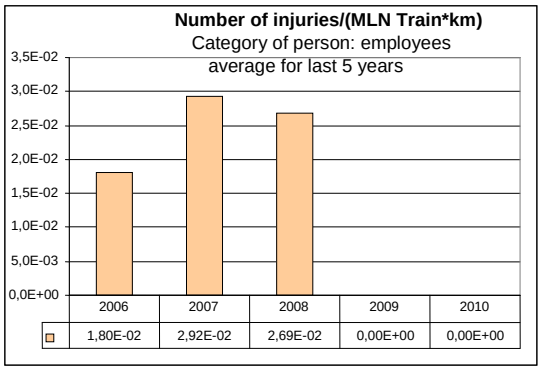
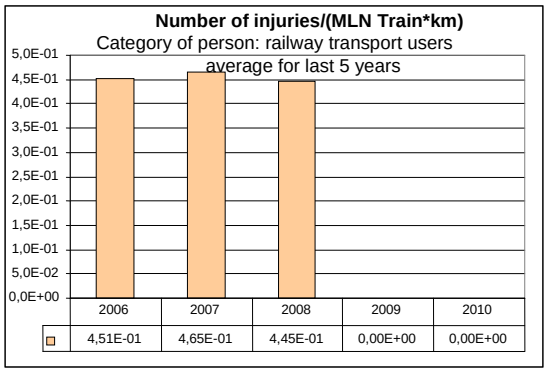
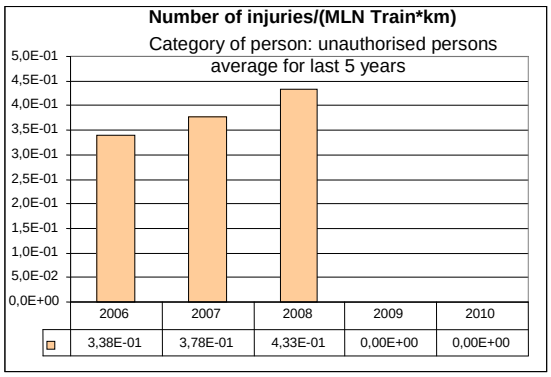
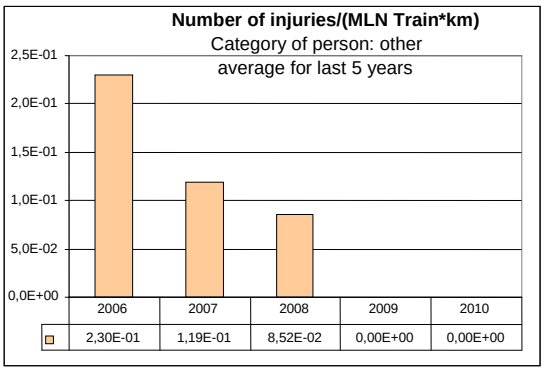
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
2,62E-01 3,08E-01 2,71E-01 0,00E+00 0,00E+00

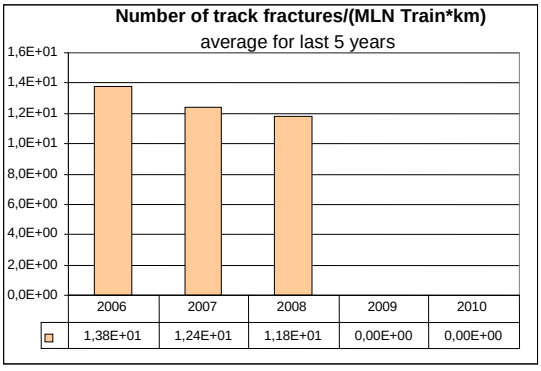

Number of injuries/(BLN Passenger*km)
Category of person: passengers
average for last 5 years
4,0E+00
3,5E+00
3,0E+00
2,5E+00
2,0E+00
1,5E+00
1,0E+00
5,0E-01
0,0E+00
2006 2007 2008 2009 2010
3,19E+00 3,65E+00 3,14E+00 0,00E+00 0,00E+00

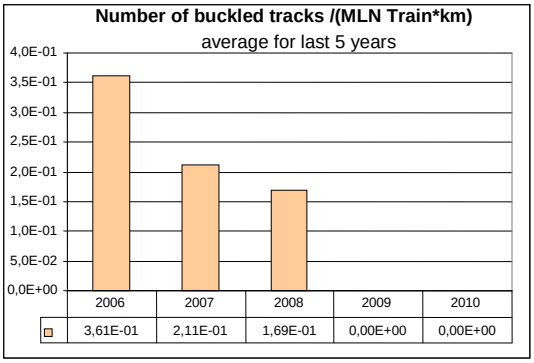

Number of injuries/(MLN Train*km)
Category of person: employees
average for last 5 years
3,5E-02
3,0E-02
2,5E-02
2,0E-02
1,5E-02
1,0E-02
5,0E-03
0,0E+00
2006 2007 2008 2009 2010
1,80E-02 2,92E-02 2,69E-02 0,00E+00 0,00E+00

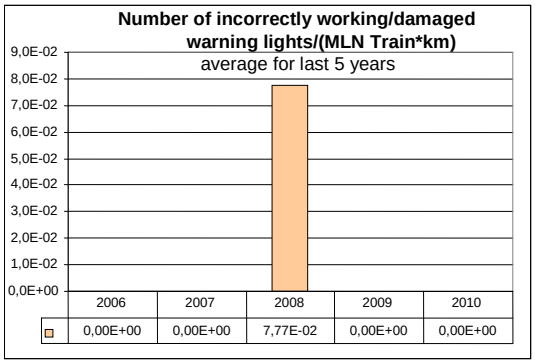

Number of injuries/(MLN Train*km)
Category of person: railway transport users
average for last 5 years
5,0E-01
4,5E-01
4,0E-01
3,5E-01
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
4,51E-01 4,65E-01 4,45E-01 0,00E+00 0,00E+00

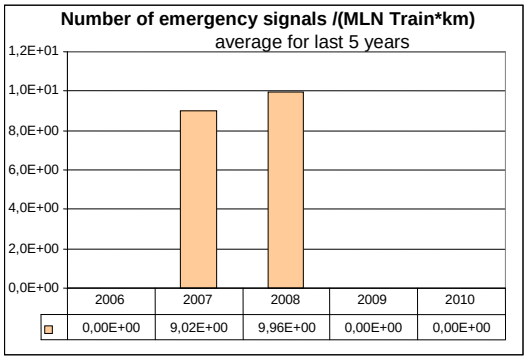

Number of injuries/(MLN Train*km)
Category of person: unauthorised persons
average for last 5 years
5,0E-01
4,5E-01
4,0E-01
3,5E-01
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
3,38E-01 3,78E-01 4,33E-01 0,00E+00 0,00E+00

