Rail Transport Office
Chairman

REPORT 2011

ON RAILWAY SAFETY

IN POLAND

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CONTENTS

A.1. SCOPE OF THE REPORT

The annual safety report drafted by the national safety authority – the Rail Transport Office ('RTA'/'UTK'), contains information regarding the following:

a) the railway structure, with a list of railway infrastructure managers (Annexes A.2.1.a, A.2.1.b, A.2.1c) and a list of national carriers (Annexes A.2.2.a, A.2.2.b) operating within the reporting period, with a breakdown into the following:
   - **the general railway system in Poland (general available network of railway lines),**
   - **metro networks and networks functionally separated from the remainder of the railway system and designated for conducting metropolitan passenger transport;**

b) important changes to legislation and regulations concerning rail safety introduced in 2011 (Annex D);

c) the level of safety of railways, including an aggregation of common safety indicators – CSI (Annex C, CSI annexes) at Member State level;

d) results and experiences associated with supervising infrastructure managers and railway carriers.

This report also covers the activity of the UTK in performing tasks in accordance with safety policy.

A.2. REPORT SUMMARY in English

1. Introduction

The annual safety report is prepared in order 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 of the Community's railways, as well as of Article 17a para. 6 of the Act of 28 March 2003 on Rail Transport (consolidated text: Polish Official Journal 2007, No 16, item 94 as amended).

The Annual Report, made available by means of publication in the official journal of the minister in charge of transport, is a source of information mainly for various entities registered in Poland or Member States, operating in the field of rail transport. In addition, the information can be used by trade unions, managers and railway undertakings operating in the infrastructure, businesspeople, politicians, academic researchers, media representatives and the general public.

In the annual report for 2011 safety indicators (CSI) on the basis of information prepared by the required entities were determined by reference to the statistics of significant accidents, i.e. in accordance with the definitions contained in Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics and the Regulation of the Minister of Infrastructure of 20 July 2010 on Common Safety

Indicators (CSI) (Polish Official Journal No 142, item 952), which, starting from 2010, introduced uniform rules on statistics concerning safety indicators.

In the reporting period 2006-2009, the indicators concerned all **accidents and serious accidents,** i.e. according to national definitions. Hence the safety indicators for 2010 cannot be reliably compared at NSA and ERA levels with the reporting period 2006-2009.

Together with the report for 2011, the infrastructure manager submitted a **correction relating to 2010** concerning the 'total number of signals passed at danger' (code I04), namely, **instead of 4,377 cases, the number was reduced to 13 cases**. The wrong figures resulted from a misinterpretation of the provision, i.e. in 2010 the number included all reported emergency signals, including those not confirmed by the measurements of rolling stock fault detection devices.

In this annual report, safety indicators are presented in **2 groups**, i.e.:

a) **general railway system** in Poland (generally accessible network of railway lines),
b) **metro networks and networks functionally separated from the rest of the railway system** and intended for metropolitan passenger services.

Within the general railway system category, reports were submitted by 8 infrastructure managers. In addition, annual reports were submitted by 62 railway undertakings operating within this network during the reporting period.

From the second group, reports were submitted by 3 infrastructure managers, of which 2 entities also provided transport services in the network.

Despite the fact that the report for 2011 is already the sixth, its preparation still poses considerable problems to many entities.

Implementation of the requirement of an additional breakdown of railway accidents for statistical purposes, namely the introduction of 'significant accidents', turned out to be difficult for infrastructure managers and railway undertakings to specify, one of the reasons being the fact that the State Commission for Railway Accident Investigation (NIB) applies national definitions of 'serious accidents', 'accidents' and 'incidents', which differ from the definitions required by the European Railway Agency for safety indicators.

Many difficulties for accident investigation commissions are still caused by the application of the breakdown of injured persons, that is, 'unauthorized persons' and 'other persons'. The greatest difficulties occurred in gathering figures concerning the economic consequences of significant accidents. The NSA will strive to standardize the rules according to which obligated entities report figures.

In addition, concerning figures for the '*number of motor cars / traction units'*, there are doubts surrounding the determination of such figures and in the proper classification of motor cars, including railbuses.

2. Information about railway structure

2.1. The general railway system in Poland covers a network of railway lines which were managed by 9 railway infrastructure managers in 2011.

The total length of rail track in operation at the end of 2011 was 20,066.07 km (an increase of 14.84 km compared to 2010).

The total length of all track in the system was 38,831.25 km (an increase of 233.78 km compared to 2010).

25,073.74 km of track, 65% of all track, is electrified (3kV, DC). Compared to 2010, there was a decrease by 115.46 km of electrified track.

2.2. The Polish **metro networks and networks functionally separated from the rest of the railway system** and intended for metropolitan passenger services are managed by 3 infrastructure managers

At the end of 2011, the total length of **rail track** in operation did not change compared to 2010 and amounted to **62.4** km.

The total length of **track** in this system was also the same as in 2010 and stood at **144.5** km.

121.7 km of track, i.e. 84.3% of all track, is electrified (0.65 and 0.75 kV, DC).

3. General analysis of trends in safety development, certification

3.1. General railway system – ACCIDENTS AND SERIOUS ACCIDENTS

Based on the analysis of accident statistics, it was found that the number of accidents and serious accidents which occurred in the network of railway lines of the general railway system in 2011 compared to the preceding year rose by 0.6%, i.e. from a total of 831 in 2010 to 836 in 2011.

The number of accidents in 2011 increased by 7 compared to 2010, i.e. the number of accidents in 2010 was 747 and in 2011 it rose to 754, an increase of 0.9%.

In 2011 the number of serious accidents dropped by 2 (2.3%) compared to 2010, i.e. the number of serious accidents in 2010 was 84 and in 2011 it decreased to 82.

3.2. General railway system – SIGNIFICANT ACCIDENTS

On the basis of an analysis of accident statistics, it was found that in 2011 the number of **significant accidents** which occurred within the network **grew by 8.7%** compared to the preceding year, i.e. from a total of 449 in 2010 to 488 in 2011 (an increase of 39).

The number of collisions rose by 4, i.e. from 4 collisions in 2010 to 8 in 2011, which means an increase of 100%. The higher number of collisions was caused by the inappropriate, bordering on reckless behaviour of drivers of road vehicles and operators of subcontractor's construction machines, who left vehicles within rolling stock clearance gauge outside level crossings.

The number of derailments of trains also grew by 6, i.e. from 17 derailments in 2010 to 23 in 2011, which means an increase of 35.3%. The considerable increase in the number of accidents was caused by the deteriorating technical condition of tracks and switches due to wear and tear resulting from the length of operation, which is in excess of their useful life, as a consequence of many years of restricted investment. An assessment of technical conditions in the network, on the basis of diagnostic tests conducted by infrastructure managers, confirmed the fact that 24% of the infrastructure they manage was diagnosed as only satisfactory. The higher number of derailments was also caused by the deteriorating technical condition of the railway vehicles in use, as a consequence of poor progress in the process of their regeneration and new purchases.

Some of the derailments were caused by errors made by employees of both infrastructure managers and railway undertakings.

The number of significant accidents on level crossings and the number of fires in rolling stock **did not change** compared to the previous year.

Changes relating to significant accidents: accidents involving persons caused by rolling stock in motion (341 in 2010 and 366 in 2011 – an increase of 25) and in the 'other' category (1 in 2010 and 5 in 2011 – an increase of 5), **which occurred in 2011 as compared to 2010 can be characterised as natural fluctuations.**

The total number of **persons seriously injured** in accidents rose by 21 compared to 2012, that is, from 188 injured persons to 209, which corresponds to an increase of 11%.

A considerable drop in the number of persons seriously injured in collisions was reported, from 13 persons in 2010, all of whom were seriously injured in a single collision on 13 July 2010, to 6 persons in 2011; a decrease of 53.8%.