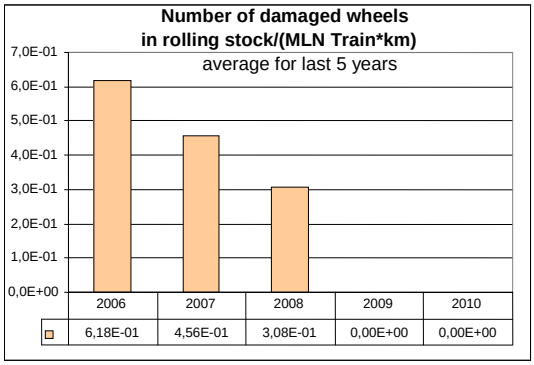

Number of injuries/(MLN Train*km)
Category of person: other
average for last 5 years
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
2,30E-01 1,19E-01 8,52E-02 0,00E+00 0,00E+00

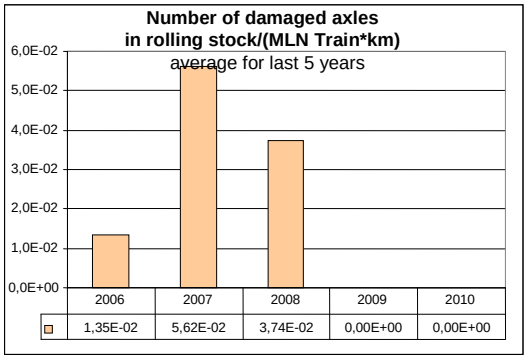

Number of track fractures/(MLN Train*km)
average for last 5 years
1,6E+01
1,4E+01
1,2E+01
1,0E+01
8,0E+00
6,0E+00
4,0E+00
2,0E+00
0,0E+00
2006 2007 2008 2009 2010
1,38E+01 1,24E+01 1,18E+01 0,00E+00 0,00E+00

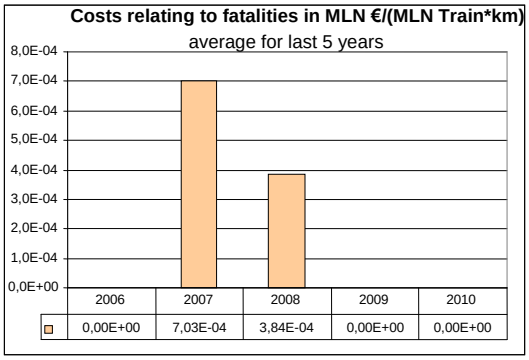

Number of buckled tracks /(MLN Train*km)
average for last 5 years
4,0E-01
3,5E-01
3,0E-01
2,5E-01
2,0E-01
1,5E-01
1,0E-01
5,0E-02
0,0E+00
2006 2007 2008 2009 2010
3,61E-01 2,11E-01 1,69E-01 0,00E+00 0,00E+00

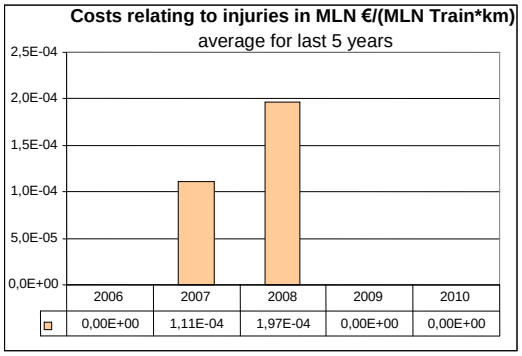

Number of incorrectly working/damaged warning lights/(MLN Train*km)
average for last 5 years
9,0E-02
8,0E-02
7,0E-02
6,0E-02
5,0E-02
4,0E-02
3,0E-02
2,0E-02
1,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 0,00E+00 7,77E-02 0,00E+00 0,00E+00

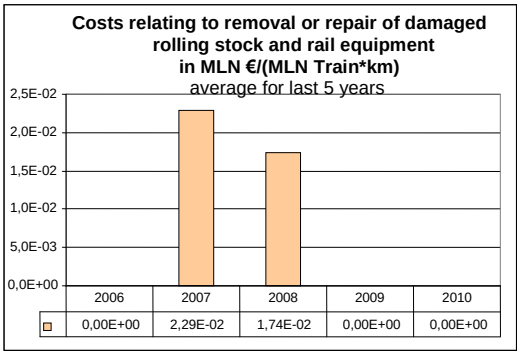

Number of emergency signals /(MLN Train*km)
average for last 5 years
1,2E+01
1,0E+01
8,0E+00
6,0E+00
4,0E+00
2,0E+00
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 9,02E+00 9,96E+00 0,00E+00 0,00E+00

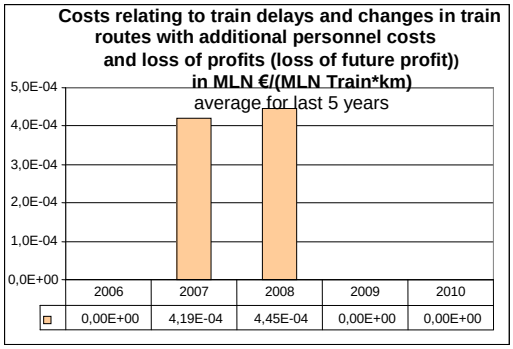

Number of damaged wheels in rolling stock/(MLN Train*km)
average for last 5 years
7,0E-01
6,0E-01
5,0E-01
4,0E-01
3,0E-01
2,0E-01
1,0E-01
0,0E+00
2006 2007 2008 2009 2010
6,18E-01 4,56E-01 3,08E-01 0,00E+00 0,00E+00

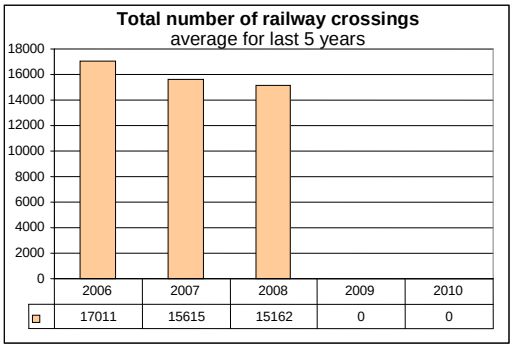

Number of damaged axles in rolling stock/(MLN Train*km)
average for last 5 years
6,0E-02
5,0E-02
4,0E-02
3,0E-02
2,0E-02
1,0E-02
0,0E+00
2006 2007 2008 2009 2010
1,35E-02 5,62E-02 3,74E-02 0,00E+00 0,00E+00

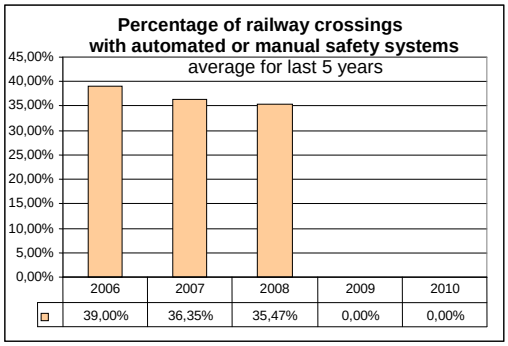


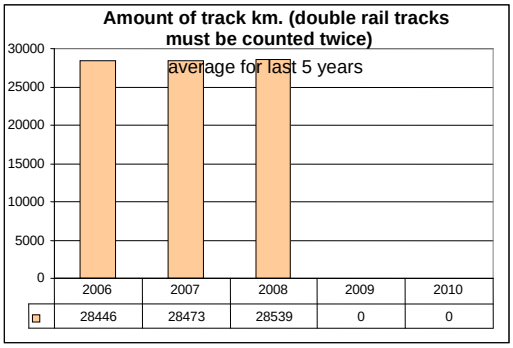


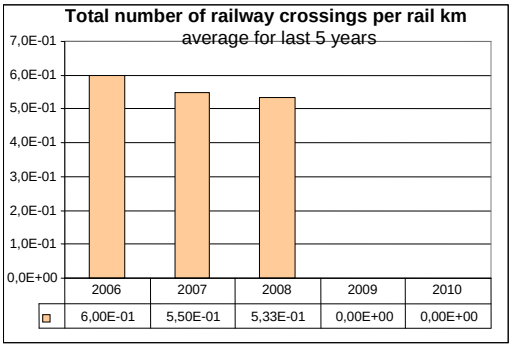












4.2. Statement for railway networks separate to the overall system in Poland

NETWORKS FUNCTIONALLY SEPARATED FROM THE OVERALL RAILWAY SYSTEM				Report for		
#	Code	Description	Unit	**2006**	**2007**	**2008**
1.1a. Total number of accidents *divided into the following accident types*						
1.	*N00*	*Total number of all accidents*	*unit*	***17***	***18***	***9***
2.	*N01*	*Number of train collisions, including collisions with obstacles on side tracks*	*unit*	*0*	*1*	*0*
3.	*N02*	*Number of train derailments*	*unit*	*0*	*0*	*0*
4.	*N03*	*Number of accidents at railway crossings,*	*unit*	*15*	*14*	*8*

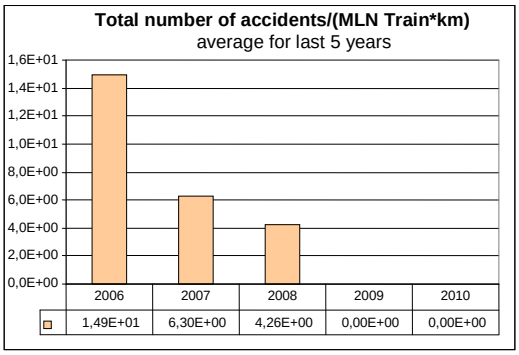
		including accidents involving pedestrians at crossings				
5.	*N04*	*Number of accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*unit*	*2*	*3*	*1*
6.	*N05*	*Number of railway vehicle fires*	*unit*	*0*	*0*	*0*
7.	*N06*	*Other*	*unit*	*0*	*0*	*0*
1.1a. Total number of suicides						
8.	*N07*	*Total number of suicides*	*unit*	*0*	*0*	*2*
***1.2a. <u>Total number of serious injuries</u>**, according to accident type and divided into the following categories*						
9.	*TS00*	*In all accidents*	*persons*	***7***	***3***	***2***
10.	*TS01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
11.	*TS02*	*In train derailments*	*persons*	*0*	*0*	*0*
12.	*TS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossing*	*persons*	*5*	*3*	*1*
13.	*TS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*2*	*0*	*1*
14	*TS05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
15	*TS06*	*Other*	*persons*	*0*	*0*	*0*
***1.2a. Total number of seriously injured <u>passengers</u>**, according to accident type and divided into the following categories*						
16	*PS00*	*In all accidents*	*passengers*	*0*	*0*	*0*
17	*PS01*	*In train collisions, including collisions with obstacles on side tracks*	*passengers*	*0*	*0*	*0*
18	*PS02*	*In train derailments*	*passengers*	*0*	*0*	*0*
19	*PS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*passengers*	*0*	*0*	*0*
20	*PS04*	*In accidents with human involvement, caused by moving railway vehicle, with the exception of suicide*	*passengers*	*0*	*0*	*0*
21	*PS05*	*In railway vehicle fires*	*passengers*	*0*	*0*	*0*
22	*PS06*	*Other*	*passengers*	*0*	*0*	*0*
***1.2a. Total number of seriously injured <u>employees and the employees of sub-contractors</u>,** according to accident type and divided into the following categories*						
23	*SS00*	*In all accidents*	*employees*	*0*	*0*	*0*
24	*SS01*	*In train collisions, including collisions with obstacles on side tracks*	*employees*	*0*	*0*	*0*
25	*SS02*	*In train derailments*	*employees*	*0*	*0*	*0*
26	*SS03*	*In accidents at railway crossings, including accident involving pedestrians at crossings*	*employees*	*0*	*0*	*0*
27	*SS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*employees*	*0*	*0*	*0*
28	*SS05*	*In railway vehicle fires*	*employees*	*0*	*0*	*0*
29	*SS06*	*Other*	*employees*	*0*	*0*	*0*
***1.2a. Total number of seriously injured <u>railway crossings users</u>,** according to accident type, and divided into the following categories*						
30	*LS00*	*In all accidents*	*persons*	*7*	*3*	*1*
31	*LS01*	*In train collisions, including collisions with obstacles on side track*	*persons*	*0*	*0*	*0*
32	*LS02*	*In train derailments*	*persons*	*0*	*0*	*0*
33	*LS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*5*	*3*	*1*
34	*LS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*2*	*0*	*0*