The number of persons seriously injured as a result of train derailment rose in 2011 to 34 persons (from 0 in 2010), which was caused by a single accident on 12 August 2011 on line No 001 Warsaw – Katowice, Baby station.

The highest number of serious injuries occurred in accidents involving persons caused by rolling stock in motion (55.5% of all injured persons) and level-crossing accidents (24% of all injuries).

The number of seriously injured **passengers** (27.8% of all injured persons) rose by 23 opposed to 2010, that is, from 35 passengers in 2010 to 58 passengers in 2011, which signifies an **increase of 65.7%.** This was caused by a single accident which took place on 12 August 2011 on line No 001 Warsaw – Katowice, Baby station, in which 33 passengers were seriously injured. As for the remaining causes of accidents, as in preceding years, changes in the numbers of seriously injured passengers have the nature of natural fluctuations.

Changes in the numbers of seriously injured persons:

- employees (10 employees in 2010, 11 employees in 2011),

- level crossing users (52 persons in 2010, 46 persons in 2011),

- unauthorized persons (91 persons in 2010, 93 persons in 2011),

- others (0 persons in 2010, 1 person in 2011) had the nature of natural fluctuations.

The total number of accident **fatalities** in 2011 **grew by 13%** compared to 2010, that is, from 283 to 320 persons.

An increase was reported in the number of fatalities in level-crossing accidents, i.e. from 55 to 62 persons – an increase of 12.7%. The number of fatalities caused by rolling stock in motion also increased, from 228 to 251 persons – by 10%.

The vast majority of fatalities happen to unauthorised persons (244 persons, which accounts for 76.3% of all fatalities). The second largest group is level crossing users (60 persons, i.e. 19% of all fatalities).

Compared to the preceding year, the number of fatalities among unauthorised persons went up from 216 to 243 persons – an increase of 12.5%. There was also a similar increase in the number of fatalities among level crossing users, which rose from 54 to 60 persons – an 11% increase. There was also an increase in the number of fatalities among passengers, i.e. from 7 to 10 passengers – an increase of 42.8%, especially caused by people jumping on and off moving railway vehicles. Meanwhile, the number of fatalities among employees fell compared to the preceding year, from 6 to 2 employees (in different accidents).

The above changes in 2011 versus 2010 had the nature of natural fluctuations.

The number of fatalities among **other persons** rose by 4 compared to 2010, i,e. from 0 persons in 2010 to 4 persons in 2011. This was caused by a **single accident** on 26 July 2011 on line No 426, route Strzelce Krajeńskie East – Strzelce Krajeńskie, km 2,728, as a result of which two residents of a building were killed on the spot and a third person who was outside the building died after being taken to hospital.

Compared to the preceding year, the number of **suicides** dropped noticeably, by 40% (47 suicides were reported in 2010, compared to 28 in 2011).

Quantitative changes of accident precursors which occurred in 2011 as compared to 2010 (after adjustment) had the nature of natural fluctuations.

3.3. Metro networks and networks functionally separated from the rest of the railway system and intended for metropolitan passenger services

The total number of accidents and serious accidents which occurred in this network in 2011 compared to the preceding year dropped by 15%, i.e. from a total number of 15 accidents in 2010 to 13 in 2011.

In 2010 one significant accident was reported, while in 2011 there were 4, which means an increase of 300%.

The growth in the number of accidents resulted from more frequent cases of careless behaviour of pedestrians who crossed the tracks in places not designated for crossing, and drivers of road vehicles who failed to observe traffic regulations while using level crossings.

3.4. Certification

In accordance with the latest amendments to the Rail Transport Act, infrastructure managers and railway undertakings holding valid safety certificates (issued pursuant to Directive 2001/14/EC) were obliged to apply to the President of the UTK [Rail Transport Office] for the issue of safety authorisations or safety certificates by 30 June 2010. The aforementioned safety certificates expired on 31 December 2010.

In 2011, 14 part A safety certificates (including one amended) and 23 part B safety certificates (including 2 amendments) were issued to railway undertakings. In total, by the end of 2011, 69 part A safety certificates and 66 part B safety certificates were issued.

In 2011, 4 safety authorisations were issued (including one amended) to infrastructure managers.

Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method of risk evaluation and assessment, which is 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.

As for significant technical changes concerning the vehicles defined in Article 2(c) of Directive 2008/57/EC and structural subsystems, when the provisions of Article 15(1) of said Directive or TSI so require, the Regulation has been applied **from 19 July 2010**.

In full, the Regulation will apply **from 1 July 2012**.

In view of the above, in 2011 entities were not obliged to report their experiences concerning the application of CSM to risk assessment and evaluation methods. It should be mentioned that 21 railway undertakings and 3 railway infrastructure managers submitted their experiences in this field.

According to the submitted information, following an assessment of the potential influence of the changes on railway system safety – in accordance with the requirements set forth in Commission Regulation (EC) No 352/2009 of 24 April 2009 (OJ L 108, 29.4.2009), no change was considered a ‘significant change’ within the meaning of Article 4 of said Regulation.

4. Final conclusions

The Rail Transport Office, as the national safety authority, adopted the following priority measures for 2012:

1) Continuation of control and preventive measures in order to maintain an adequate level of safety of railway traffic due to deterioration of the condition of railway infrastructure caused, among other things, by infrastructure managers’ inability to perform necessary repairs.
2) Continuation of measures in the field of safety certification and authorisation in order to maintain the favourable trend of safety improvement, especially in the field of rolling stock.

3) Support measures intended to organise supervision over the design, construction and consignment for operation of railway infrastructure concerning: tracks, traffic management systems, power supply, etc.
4) Preparation and implementation of a procedure concerning issuing opinions and certificates for entities in charge of maintenance (ECM) of freight wagons, as referred to in Commission Regulation (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) 653/2007 (OJ L122, 11.5.2011).

B. INTRODUCTION

1. Introduction to the report

The purpose of drafting an annual safety report 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(6) of the Rail Transport Act of 28 March 2003 (consolidated text: Journal of Laws 2007, No 16, item 94, as amended).

The annual report, released by means of publication in the official journal of the Minister of Transport, constitutes a source of information primarily for entities registered in Poland and Member States conducting business in the field of rail transport. Furthermore, the information may be used by union organisations managers and railway carriers operating within infrastructure, and business, politics, academic researchers and media representatives as well as society as a whole.

The annual safety report is intended to make an assessment as regards the satisfaction of common safety requirements at the level of Member States and the Community.

On the basis of information regarding safety indicators drafted by the required entities, in the Report 2011 common safety indicators (CSI) were set in relation to the statistics of **significant accidents**, i.e. in accordance with the definitions contained in Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics and the Ordinance of the Minister of Infrastructure of 20 July 2010 on common safety indicators (CSI) (Journal of Laws, No 142, item 952), which, beginning from 2010, harmonised statistical rules regarding safety indicators.

In the 2006-2009 reporting period, indicators related to all **accidents and serious accidents,** i.e. according to national definitions contained in the Rail Transport Act of 28 March 2003. For this reason safety indicators comparisons will be most reliable from 2010 onwards, both at the level of the national safety authority and at the level of the European Rail way Agency.

The safety indicators in this annual report are presented in **two groups**, i.e.:

a) **for the general rail system in Poland (generally available railway line network),**
b) **for metro networks and networks functionally separated from the remainder of the railway system and designated for conducting metropolitan passenger transport.**

The infrastructure manager has reported a **correction to 2010** together with the 2011 report which relates to the 'total number of incidents passing emergency signals' (code I04),

i.e. **the previously reported 4 377 instances, corrected to 13 instances.** The inaccurate data resulted from a misinterpretation of records, i.e. in 2010 all recorded emergency signals were taken into consideration, including unconfirmed indications by rolling stock emergency detection equipment.