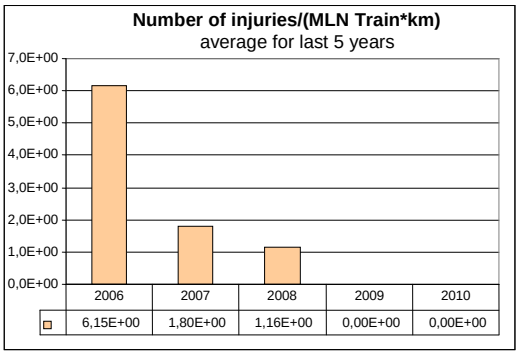
35	*LS05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
36	*LS06*	*Other*	*persons*	*0*	*0*	*0*
***1.2a. Total number of seriously injured <u>unauthorised persons</u>,** according to accident type and divided into the following categories*						
37	*US00*	*In all accidents*	*persons*	*0*	*0*	*0*
38	*US01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
39	*US02*	*In train derailments*	*persons*	*0*	*0*	*0*
40	*US03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*0*	*0*
41	*US04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*0*	*0*
42	*US05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
43	*US06*	*Other*	*persons*	*0*	*0*	*0*
***1.2a. Total number of <u>other</u> seriously injured <u>persons</u>,** according to accident type and divided into the following categories*						
44	*OS00*	*In all accidents*	*persons*	*0*	*0*	*1*
45	*OS01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
46	*OS02*	*In train derailments*	*persons*	*0*	*0*	*0*
47	*OS03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*0*	*0*
48	*OS04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*0*	*1*
49	*OS05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
50	*OS06*	*Other*	*persons*	*0*	*0*	*0*
***1.3a. <u>Total number of fatalities</u>** according to accident type, and divided into the following categories*						
51	*TK00*	*In all accidents*	*persons*	***0***	***1***	***0***
52	*TK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
53	*TK02*	*In train derailments*	*persons*	*0*	*0*	*0*
54	*TK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*1*	*0*
55	*TK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*0*	*0*
56	*TK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
57	*TK06*	*Other*	*persons*	*0*	*0*	*0*
***1.3a. Total number of <u>passenger</u> fatalities,** according to accident type and divided into the following categories*						
58	*PK00*	*In all accidents*	*passengers*	*0*	*0*	*0*
59	*PK01*	*In train collisions, including collisions with obstacles on side tracks*	*passengers*	*0*	*0*	*0*
60	*PK02*	*In train derailments*	*passengers*	*0*	*0*	*0*
61	*PK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*passengers*	*0*	*0*	*0*
62	*PK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*passengers*	*0*	*0*	*0*
63	*PK05*	*In railway vehicle fires*	*passengers*	*0*	*0*	*0*
64	*PK06*	*Other*	*passengers*	*0*	*0*	*0*
***1.3a. Total number of <u>employee and sub-contractor employee</u> fatalities,** according to accident type and divided into the following categories*						
65	*SK00*	*In all accidents*	*employees*	*0*	*0*	*0*

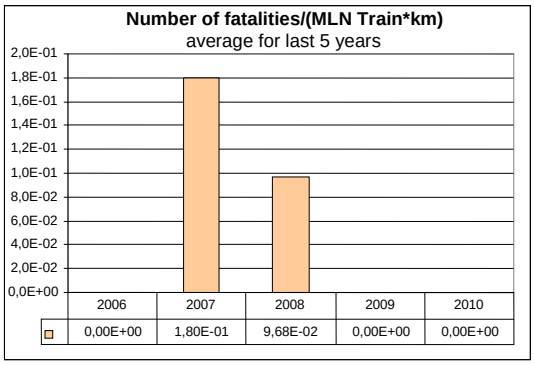
66	*SK01*	*In train collisions, including collisions with obstacles on side tracks*	*employees*	*0*	*0*	*0*
67	*SK02*	*In train derailments*	*employees*	*0*	*0*	*0*
68	*SK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*employees*	*0*	*0*	*0*
69	*SK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*employees*	*0*	*0*	*0*
70	*SK05*	*In railway vehicle fires*	*employees*	*0*	*0*	*0*
71	*SK06*	*Other*	*employees*	*0*	*0*	*0*
1.3a. Total number of railway crossing users fatalities, *according to accident type and divided into the following categories*						
72	*LK00*	*In all accidents*	*persons*	*0*	*1*	*0*
73	*LK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
74	*LK02*	*In train derailments*	*persons*	*0*	*0*	*0*
75	*LK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*1*	*0*
76	*LK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*0*	*0*
77	*LK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
78	*LK06*	*Other*	*persons*	*0*	*0*	*0*
1.3a. Total number of unauthorised person fatalities, *according to accident type and divided into the following categories*						
79	*UK00*	*In all accidents*	*persons*	*0*	*0*	*0*
80	*UK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
81	*UK02*	*In train derailments*	*persons*	*0*	*0*	*0*
82	*UK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*0*	*0*
83	*UK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*0*	*0*
84	*UK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
85	*UK06*	*Other*	*persons*	*0*	*0*	*0*
1.3a. Total number of other fatalities, according to accident type*, and divided into the following categories*						
86	*OK00*	*In all accidents*	*persons*	*0*	*0*	*0*
87	*OK01*	*In train collisions, including collisions with obstacles on side tracks*	*persons*	*0*	*0*	*0*
88	*OK02*	*In train derailments*	*persons*	*0*	*0*	*0*
89	*OK03*	*In accidents at railway crossings, including accidents involving pedestrians at crossings*	*persons*	*0*	*0*	*0*
90	*OK04*	*In accidents with human involvement, caused by a moving railway vehicle, with the exception of suicide*	*persons*	*0*	*0*	*0*
91	*OK05*	*In railway vehicle fires*	*persons*	*0*	*0*	*0*
92	*OK06*	*Other*	*persons*	*0*	*0*	*0*
2.1a. Total number of incidents and near-misses *divided into the following types*						
93	*I00*	*All incidents and near-misses*	*cases*	*0*	*0*	*0*
94	*I01*	*Fractured railway tracks*	*cases*	*0*	*0*	*0*

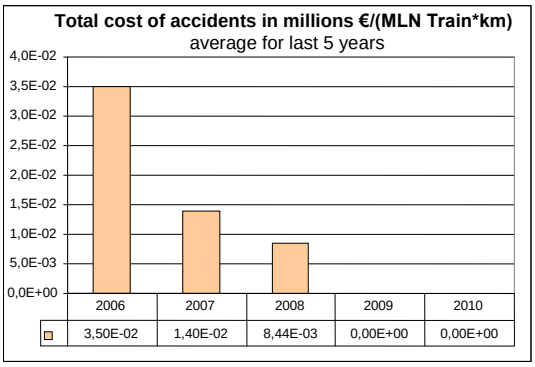
95	*I02*	*Railway tracks buckling*	*cases*	*0*	*0*	*0*
96	*I03*	*Signal system defects*	*cases*	*0*	*0*	*0*
97	*I04*	*Emergency signals*	*cases*	*0*	*0*	*0*
98	*I05*	*Fractured wheels in an operated railway vehicle*	*cases*	*0*	*0*	*0*
99	*I06*	*Fractured axles in an operated railway vehicle*	*cases*	*0*	*0*	*0*
3.1a. Total cost (EURO) of all accidents						
100	*C00*	*All accidents*	*EURO*	*39853.820*	*37968.000*	*9352.000*
101	*C01*	*Accidents with fatalities*	*EURO*		*1117.00*	*0.000*
102	*C02*	*Accidents with injuries*	*EURO*		*1117.00*	*1678.000*
103	*C03*	*Replacements or repairs of damaged railway vehicles and railway infrastructure*	*EURO*	*39853.82*	*26242.00*	*4796.000*
104	*C04*	*Delays, disruptions, and re-routings, including additional cost of employment, and future income loss*	*EURO*		*9492.00*	*2878.000*
3.2a. Total number of employees' and sub-contractor's employees' lost work hours as a result of an accident						
105	*W00*	*Total number of employees and sub-contractor's employees' lost work hours as a result of an accident*	*hours*	*444*	*182*	*105*
4. Indicators relating to infrastructure technical safety and its application						
106	*T01*	*% of railway tracks with Automatic Train Protection (ATP)*	*%*	*0.00%*	*0.00%*	*0.00%*
107	*T02*	*% of train-kilometres on railway tracks equipped with ATP*	*%*	*0.00%*	*0.00%*	*0.00%*
108	*T03*	*Total number of railway crossings*	*units*	*38*	*48*	*50*
109	*T04*	*Total number of railway crossings per railway kilometre*	*units/km.*	*0.594*	*0.364*	*0.346*
110	*T05*	*% of railway crossings with manual and automatic systems (cat. A, B, and C)*	*%*	*31.00%*	*31.60%*	*31.50%*
5. Safety management indicators						
111	*A01*	*Total number of completed audits*	*units*	*0*	*0*	*0*
112	*A02*	*% of completed audits in relation planned audits*	*%*	*0.00%*	*0.00%*	*0.00%*
6. Details						
113	*R01*	*Number of train-kilometres*	*million train-km.*	*1.139*	*4.418*	*4.777*
114	*R02*	*Number of passenger-kilometres*	*billion passenger-km.*	*0.126*	*1.239*	*1.006*
115	*R03*	*Length of railway tracks (double tracks must be counted twice)*	*km.*	*63.980*	*131.810*	*144.430*
116	*R04*	*Total number of work hours*	*'000 hours*			

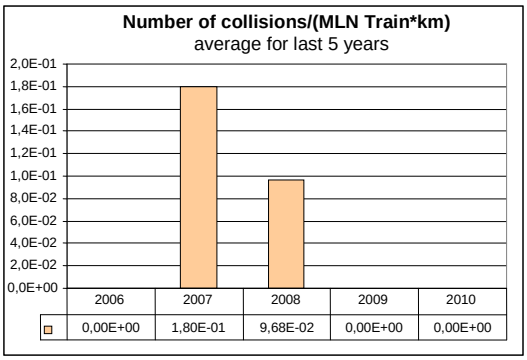
NB: *the above statement contains corrections for 2006 and 2007.*

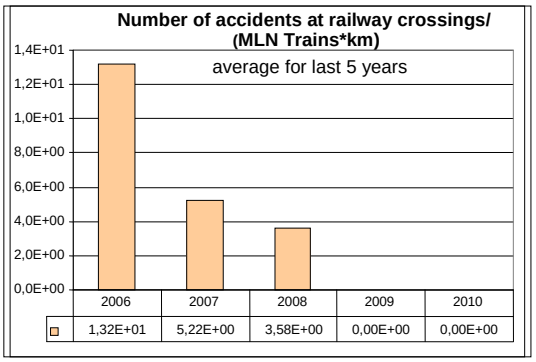

Total number of accidents/(MLN Train*km)
average for last 5 years
1,6E+01
1,4E+01
1,2E+01
1,0E+01
8,0E+00
6,0E+00
4,0E+00
2,0E+00
0,0E+00
2006 2007 2008 2009 2010
1,49E+01 6,30E+00 4,26E+00 0,00E+00 0,00E+00

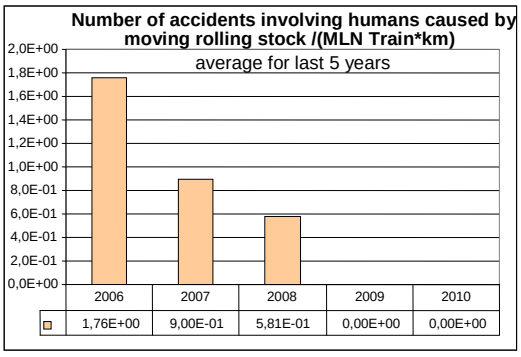

Number of injuries/(MLN Train*km)
average for last 5 years
7,0E+00
6,0E+00
5,0E+00
4,0E+00
3,0E+00
2,0E+00
1,0E+00
0,0E+00
2006 2007 2008 2009 2010
6,15E+00 1,80E+00 1,16E+00 0,00E+00 0,00E+00