THE SAFETY INDICATORS INCLUDED IN THE 'CSI' FORMS FOR THE GENERAL RAILWAY SYSTEM IN POLAND WERE SENT TO THE EUROPEAN RAILWAY AGENCY USING THE ERAIL SYSTEM, WHEREAS THE INDICATORS FOR THE SECOND GROUP ARE INCLUDED IN THIS REPORT.

All statute-bound entities submitted annual reports within the statutory deadline, i.e. by the end of June this year.

8 infrastructure managers from the general railway system group submitted reports. Furthermore, annual reports were submitted by 62 railway carriers conducting passenger transport activity in the reporting period within this network.

3 infrastructure managers from the second group submitted reports, including 2 entities that simultaneously conduct transport activity within this network.

Despite the fact that the Report 2011 is the sixth such report, many entities continued to experience a large number of problems when drafting it.

Problems most often encountered when collecting data and drafting reports:

- implementation of the requirement to further categorise railway accidents for statistical purposes, i.e. infrastructure managers and rail carriers found the introduction of 'significant accidents' difficult to classify, mainly because national classification definitions of railway incidents adopted by the State Railway Accident Research Committee (NIB) concerning: 'serious accident', 'accident' and 'incident', which differ from the definitions required by safety indicators;
- accident committees continue to encounter many difficulties classifying persons injured in accidents, i.e. qualifying 'other persons';
- inconsistencies in statistical data in the reports prepared by designated railway entities confirms this is a result of a failure to act on the ongoing exchange of information in the entities' internal departments, as well as a lack of appropriate cooperation with external entities;
- differences occurred in data associated with economic results when interpreting data represented in safety indicators by railway managers and carriers, in relation to the lack of

detailed legal regulation in this area. The NSA, in cooperation with the ERA, will endeavour to develop consistent rules of reporting information in annual reports by designated railway entities;

- the 'Broken rails' (code I01) incident category, continues to cause uncertainty when determining such data;
- serious difficulties are experienced regarding the provision of correct data (code R07) for the form '2011 CSI': 'Number of tons-km of a freight train', which lacks consistency in defining the type of number i.e. 'gross kilometre tons' or 'net kilometre tons'. It would be logical to use 'gross kilometre tons', as the transport work of railway carriers (whose trains include empty carriages in their setup) would be included. It should be noted that trains pulling empty carriages are also included in the amount of transport work expressed in train kilometres;

  In this report, the information contains 'net kilometre tons'.
- the inclusion of accidents occurring during manoeuvring work and technological runs, for which **no train kilometre unit arises**, provides a contaminated result for safety indicators calculated in 'unit / million train km' units.
- the ambiguous definition of data regarding the *'number of power cars / traction sets'* causes uncertainty as to the proper classification of power cars.

2. Information about railway structure

In this report, as in reports from previous years, information about the railway infrastructure is contained in Annex 'A.2.1.a – Infrastructure managers on the overall railway network in Poland' and Annex 'A.2.1.b – Infrastructure managers of metro rail networks and networks functionally separated from the remainder of the system'.

Please note that the heading 'Railway tracks (main tracks)' contains data for two groups of tracks:

- total length of mainline and main principal tracks at operating points,
- total length of other tracks,
- total length of all tracks.

2.1. The general railway system in Poland comprises a network of railway lines which was administered by 9 railway infrastructure managers in 2011.

The total length of **railway lines** in operation at the end of 2011 was **20 066.07 km** (an increase of 14.84 km in relation to 2010), including:

- 8 710.85 km of double-track lines, a reduction of 16.62 km in relation to 2010
- 11 355.22 km of single-track lines, a reduction of 37.52 km in relation to 2010.

The main network of railway lines in this system is administered by PKP Polskie Linie Kolejowe S.A., i.e. railway lines with a length of 19 299 km, which constitutes 96.2% of all lines.

The entire length of **all tracks** in this system was **38 831.25 km** (an increase of 233.78 km in relation to 2010), of which:

- mainline tracks and main principal tracks at operating points – **28 730.06** km, a reduction of 12.96 km in relation to 2010;
- other tracks – 10 101.19 km, an increase of 246.75 km in relation to 2010.

Tracks with a length of 25 073.74 km, i.e. 65% of all tracks, are electrified (3kV, DC). In relation to 2010, there was a reduction of 115,46 km of electrified tracks.

2.2. Metro networks and networks functionally separated from the remaining railway system and designated for conducting metropolitan passenger transport in Poland are administrated by 3 railway infrastructure managers.

At the end of 2011, the total length of **railway lines** in operation was the same as **in** 2010, i.e. **62.4 km**, of which:

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

The total length of tracks in this system was also unchanged in relation to 2010 and amounted to **144.5** km, of which:

- mainline tracks and main principal tracks at operating points: **108.9** km,
- other tracks: 35.7 km.

Tracks with a length of 121.7 km, i.e. 84.3% of all tracks, are electrified (0.65 and 0.75 kV, DC).

A schematic diagram of the main railway lines in Poland is shown in Annex A.1.a., and the current shunting and turning yards are shown in Annex A.1.b. A schematic diagram of metro networks and networks functionally separated from the remaining railway system and designated for metropolitan passenger transport is shown in Annex A.1.c.

A list of infrastructure managers in the general railway system is presented in Annex A.2.1.a. A list of infrastructure managers of metro networks and networks functionally separated from the remaining railway system and designated for metropolitan passenger transport is shown in Annex A.2.1.b.

A schematic diagram of the registered offices of infrastructure managers is shown in Annex A.2.1.c.

In 2011, 62 licensed railway carriers provided passenger and cargo transport on the network of the general rail system in Poland. The number of railway carriers operating a transport business in Poland has risen by 14 in relation to 2010, which means a rise of 29%, whereas on metro networks and networks functionally separated from the rest of the railway system and designated for metropolitan passenger transport, passenger transport was provided by 2 licensed, national railway carriers.

A list of licensed railway carriers providing passenger and cargo transport in the general railway system is presented in Annex A.2.2.a. A **list of licensed railway carriers providing passenger and cargo transport on metro networks and networks functionally separated from the rest of the railway system is presented in Annex A.2.2.b.**

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

3.1. General railway system

Based on the analysis of accident statistics, the number of accidents and serious accidents in 2011 on the rail network of the general railway system compared to the previous year increased by 0.6%, i.e. from an overall number of 831 in 2010 to 836 in 2011.

The number of **accidents** in 2011 rose by 7 in relation to 2010, i.e. the total number of accidents in 2010 – 747 increased in 2011 to **754,** an increase of 0.9%.

In 2011, the number of **serious accidents** decreased by 2 (2.3%) in relation to 2010, i.e. the number of serious accidents in 2010 – 84 decreased in 2011 to 82.

As of 2010, a new category of accidents was included in the accident statistics, in accordance with the definition set out in Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 and the Ordinance of the Minister of Infrastructure of 20 July 2010, i.e. significant accidents. As of 2010, safety indicators have been designated in relation to a new category of accidents.

The number of **significant accidents** rose in 2011 by **39** in relation to 2010, i.e . the number of significant accidents in 2010 – 449 rose in 2011 to **488**; an increase of 8.7%.

3.2. Metro networks and networks functionally separated from the remaining railway system and designated for metropolitan passenger transport.

The total number of **accidents and serious accidents** on this network in 2011 compared to the previous year **fell by 15%,** i.e. from a total number of 15 in 2010 to 13 in 2011.

In 2010, 1 **significant accident** was recorded, whereas in 2011, there were **4**, i.e. an increase of 300%.

A detailed analysis of accident statistics is presented in **part D**, **section 2** and **Annex C**.

In connection with the publication of Commission Regulation (EC) No 352/2009 of 29 April 2009 *on the adoption of a common safety method on risk evaluation and assessment*, in 2010 entities were not required to report their experiences connected with the application of CSM during risk assessment and risk evaluation methods.

In accordance with the terms of the Rail Transport Act, safety certificates issued on the basis of Directive 2001/14/EC to infrastructure managers and rail carriers became invalid as of 31 December 2010.