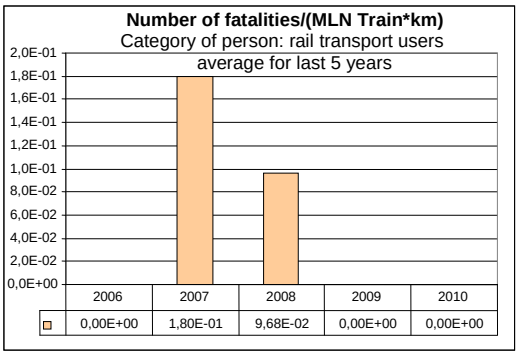

Number of fatalities/(MLN Train*km)
average for last 5 years
2,0E-01
1,8E-01
1,6E-01
1,4E-01
1,2E-01
1,0E-01
8,0E-02
6,0E-02
4,0E-02
2,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 1,80E-01 9,68E-02 0,00E+00 0,00E+00

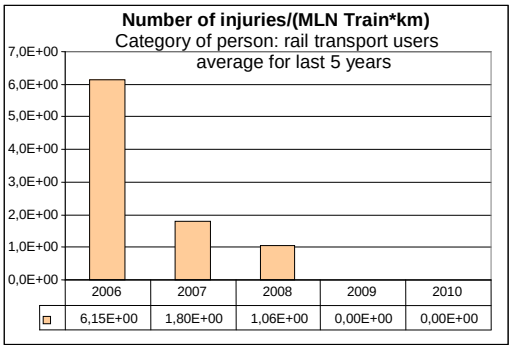

Total cost of accidents in millions €/(MLN Train*km)
average for last 5 years
4,0E-02
3,5E-02
3,0E-02
2,5E-02
2,0E-02
1,5E-02
1,0E-02
5,0E-03
0,0E+00
2006 2007 2008 2009 2010
3,50E-02 1,40E-02 8,44E-03 0,00E+00 0,00E+00

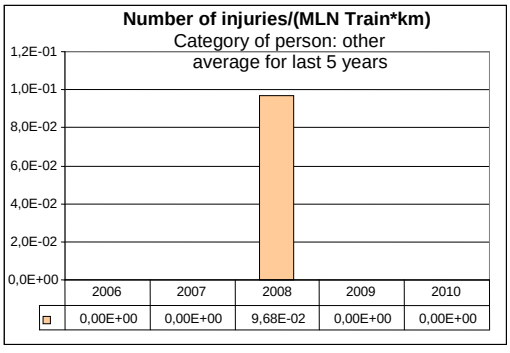

Number of collisions/(MLN Train*km)
average for last 5 years
2,0E-01
1,8E-01
1,6E-01
1,4E-01
1,2E-01
1,0E-01
8,0E-02
6,0E-02
4,0E-02
2,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 1,80E-01 9,68E-02 0,00E+00 0,00E+00

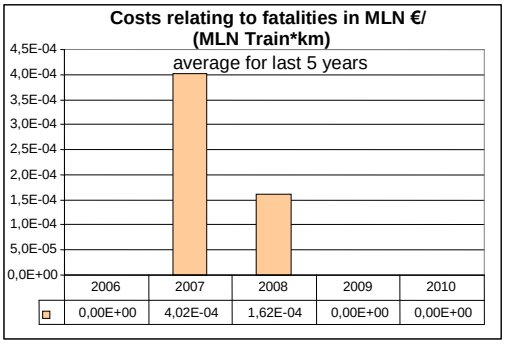

Number of accidents at railway crossings/
(MLN Trains*km)
average for last 5 years
1,4E+01
1,2E+01
1,0E+01
8,0E+00
6,0E+00
4,0E+00
2,0E+00
0,0E+00
2006 2007 2008 2009 2010
1,32E+01 5,22E+00 3,58E+00 0,00E+00 0,00E+00

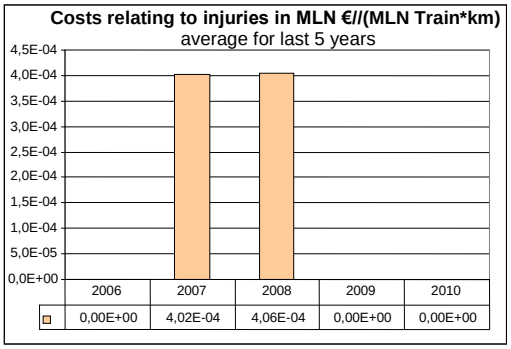

Number of accidents involving humans caused by
moving rolling stock /(MLN Train*km)
average for last 5 years
2,0E+00
1,8E+00
1,6E+00
1,4E+00
1,2E+00
1,0E+00
8,0E-01
6,0E-01
4,0E-01
2,0E-01
0,0E+00
2006 2007 2008 2009 2010
1,76E+00 9,00E-01 5,81E-01 0,00E+00 0,00E+00

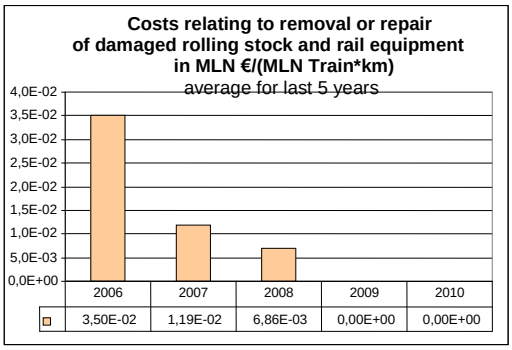

Number of fatalities/(MLN Train*km)
Category of person: rail transport users
average for last 5 years
2,0E-01
1,8E-01
1,6E-01
1,4E-01
1,2E-01
1,0E-01
8,0E-02
6,0E-02
4,0E-02
2,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 1,80E-01 9,68E-02 0,00E+00 0,00E+00

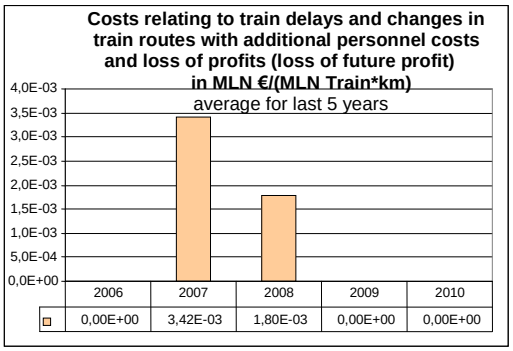

Number of injuries/(MLN Train*km)
Category of person: rail transport users
average for last 5 years
7,0E+00
6,0E+00
5,0E+00
4,0E+00
3,0E+00
2,0E+00
1,0E+00
0,0E+00
2006 2007 2008 2009 2010
6,15E+00 1,80E+00 1,06E+00 0,00E+00 0,00E+00

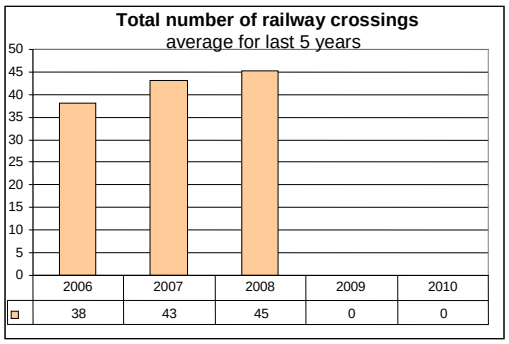

Number of injuries/(MLN Train*km)
Category of person: other
average for last 5 years
1,2E-01
1,0E-01
8,0E-02
6,0E-02
4,0E-02
2,0E-02
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 0,00E+00 9,68E-02 0,00E+00 0,00E+00

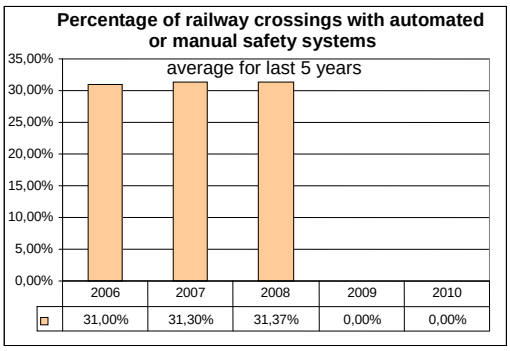

Costs relating to fatalities in MLN €/ (MLN Train*km)
average for last 5 years
4,5E-04
4,0E-04
3,5E-04
3,0E-04
2,5E-04
2,0E-04
1,5E-04
1,0E-04
5,0E-05
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 4,02E-04 1,62E-04 0,00E+00 0,00E+00

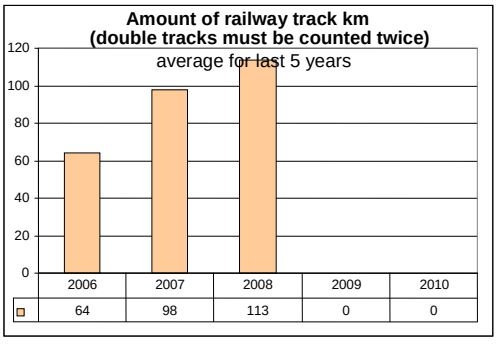

Costs relating to injuries in MLN €//(MLN Train*km)
average for last 5 years
4,5E-04
4,0E-04
3,5E-04
3,0E-04
2,5E-04
2,0E-04
1,5E-04
1,0E-04
5,0E-05
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 4,02E-04 4,06E-04 0,00E+00 0,00E+00

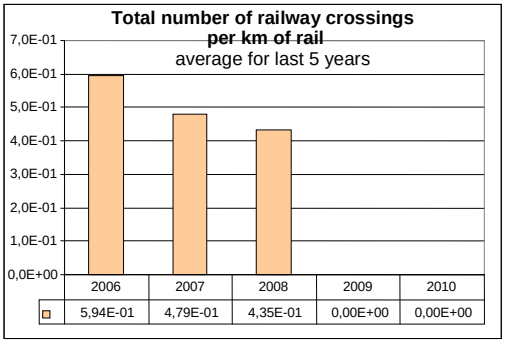

Costs relating to removal or repair of damaged rolling stock and rail equipment in MLN €/(MLN Train*km)
average for last 5 years
4,0E-02
3,5E-02
3,0E-02
2,5E-02
2,0E-02
1,5E-02
1,0E-02
5,0E-03
0,0E+00
2006 2007 2008 2009 2010
3,50E-02 1,19E-02 6,86E-03 0,00E+00 0,00E+00


Costs relating to train delays and changes in train routes with additional personnel costs and loss of profits (loss of future profit) in MLN €/(MLN Train*km)
average for last 5 years
4,0E-03
3,5E-03
3,0E-03
2,5E-03
2,0E-03
1,5E-03
1,0E-03
5,0E-04
0,0E+00
2006 2007 2008 2009 2010
0,00E+00 3,42E-03 1,80E-03 0,00E+00 0,00E+00


Total number of railway crossings
average for last 5 years
50
45
40
35
30
25
20
15
10
5
0
2006 2007 2008 2009 2010
38 43 45 0 0


Percentage of railway crossings with automated or manual safety systems
average for last 5 years
35,00%
30,00%
25,00%
20,00%
15,00%
10,00%
5,00%
0,00%
2006 2007 2008 2009 2010
31,00% 31,30% 31,37% 0,00% 0,00%


Amount of railway track km (double tracks must be counted twice)
average for last 5 years
120
100
80
60
40
20
0
2006 2007 2008 2009 2010
64 98 113 0 0


Total number of railway crossings per km of rail
average for last 5 years
7,0E-01
6,0E-01
5,0E-01
4,0E-01
3,0E-01
2,0E-01
1,0E-01
0,0E+00
2006 2007 2008 2009 2010
5,94E-01 4,79E-01 4,35E-01 0,00E+00 0,00E+00

ANNEX D – Important changes in legislation and regulations

General national regulations associated with railway safety				
Regulation name	Legal references (registration of introduced amendments)	Date of coming into effect	Reasons for the introduction (new regulation or amendment of existing law)	Description
National Safety Authority regulations			UNCHANGED	
Regulations referring to notified bodies, experts, third parties, registration and research bodies, etc.			N/A	

National railway safety regulations				
Regulation name	Legal references (registration of introduced amendments)	Date of coming into effect	Reasons for the introduction (new regulation or an amendment of existing law)	Description / *Comments*
Regulations relating to national safety goals and methods			N/A	
Regulations associated with requirements regarding safety management and safety certification of railway companies			UNCHANGED	
Regulation requirements regarding safety management and safety certification of infrastructure managers	Ministry of Infrastructure's regulation of 22 May 2009, amending the regulation on the railway transport safety management system (Journal of Laws No 91, item 744)	30 June 2009	Amendment to the existing regulation.	The regulation introduces an amendment of one of the conditions of issuing safety certification to railway companies.
Regulation requirements in reference to wagon owners			N/A	
Regulation requirements in reference to repair workshops			N/A	