In 2011, 14 safety certificates were issued for part A (including 1 amended) and 23 safety certificates for part B (including 2 amended) to railway carriers. Overall, up to the end of 2011, 69 safety certificates were issued for part A and 66 certificates for part B.

In 2011, 4 safety authorities were issued (including 1 amended) to infrastructure managers.

C. ORGANISATION

1. Introduction

The national safety authority in Poland is the **CHAIRMAN of the Rail Transport Office** (UTK) with its registered office in Warsaw at ul. Chałubińskiego 4.

An independent office to supervise railway technology and safety and regulate the rail market was established in accordance with the implementation of European Union law into the legal system of the Republic of Poland, in particular Article 10(7) of Directive 2001/12/EC and Articles 30 and 31 of Directive 2001/14/EC defining an obligation to appoint an authority and the scope of its basic powers.

The UTK Chairman is the main government administration body in relation to:

1) rail transport regulation,
2) rail transport licensing,
3) technical supervision over the use and maintenance of rail vehicles and elements of rail infrastructure,
4) rail transport safety,
5) overseeing the observance of passenger rights in rail transport,
6) the scope of train driver licensing and certification.

The UTK Chairman falls under the control of the Minister of Transport

2. Organisation of the Rail Transport Office and its associations with other bodies

The organisational structure of the Rail Transport Office and its tasks regarding supervision of rail transport safety changed in 2011 on the basis of Order No 29 of the Infrastructure Minister dated 21 July 2011, *regarding issuing of an Act to the Rail Transport Office*, by Order No 13 of the UTK Chairman dated 30 September 2011 *on establishing a Rail Transport Office Organisational Act*.

As a result of introducing Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passenger rights and obligations *(OJ L 315, 3.12.2007)* into the Polish legal system, a Passenger Rights Department was established, forming part of the Rail Transport Regulation Department, which oversees implementation and compliance of rail passenger rights.

The tasks of the Passenger Rights Department include the following:

1) implementation and enforcement of Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passenger rights and obligations *(OJ L 315, 3.12.2007)*;
2) administrative prosecution in matters considering defending and/or infringement of passenger rights;
3) monitoring of service quality standards in relation to connections.

Furthermore, a Supervisory Department has been established within the Rail Transport Office, which is in charge of supervision and inspections related to the Rail Transport Chairman's field of authority.

The tasks of the Supervisory Department include the following:

1) planning, organisation, coordination and monitoring of inspections carried out by the UTK's organisational divisions;
2) conducting audits and overseeing the preparation of applications and post-audit recommendations;
3) overseeing entities operating in the area of training and testing of applicants for rail driver's licence and certification (supplementary).

As of 31.12.2011, the Rail Transport Office employed 187 personnel.

The Rail Transport Office's organisational chart is shown in **Annex B.1**, whereas UTK Regional Branches' areas of operation are shown in **Annex B.2.**

The relationship between the national safety authority and other national bodies are shown in **Annex B.3.**

D. DEVELOPMENT OF RAIL SAFETY

1. Initiatives intended to maintain and improve safety

The organisation of the railway traffic safety system in Poland involves a division of duties and responsibilities for its condition among infrastructure managers, rail carriers and users of railway sidings.

In accordance with Article 5 of the Rail Transport Act of 28 March 2003 (consolidated text: Journal of Laws 2007, No 16, item 94, as amended), the infrastructure manager is obliged to maintain railway infrastructure in a condition ensuring the safety of rail traffic. However, under Article 17 of this Act, managers, rail carriers and sidings users are required to meet technical and organisational requirements ensuring:

- the safety of railway traffic,
- the safe operation of rail vehicles.

Railway traffic safety should be understood to mean a set of actions encompassing: drafting and implementing instructions containing procedures for conduct at a work post, recruitment and care to maintain a high level of staff qualifications, maintenance of rail infrastructure and technical devices, rail vehicles, supervision over work and management of teams of employees performing activities associated with rail traffic. Actions to improve rail traffic safety are one of the main tasks of the management staff and staff in organisational units and cells in all railway undertakings.

Complete implementation of 'Safety Management Systems' (SMS) by railway carriers and infrastructure managers is of particular significance in rail transport, primarily in relation to the area of safety management, as well as continuing improvement of 'SMS'.

Examples of safety-related actions taken in Poland during the year as a consequence of a previous accident or incident are set out in table D. 1.1. The steps taken for other reasons are set out in table D. 1.2.

Table D.1.1 — Examples of safety-related actions taken in Poland during the year as a consequence of a previous accident or incident

Previous accidents / incidents constituting the reason for taking a given action			Description of steps taken to improve safety
Date	Place	Description of event	
01.01. 2011	Line 144 Tarnowskie Góry – Opole Główne, route Ozimek – Chrząstowice, 62.090 km	While in transit, freight train no. 164009 on the Radomsko – Bielawa Dolna route, hauled by locomotive ET22, eighth rail car from the head of the train derailed as a result of a fractured axis across the pivot and wheels' muley axle (concealed fault – old fracture covering 70% of the cross-section).	Due to incorrect numbering of axle sets in documentation and on the side of the rail car, steps were undertaken aimed at implementation of EWT, i.e. registration of axle sets on the axis of freight rail cars. Steps were undertaken to tighten the criteria for inspecting axle sets and certification of personnel involved in non-destructive testing in compliance with PN-EN 473. A register of the number of kilometres travelled by individual rail cars based on the Tarriff Distance Schedule (WOT) also steps were undertaken in relation to the launch of a new 'Discoverer' application.
10.04. 2011	Line 277 Opole Groszowice – Wrocław Brochów, Opole Wschodnie Station, track 2, 5.025 km	Upon arrival of freight train 463021 on the Tarnowskie Góry – Strzelin route, 2 rail cars were derailed (21st and 22nd from the front of the train) as a result the rail car not entering the left ridge of the junction, which was caused by exceeding the operating parameters of the rail car. Primary cause: incorrectly carried out review repair of the rail car.	The owner of the rail car was told to pay particular attention to the method used to carry out periodic maintenance. An audit was carried out on the supplier i.e. the entity carrying out the periodic maintenance of the rail car.
27.06.20 11	Line 003 Warszawa Zachodnia – Kunowice, route Łowicz – Jackowice, track nr 2, 90.615 km	Two people (employees/ subcontractors) were fatally struck by train 71006 on the Berlin – Warszawa Wschodnia route. Track 1 was closed as planned in order to unload long rails. The range of work did not require workers to constantly remain between the closed track on which works were carried out, and the active track, which was used by train traffic.	Action was taken in relation to: - supplementary records in internal regulations, - preparation of temporary regulation of Train Traffic Control, - speed limits for trains, where there are no Automatic Warning System, while work is conducted on closed track, during which traffic flow of V=100km/h carries on an active track - requirement to advise the train team each time work is being carried out on neighbouring track, in all situations and regardless of traffic movement.

11.09.2011	Line 006 Zielonka – Kuźnica Białostocka, Białystok Station, 177.680 km	Failure of a shunting train, made up of locomotive SM42 and four rail cars, to stop ahead of indicator W17 junction 190, as well as continuing to move forward until it collided with locomotive EP07.	The accident was discussed during reular instruction sessions on shunting technique. In the following 6 months, an inspection was conducted, one for each of the following; in the area of organising shunting work in sidings terminals and station control circuits. Employees involved in the accident were assigned other work duties.
19.09.2011	Line 003 Warszawa Zachodnia – Kunowice, Kostrzyń Wlkp. Station, track nr 9, 281.894 km	Passed signal Ms1 – a shunting manoeuvre not allowed on **shunting plate** Tm5 and entering onto a **derailing band,**leading to the derailment of the car being pushed.	In accordance with the recommendations of the Railway Commission, records in the station's technical regulations were harmonised, regarding the delivery of carriages to track 9 and the incident was discussed at regular instruction sessions.
01.10.2011	Line 186 Zawiercie - Dąbrowa Górnicza Ząbkowice T4, route Zawiercie – Dąbrowa Górnicza Ząbkowice Łazy, 284.451 km	Failure by the train TME 313000 on the Trzebinia – Płock Trzepowo route to stop at a 'Stop' signal by the last semaphore of the automatic block signalling which caused a collision with the back of the train TME 313002 on the route Kraków Nowa Huta – Gostynin. As a result of the collision, the eighth rail car from the head of the train derailed and collided with another rail car.	The driver was removed from duties associated with driving trains.Employees were given training on driving trains equipped with automatic block signalling.
16.10.2011	Line 12 Skierniewice – Łuków, route Tarczyn-Czachówek Zachodni, 63.741 km, category D level-crossing	Collision between a passenger car, make Honda CIVIC and train 253016 on the Puławy Azoty – Gdynia Port route.	The police were requested to pay particular attention to ensure drivers follow road regulations in the area of the railway crossing and heed the B-20 'STOP' sign. In light of the frequent accidents at this crossing, despite speed restrictions as low as V=20km/h imposed on passing trains (in 2011, four similar accidents occurred) an Accident Commission was appointed, who proposed changing the crossing's category from D to C. The crossing was nominated for the 'Safety Improvement and Elimination of Operational Dangers at Railway Crossings. POIŚ.7.1-59' project.

08.12.2011	Line 009 Warszawa Wschodnia Osobowa – Gdańsk Główny, route Mikołajki Pomorskie – Prabuty, track nr 1, 262.915 km	Rail car derailment of train 5306 on the Gdynia Główna – Kraków Główny route, caused by a fractured axle.	Implementation of flaw-detection testing of axle sets, while conducting inspections with notes made in repair documentation.
29.06.2011	Line 201 Nowa Wieś Wielka Gdynia Port, route Kościerzyna –Bąk, 135.079 km	While train 521000 was travelling on the Gdynia Port – Lublin route, twelve rail cars loaded with containers derailed.	Missing aggregate was replaced, particularly in front of and behind engineering objects, at sites where crossing tracks is unauthorised, further secured with 'Do not cross the tracks' signs. Employees are required to pay particular attention while conducting inspections at these sites.
26.07.2011	Line 426, route Strzelce Krajeńskie Wschód – Strzelce Krajeńskie, track nr 1, 2.728 km	While unloading rail cars on train 8805 at a toll-free dispatch point, seven rail cars rolled away onto track 21 at Strzelce Krajeńskie Wschód Station, which ends with a buffer stop, crashing into a residential/station building. The accident was caused by wilful disconnection of rail cars from the locomotive by unauthorised persons and moving of cars in a prohibited manner.	The proceedings in the case of a serious accident were overseen by PKBWK. Consideration was given to the possibility of issuing a recommendation to rail infrastructure managers in relation to verifying appointed sites for loading and unloading, in compliance with national guidelines.
11.09.2011	Line 657 Katowice Szopienice Północne – Katowice Muchowiec KMA, junction post Stawiska, 2.260 km, junction 29,	While train 64670 was travelling on the Węgliniec – Dąbrowa Górnicza route, through a junction post at Stawiska, at junction 29 four empty rail cars were derailed. The derailment was caused due to the rail car not entering the uneven junction arch, while not sufficiently adhering to the well worn sub-junctions.	Faults repaired at turnout at junction post in Stawiska. Steps were undertaken aiming to repair confirmed faults at junctions which threaten train traffic safety, including ensuring appropriate quality of completed work.

22.10.2011	Line 151 Kędzierzyn Koźle – Chałupki, route Kędzierzyn Koźle – KKB-KKD, 2.500 km, Track 2Z	During transit of train 483010 on the Rydułtowy – Police Chemia route, nine rail cars from the Eaos series were derailed. Direct Cause: poor condition of the attachment of rails to the sleepers led to a sudden change in track width. Primary cause: Gradually deteriorating condition of the attachment of the rail to the sleeper. Indirect cause: failure of a secondary inspection during the week.	Due to the end of proceedings in relation to an accident in 2012, a bulletin 07/2012 was drafted and sent to internal divisions with instructions to implement the recommendations of the Accident Investigation Commission. Steps were undertaken aimed at increasing inspection cycles in cases of progressive degradation of tracks.

Table D.1.2 – Examples of safety actions taken for other reasons

Description of areas which the actions concerned	*Description of the reason for taking the action*	*Description of the actions taken to improve safety*
Improvement of safety on railway level-crossings	The number of accidents caused exclusively by road vehicle drivers due to failure to exercise due care when crossing a level-crossing.	Ongoing media campaign through demonstrations and information **'Safe crossing – stop and live'**, aimed at road vehicle drivers when crossing railway lines, intended to increase awareness about the dangers of level-crossings and their consequences.
	The number of accidents on guarded railway level-crossings	Additional inspections of rail vehicles category A, B, C, and D based on rules defined by Regulation 44/2008 and 29/2011 of the Chairman of the Board for PKP PLK S.A.
	Modernisation of line 009 Warsaw Wschodnia Osobowa – Gdańsk Główny	1. Construction of automatic block signalling (ABS) devices on the route: Nasielsk – Świercze – Gąsocin – Ciechanów. 2. Reclassification of 1 level-crossing from category D to B. 3. Demolition of 3 level-crossings together with the construction of viaducts at these locations.
	Modernisation of line 203 Tczew – Kostrzyn and line 356 Poznań Wschód – Bydgoszcz.	Section Krzyż – Kostrzyn (km 297.000 ÷ 343.453) ssp devices, type BUES 2000 commenced operating at 3 category C level-crossings and 4 category D level-crossings were reclassified as C, together with the installation of ssp device type BUES 2000. Section Poznań Wschód – Gołańcz – Stage I – enclosure of ssp device type BUES-2000 at 5 category B level-crossings and 1 category C level-crossing.

	Modernisation of level-crossings.	1. Modernisation of 3 level-crossings on railway line 26 Łuków – Radom: - enclosure of 'ssp' (controlling level crossings) device, type RASP-4Ft at 2 category B level-crossings and 1 at category C level-crossings. 2. Modernisation of 5 category B level-crossings on rail line 8 on section Radom – Skarżysko-Kamienna – enclosure of ssp devices, type RASP-4Ft. 3. Alteration of boom gate equipment together with the supply of a TVu unit type BUES-2000 at 1 category A level-crossing and at 1 category B level-crossing on line 281. 4. Reclassification of level-crossing from B to A on line 8
Monitoring of rolling stock's technical condition	Elimination of defective rolling stock, which poses a threat to the safety of railway traffic and causes increased wear and tear of railway infrastructure.	Installation of dsat device, type ASDEK on line 4, CMK on section Korytów-Olszanowice – 6 units, and 5 units of dsat on section Olszamowice-Zawiercie.
Improvement of safety in railway traffic in relation to the technical condition of railway infrastructure	Introduction of modern systems to ensure Traffic Orderly's work can be performed appropriately.	Modernisation of railway line 96 Tarnów – Leluchów on section Tarnów – Stróże: • enclosure of devices type MOR-2ZS i MOR-1 at Tuchów Station, • commencement of operation of LCS Tuchów and switching of Łowczów and Siedliska Stations to remotely controlled, • As part of executing the ESTER project, on line 22 Tomaszów Maz. – Radom, devices MOR-1 have commenced operation at the Wolanów and Radom Krychnowice Stations, the stations were also connected to LCS Drzewica.
	Modernisation of equipment used for railway traffic control.	Line 64 Psary – Kozłów, on section Kozłów – Psary modernisation was carried out on srk devices and the track network: • encasement of MOR-3 devices at post odg. Sprowa (4 point machines type EEA-5), • encasement of automatic block signalling (ABS) devices type Eap-94 on route Kozłów-Sprowa-Starzyny, • enclosure of ssp devices type RASP-4Ft at 2 category B level-crossings, • constructing cover for OTK and TKM cables on section Kozłów-Psary.
	Lifting technical lines' parameters.	Renovation of railway line 353 Poznań – Skandawa on section Kobylnica – Trzemeszno, including: • changing 3 level-crossings from category D to category C and enclosure of ssp devices type BUES-2000 • replacement with new electric point machines, type EEA-5 at Kobylnica Station – 5 units, Biskupice Station – 3 units, Pierzyska Station – 1 unit, Gniezno Station – 6 units.