Regulation requirements in reference to the scope of authorisation of introducing for use, and maintenance of a new and considerably rebuilt rolling stock, including regulations on the exchange of rolling stocks between railway companies, on the registration system, and requirements regarding testing procedures	The Railway Transport Statute Amendment Act of 7 February 2008 (Journal of Laws, No 59, item 359)	10 May 2008	The Act implements the Commission Directive 2007/32/EC of 1 June 2007, amending Annex VI to Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Annex VI to Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system	The Act introduces amendments to chapter 4a of the Railway Transport Act, in particular: – to Article 4 (new items 34a and 35a) by adding a definition of an intermediary sub-system compliance certification, and a definition of an intermediary declaration of sub-system compliance verification, – to Article 25c (new point 1a) by referring to an ability of conducting a preliminary assessment and the ability to obtain an intermediary declaration of sub-system compliance verification (Article 25c(7), item 3), – to Article 25c (new point 2a) by the introduction of an obligation to inspect the sub-system at the commencement of the design stage, all through to the final testing stages, – to Article 25c (new points 6b and 6c) by the introduction of an obligation to acknowledge intermediary sub-system certificate of compliance, when issuing sub-system certificate of compliance by the notified entity, – to Article 25c (amended point 7) by the introduction of an obligation to issue intermediary declaration of sub-system compliance verification by the manufacturer who received the relevant certification – to Article 25c (amended point 10) by the introduction of an obligation to store technical documentation, which accompanies the declaration of compliance, make it available to interested parties in a given member state (new point 11), and by the obligation to prepare technical documentation relating to sub-system compliance verification in the ordering party's language or in one of the member state's official languages, where the ordering party's registered offices, or their authorised representative's offices are located within the Community, or in a language accepted by that entity (new point 12). The aim of this regulation is to simplify the issuing of certificates by the notified certification entities who carry out orders for various member states in their native language, or in another language agreed upon

				by the parties – to Article 25s by the introduction of an obligation to publish information by the notified entities, regarding received applications to conduct compliance assessments and regarding issued certificates or rejections. - in Article 25a, an amendment was introduced, which adjusts the trans-European railway network sub-systems terminology.
Common rules for railway network functionality, including regulations on signalisation and traffic control procedures	Ministry of Transport's regulation of 27 February 2009 concerning the conditions of accessing and utilising railway infrastructure (Journal of Laws, No 35, item 274)	13 March 2009	Concerning its regulation, this regulation implements the provisions of Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification	The regulation defines: 1) terms of access and use of the railway infrastructure by railway companies; 2) methods for lodging and reviewing applications regarding the assignment of train routes; 3) type of additional and support services provided by railway infrastructure managers, 4) what action should be taken in the case of insufficient railway infrastructure capacity; 5) detailed rules on setting charges for the utilisation of the railway infrastructure, including the basic charge, minimum single rate, and additional charges, as well as increasing charges and issuing rebates; 6) the scope of issues which in particular require the utilisation of assigned train routes to be regulated by an agreement, and a framework agreement; 7) methods for drafting regulations by a manager, 8) forms of cooperation for managers when the railway infrastructure which they manage enables mutual exchange of trains, due to a connection of railways managed by them.
Regulation requirements concerning additional internal operations regulations (company regulations), which must be established by infrastructure managers and railway			UNCHANGED	

companies				
Regulation requirements in reference to personnel carrying out duties of critical significance regarding safety, including selection criteria, state of health, as well as professional training and certification	Act of 10 July 2008 concerning amendments made to the Railway Transport Act (Journal of Laws, No 144, item 902)	7 September 2008	Concerning its regulation, the Act implements Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector	The amended regulations introduce changes to the Railway Transport Act - by adding a definition for the inter-operational trans-border services, - new chapter 4b *'Work hours of railway employees, carrying out inter-operational trans-border services'* concerning the application of the agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF), on some work condition aspects of employees working on this network, to employees, - Article 25(2) and (4) impose an obligation to observe the provisions of the collective Agreement in the regions of trans-border passenger transport, and trans-border freight transport within a distance of ≤ 15 km. from the border, as well as in transport between cross-border train stations of: Rzepin, Tuplice, and Zebrzydowice, as well as in reference to trains on trans-border routes, which begin and end their route in Poland, but utilise another country's railway infrastructure, without stopping there.
Regulations concerning investigations of accidents, serious accidents, and incidents, including recommendations			UNCHANGED	
Regulation requirements regarding national safety indicators, including the methods of gathering and analysing this data	Ministry of Transport's regulation of 18 August 2009 on common safety indicators (CSI) (Journal of Laws, No 142, item 1159)	17 September 2009	Corrigendum to Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and 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	The regulation defines common safety indicators (CSI), which the Chairman of the Railway Transport Office included in the annual safety report, based on indicators received from railway companies and managers, as well as associated breakdown and calculation methods.
Regulation requirements concerning authorisations for introducing infrastructure (railway tracks, bridges, tunnels, electricity, ATC,			N/A	

radio, signal-systems, railway crossings, platforms, etc.) into operation				

ANNEX E – State of safety certification and authorisation – numerical data

E.1. Safety certification pursuant to Directive 2001/14/EC

Number of safety certification issues pursuant to Directive 2001/14/EC, received by licensed railway companies in 2008, and registered:	in Poland	1
	in another member state	0

E.2. Safety certification pursuant to Directive 2004/49/EC

		New	Updated/ amended	Renewed
E.2.1. Number of important safety certification, **part A**, received by railway companies in 2008, and registered:	in Poland	1	0	0
	in another member state	0	0	0

		New	Updated/ amended	Renewed
E.2.2. Number of important safety certification, **part B**, received by railway companies in 2008, and registered:	in Poland	0	0	0
	in another member state	0	0	0

			A	R	P
E.2.3. Number of safety certification applications, **part A**, filed by railway companies in 2008, and registered:	in Poland	new certificates	0	0	0
		updated/ amended certificates	0	0	0
		renewed certificates	0	0	0
	in another member state	new certificates	0	0	0
		updated/ amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.4. Number of safety certification applications, **part B**, filed by railway companies in 2008, and registered:	in Poland	new certificates	1	0	7
		updated/ amended certificates	0	0	0
		renewed certificates	0	0	0
	in another member state	new certificates	0	0	0
		updated/ amended certificates	0	0	0
		renewed certificates	0	0	0

A – Approved application, the certificate has already been issued
R – Rejected application, no certificate has been issued
P – In Progress, no certificate issued as yet

E.2.5. List of countries with companies applying for safety certificates part B in a given country, where they have been issued with part A of the certificate.

In 2008, no foreign country company applied for such a document.