Modernisation of railway vehicles	Improvement in the safety of rail traffic, reliability and comfort of service.	1. Continuing to update locomotive series ET22, i.e. carry out 1 update (LE6) and equip 16 locomotives with wheel flange lubrication devices. 2. Modernisation of 24 locomotives EU07. 3. Modernisation of 5 locomotives SU45 and replacement with ST45. 4. Modernisation of 41 locomotives SM42. 5. Modernisation of EP09, including enclosure of Radio Stop channel, stop function when driving with disengaged spring brake, Modernisation of dashboard with the aim to enclose ETCS, enclosure and introduction of electronic system for train schedule and information regarding speed limits.
Modernisation of passenger rail cars	Improvement of railway traffic safety and reliability.	Modernisation of rail cars, including encasement of air-conditioning units, replacement of exit doors to spring-sliding doors, enclosure of pneumatic boards of the air brake system, introduction of rail car trollies and monoblock axle sets with brake discs, etc.
Maintaing a high standard of qualifications held by railway vehicle drivers	Increased number of train decouplings between 2008 – 2010.	Improvement of locomotive driving techniques, with the involvement of a driver instructor.

2. An analysis of trends in data concerning ACCIDENTS and SERIOUS ACCIDENTS

2.1. General rail system

On the basis of the analysis of accident statistics, it can be stated that the number of accidents and serious accidents in 2011 on this network increased by 0.6%, compared to the previous year, i.e. from a total of 831 in 2010 to 836 in 2011 (an increase of 5).

The number of collisions increased by 8, i.e. from 19 in 2010 to 27 instances in 2011, which constitutes a 42% rise. Likewise, the number of train derailments has increased by 26, i.e. from 79 in 2010 to 105 instances in 2011, which constitutes a 32.9% rise.

The circumstances of the above changes are presented in point 3.

The number of accidents at level-crossings has **decreased by** 55 in relation to last year, i.e. from 297 in 2010 to 242 cases in 2011, which equals a fall of 18.5%. The improved safety conditions attest to improvements in driver behaviour, who bear significant responsibility for safety at railway crossings. The ‘Safe crossing, stop and live’ campaign has contributed greatly to the success in clearly reducing the number and effects of accidents, which is reflected in the reduced number of fatalities.

The number of accidents involving persons caused by rolling stock in motion, has increased by 18 cases, i.e. from 357 in 2010 to 375 cases in 2011, which constitutes a 5% rise. In 2011, the number of rail vehicle fires fell by 2 in relation to the previous year, i.e. from 6 to 4 cases, which equals a 33% drop.

The number of accidents in the 'Others' category, which includes all accidents occurring during manoeuvring and technical trips and in sidings involving rail carriers, increased in relation to the previous year by 13.7%, i.e. from 73 to 83 – an increase of 10.

Changes relating to accidents: involving persons at crossings, caused by rolling stock in motion, railway vehicle fires and in the 'Other' category, which occurred in 2011 compared to 2010, are a reflection of natural fluctuations.

2.2. Metro networks functionally separated from the rest of the railway system and designated for conducting metropolitan passenger transport

The total number of railway incidents (accidents and serious accidents) in 2011 in relation to the previous year, fell from 15 to 13 cases, a reduction of 13.3%.

Changes in the number of accidents in 2011 in comparison to 2010 are a reflection of natural fluctuations.

3. Analysis of SIGNIFICANT ACCIDENT data trends

As of 2010, a new category of accident was included in the accident statistics in accordance with the definition included in Regulation (EC) No 91/2003 of the European Parliament and the European Council of 16 December 2002 and the Ordinance of the Minister of Infrastructure of 20 July 2010, i.e. **significant accidents**. As of this year, the safety indicators were set in relation to the new category of accidents.

During the reporting period 2006-2009, the indicators referred to all **accidents and serious accidents**, i.e. according to national definitions. Hence, it would not be reliable to compare safety indicators for 2010 with the reporting period 2006-2009, either at the level of the national safety authority or the European Railway Agency.

3.1. Entire railway system

On the basis of an analysis of accident statistics, it can be stated that the number of **significant accidents** in 2011 which occurred on this network **increased by 8.7%** in relation to the previous year**,** i.e. from a total of 449 in 2010, to 488 cases in 2011 (an increase of 39 cases).

The number of collisions increased by 4, i.e. from 4 in 2010 to 8 instances in 2011, which constitutes an increase of 100%. The increased number of collisions was caused by inappropriate, almost reckless behaviour of railway vehicle drivers and sub-contractor's building equipment operators, who left vehicles at the rolling stock clearance gauge, behind level-crossings.

The number of train derailments also increased by 6, i.e. from 17 in 2010 to 23 instances in 2011, which constitutes an increase of 35.3%. The significant increase in the

number of accidents was caused by the deteriorating technical condition of tracks and junctions caused by wear and tear and their length of use, which has exceeded their useful life, caused by many years of investment restrictions. The technical state was rated, based on diagnostic testing by infrastructure managers, and confirmed that 24% of the managed infrastructure has been rated as inadequate. The rise in derailments was also caused by the deteriorating technical condition of active railway vehicles, as a result of slow progress of refurbishment / new purchases processes.

These were also derailments caused by errors made by employees, both infrastructure managers as well as railway carriers.

The number of significant accidents at level-crossings and the number of rail vehicle fires in comparison to the previous year **remained unchanged.**

Changes relating to significant accidents: which involved persons, caused by rolling stock in motion (341 in 2010, 366 in 2011 – increased by 25) and in the 'Other' category (1 in 2010, 5 in 2011 – an increase of 5), **which occurred in 2011 in comparison to 2010, constitute natural fluctuations.**

The total number of **seriously injured persons** as a result of accidents increased by 21 injuries in relation to the previous year, i.e. from 188 to 209 persons, which constitutes a rise of 11%.

A significant decrease in persons seriously injured during a collision occurred, i.e. from 13 persons in 2010 who sustained serious injuries during a single collision on 13.07.2010 to 6 persons in 2011, a decrease of 53.8%.

The number of persons seriously injured as a result of train derailment rose in 2011 to 34 persons (from 0 persons in 2010), which was caused by a single accident on 12.08.2011 on line 001 Warszawa – Katowice, at Baby Station.

The largest number of serious injuries to persons was caused by rolling stock in motion (55.5% of all victims) and accidents at level-crossings (24% of all victims).

The number of seriously injured **passengers** (27.8% of all victims) increased by 23 persons in relation to 2010, i.e. from 35 passengers in 2010 to 58 passengers in 2011, which constitutes an **increase of 65.7%.** This was a result of one accident on 12.08.2011 on the 001 Warszawa – Katowice line, Baby Station, in which 33 passengers sustained serious injuries. In the case of remaining causes of accidents, as in previous years, changes in the number of seriously injured passengers are a reflection of natural fluctuation.

Changes in the number of seriously injured persons:

- employees (10 employees in 2010, 11 employees in 2011),

- railway crossing users (52 persons in 2010, 46 persons in 2011),

- **unauthorised** (91 persons in 2010, 93 persons in 2011),

- **other** (0 persons in 2010, 1 person in 2011)

constitute natural fluctuation.

The total number of **fatalities** as a result of accidents, which occurred in 2011 **increased by 13%** in relation to 2010**,** i.e**.** from 283 to 320 persons.

An increase of fatalities occurred in accidents at level-crossings, i.e. from 55 to 62 cases – an increase of 12.7%. The number of fatalities caused by rolling stock, also increased from 228 to 251 cases – an increase of 10%.

A decided majority of the fatalities occurred in cases of unauthorised persons (244 cases, which constitutes 76.3% of all fatalities). The remaining group is composed of railway stock users (60 fatalities, i.e. 19% of all victims).

The number of unauthorised person fatalities increased in relation to the previous year, i.e. from 216 to 243 cases – an increase of 12.5%. Likewise, the number of rolling stock user fatalities increased, i.e. from 54 to 60 cases – an increase of 11%. There was also a rise in the number of passenger fatalities, i.e. from 7 to 10 cases – an increase of 42.8%, mainly caused by jumping on and off a moving railway vehicle. Whereas the number of employee fatalities fell in relation to the previous year, i.e. from 6 employees to 2 employees (in separate accidents).

The above changes in 2011, compared to 2010, are a reflection of natural fluctuations.

The number of **other fatalities** rose by 4 persons in relation to 2010, i.e. from 0 persons in 2010 to 4 persons in 2011. This was a result of **a single accident** on 26.07.2011 on the 426 line, on the Strzelce Krajeńskie Wschód – Strzelce Krajeńskie route, at 2.728 km, in which two people, who resided in a railside building died at the scene and a third person outside the building, passed away later in hospital.

The number of **suicides** significantly decreased in relation to the previous year, i.e. by 40% (47 suicide cases were recorded in 2010, whereas in 2011, 28 cases).

A correction was made for 2010 in relation to previous accidents regarding the 'total number of instances of passing a warning signal' (code I04), i.e. **4 377 instances were corrected to 13**. This inaccurate information was due to a misinterpretation of records, i.e. all recorded warning signals were taken into consideration, including unconfirmed measurements by faulty detection devices in rolling stock.

Changes in the number of previous accidents, which occurred in 2011 in comparison to 2010 (after corrections) are a reflection of natural fluctuations.

3.2. Metro networks functionally separated from the rest of the railway system and designated for conducting metropolitan passenger transport

The total number of significant accidents in 2011 in comparison to the previous year increased from 1 to 4 cases – a 300% rise.

The rise in the number of accidents was caused by an increase in instances of careless behaviour by pedestrians, i.e. crossing tracks in unauthorised places and drivers of passenger cars disregarding traffic regulations when crossing railway crossings.

The list of railway incidents, fatalities and incurred losses are presented in the **'CSI' annexes** for the two groups of the railway system in Poland.

The definitions used in this report are presented in **Annex C.**

4. Results of safety recommendations

As a result of proceedings completed by rail committees following railway incidents, on the basis of Article 281 (8) of the Rail Transport Act of 28 March 2003 (Journal of Laws, No 16, item 94, as amended) in connection with identified irregularities constituting a direct threat to the safety of rail traffic, in 2011 the Chairman of the National Rail Accident Investigation Committee (PKBWK) issued **6 recommendations** in total concerning the improvement of rail traffic safety, namely:

- 2 recommendations sent to 1 infrastructure manager,
- 1 recommendation sent to an infrastructure manager and an external entity,
- 1 recommendation sent to a railway carrier,
- 2 recommendations sent to the Chairman of the Rail Transport Office.

Recommendations were issued in relation to the following accidents:

- category B 09, dated 29.08.2010, on the Chmielnik – Grzybów route, 28.033 km, line 70;
- category B19 dated 17.01.2011, on the Warszawa Okęcie – Piaseczno route, category B crossing, 20.785 km, line 8;
- category A20 dated 28.04.2011, on the Lębork – Godętowo route, category C crossing, at 77.061 km, line 202;
- category B09 dated 13.06.2011, at Warszawa Gdańska Station, at 9.789 km, line 20;
- category B11 dated 12.03.2011, on the Ostrowiec Świętokrzyski – Bodzechów route, at 192.265 km, line 25;
- category B04, A06 and category C44 incidents occurred in 2011.

Furthermore, in 2011 the proceedings were finalised for the following serious accident cases:

- accident category A04 on 13.07.2010 on the Kępice – Korzybie route, 151.835 km line 405;
- accident category A04 on 08.11.2010 at Białystok Station at 175.17 km, line 6.

The conclusions and recommendations are contained in the published **'Serious accidents investigation reports'**. The recommendations were sent to infrastructure managers, railway carriers and to the Chairman of the Rail Transport Office.

Table D.4.1 – Statement of recommendations and remedies

No	Name	Scope of recommendation	In relation to accident	Remedy
1.	PKP PLK S.A	**PKBWK-076-18/RL/R/11** dated 20.01.2011: Commissioned by the Board of PKP PLK S.A. to undertake the following: 1. Further speed limitations on line 70, on sections with rails requiring replacement, also the Board of PKP PLK S.A. is to undertake urgent action aimed at guaranteeing financial and human resources to increase safety on line 70. 2. Carry out emergency testing of line 70 with a calibration vehicle.	Accident category B 09 dated 29.08. 2010 on the Chmielnik – Grzybów route, at 28.033 km, line 70.	Introduce a speed limit to V=30 km/h between kilometres 15.7 – 34.6 until rails replaced. Execution of the recommendations was continually monitored by UTK employees, Lublin Regional Branch. An inspection confirmed that the recommendation has been introduced, i.e. the speed limit was reduced from 40 km/h to 30 km/h. Emergency testing was carried out by a calibration vehicle on 13.05.2011
2.	PKP PLK S.A	**PKBWK-076-48/RL/R/11** dated 18.02.2011: Commissioned by the Board of PKP PLK S.A. to undertake the following: 1. Enclose category A grade crossing gate equipment, and urgently convene a meeting of the Commission to take action regarding the reclassification to category A. 2. Until the category A equipment is enclosed, immediately install additional W6a signals in accordance with point B5, item 1, Annex 1 of the ordinance of the Minister of Transport and Maritime Economy dated 26.02.1996	Accident category B19 dated 17.01.2011 on the W-wa Okęcie – Piaseczno route, category B level-crossing, at 20.785 km, line 8.	Level-crossing was nominated for an update with a change to category A. The execution of the recommendations were continually monitored by UTK employees, Warszawa Regional Branch. Until the update is completed, the manager has been required to install an additional 'Caution' (W-6) signal in front of the level-crossing (recommendation carried out on 18.05.2011).
3.	Zarząd Dróg Powiatowych w Lęborku	**PKBWK-076-176/RL/R/10** dated 23.05.2011 Relevant entities to carry out the following tasks: immediately, and with utmost urgency, measure road traffic volumes, taking pedestrian and railway traffic into consideration, to measure traffic quotient for the level-crossing which forms the intersection of railway line 202 with district-road 1329G.	Accident category A20 dated 28.04.2011 on the Lębork-Godętowo route, category C level-crossing, at 77.061 km, line 202.	On 09.06.2011 the full Commission was convened with the aim of making a decision regarding the reclassification of the level-crossing category. On 23.12.2011the level-crossing category was changed from 'C' to 'B', A speed limit of V=20 km/h was introduced for the trial period of the new equipment, i.e. between 23.12.2011 – 09.01.2012 .
	PKP PLK S.A.	Reappoint the Commission to establish a method of making the level crossing more secure.		

4.	GATX Rail Poland Sp. z o.o.	**PKBWK-076-157/RL/R/11** dated 01.07.2011 Immediate action regarding the following: −Record keeping of km travelled of all rail cars owned between periodic repairs. −Correct issue of technical integrity certificates, including the certificate's expiry date and the rail car's time and odometer readings according to the ordinance of the Minister of Infrastructure dated 15.02.2005 (OJ L37 item 330) on rail cars technical integrity certification. −Systematic supervision of quality of repair work carried out on carriages by external entities. −Assurance that technical integrity certification will be issued following completion of periodic or unplanned repairs to carriages on their collection, and not while the work is still underway.	Accident category B09 dated 13.06.2011 at Warszawa Gdańska Station, at 9.789 km, line 20.	GATX has been instructed to forward information to the Rail Transport Office (UTK) regarding the means of executing PKBWK recommendations. Monitoring and inspections over the execution of recommendations on an ongoing basis is planned as of 2012.
5.	Chairman of Rail Transport Office	**PKBWK-076-153/RL/R/11** dated 29.06.2011 and verification **PKBWK-076-295/RL/R/11** dated 04.11.2011: Take action in relation to Entities which conduct periodic repairs to freight carriages and freight carriage axle sets: 1. Ensure that entities which carry out periodic repairs to freight carriages and axle sets and also conduct revisions of freight carriage grease boxes, always replace the bolts which connect the collar of the bearing on the drive shaft with new ones with a type specified by guidelines contained in the technical/traffic documentation or DSU. The above should be carried out regardless of condition even if the current technical condition of affixed connecting bolts is classified as satisfactory. 2. Ensure that appropriate changes are made to documentation on freight carriage maintenance systems and technical/traffic documentation, and, if necessary, regarding the requirement to replace bolts with new ones, referred to in point 1.	Accident category B11 dated 12.03.2011 on the Ostrowiec Świętokrzyski – Bodzechów route, at 192.265 km, line 25.	Chairman of Rail Transport Office(UTK) has issued each railway carrier with a notice to execute PKBWK recommendations. In response, carriers have provided information regarding action taken and mode of carrying out these recommendations. Monitoring and inspections over the execution of recommendations on an ongoing basis is planned as of 2012.
6.	Chairman of Rail Transport Office	**PKBWK-076-305/RL/R/11** dated 22.11.2011: I recommend that infrastructure managers and carriers implement the following under the supervision of the Chairman of Rail Transport Office: 1. Organise extraordinary, unscheduled training in connection with the responsibilities of employees in charge of railway traffic, rail car drivers and train managers. Training should be conducted by employees with professional training, specialising in traffic management, powered and unpowered rail cars, they should participate in work carried out by railway commission. 2. Installation of recording devices, digital cameras or video recorders, in newly built and operational rail cars.	Accidents category B04, A06 and incidents category C44 in 2011	The Chairman of the Rail Transport Office (UTK) instructed railway carriers and infrastructure managers to execute the PKBWK recommendations. In response, 68 railway entities have provided information in relation to extraordinary employee training (in the first quarter of 2012). Furthermore, numerous feedback and proposals were submitted regarding the installation of cameras in rail cars. Inspections to be conducted by Regional Branches of Rail Transport Office associated with training, have been planned according to schedules sent by the commissioned railway entities.

Table D.4.2 – Recommendations contained in Reports by the State Commission for Investigation of Railway Accidents, based on proceedings in serious accident cases

Name	Scope of Recommendations	Execution of Recommendations
1. Report No PKBWK/1/2011dated 05.07.2011 from an investigation into a serious accident category A04 dated 13.07.2010 on the Kępice – Korzybie route, at 151.835 km, line 405:		
Chairman of the Rail Transport Office	**1.** UTK will implement procedures on the method of verifying valid issue of a certificate to allow operation with the aim of introducing restrictions on operating given locomotive series, exclusively operated by 2 staff and driven forwards in train journeys. 2. UTK will define the meaning of 'light traffic' and will undertake steps aimed at the introduction of this term into regulations.	Action has been taken regarding the verification of certification granted allowing operation of rail car types with an adopted 'light traffic' title.
PKP PLK S.A.	1. Discuss the rules of temporary traffic control on the Słupsk – Miastko route with a special emphasis on prohibiting the use of mobile phones for communicating between traffic dispatchers and train drivers for exchange of information associated with traffic management processes. 2. Update regulations on train traffic management on the Szczecinek – Słupsk route. 3. Implement systematic maintenance of technical integrity of train radio communications systems on 150 MHz frequency on the Szczecinek – Słupsk route. 4. On an ongoing basis; trim tree branches in the vicinity of rail cars and clearance area around buildings and in the vicinity of overhead cables on the route of line 405. 5. Conduct systematic inspections of powered rail cars belonging to carriers sending transport on the Słupsk – Szczecinek route, installed with communication equipment in relation to compliance with current regulations, including Temporary Regulations concerning rail traffic management at Miastko. 6. Maintain requirement of two person train crews for single cabin locomotives on the Szczecinek – Słupsk line when a required train connection is not available or in case of reduced visibility on the track, of signals or when driving in reverse. 7. Develop schedules for the work of inspection and supervision teams with special consideration of reporting anomalies associated with infrastructure and connections on the Słupsk – Szczecinek route. 8. Develop and negotiate with carriers involved in transport on the Słupsk – Szczecinek route regarding internal regulations on signalisation, manual operations and instructions on how to use the crank, as well as instructions on procedures in case a train crew or conductors are required to leave their train in order to service equipment, and to lodge these with the Chairman of the Rail Transport Office for approval.	The Manager has provided information regarding action taken, i.e. Kapsch system has been removed. A fibre optic cable has been installed on the Szczecinek – Korzybie route , which is used to operate (SLK), and radio communication remote control system, which ensures full radio coverage of the Szczecinek – Słupsk railway line. An investment proposal has been completed to replace srk equipment and to introduce signalisation compliant with current regulation. Remaining recommendations have been implemented.
'Przewozy Regionalne' Sp. z o.o.	1. Discuss the rules of temporary traffic control on the Słupsk – Miastko route, with special emphasis on prohibiting the use of mobile phones for communication between traffic dispatchers and train drivers for exchange of information associated with traffic management processes. **2.** Maintain requirement of two person train crew for single cabin locomotives on the Szczecinek – Słupsk route when a required train connection is not available or in case of reduced visibility on the track, of signals or when driving in reverse. The carrier will define the detailed conditions for train crews in internal regulations pursuant to General Terms of Railway Traffic Control and Signalisation Act, point 21, item 3 of the Ordinance of the Minister of Infrastructure dated 18.07.2005 3. Develop schedules for the work of inspection and supervision teams with special consideration of reporting anomalies associated with infrastructure and connections on the Słupsk – Szczecinek route. 4. Fit all locomotives hauling trains on the Słupsk – Miastko route with working radio communication devices.	The carrier reported that recommendations had been executed.

2. Report PKBWK/2/2011 dated 07.12.2011 of an investigation into a serious accident category A04 dated 08.11.2010, at Białystok Station at 175.17 km, line 6:		
1. PKP PLK S **2.** Orlen KolTrans Sp. z o.o., **3.** Hagans Logistic Sp. z o.o., 4. PKP CARGO S.A., 5. UTK Chairman, 6. railway carriers	1. Carriers transporting loads covered by International CIM Regulations, to introduce a clause in employment contracts for positions directly associated with driving rail cars, to prohibit from working for other carriers, in order to maintain statutory working hour requirements, particularly within 24hr and weekly time periods, and to follow night work hours guidelines as well as rest periods. 2. MTBiGM will undertake activities aiming to introduce changes to the Railway Act dated 28 March 2003, in relation to instructions for employers on hiring employees whose duties include direct involvement with railway traffic management and safety, and those involved with driving railway vehicles, exclusively on the basis of employment contract. 3. The Commission requires railway carriers to prepare a list of employees in possession of a railway driver's licence, including a description of the nature of their employment (employment contract, civil law agreement), and to submit these lists to the Rail Transport Office, as well as current updates of those lists. 4. The Rail Transport Office will consider the possibility of increasing the number of inspections of carriers' locomotives, particularly in relation to the working condition of sensors in locomotives servicing dual track trains. 5. The Rail Transport Office will carry out an inspection of Hagans Logistic Sp. z o.o. and ORLEN KolTrans Sp. z o. o., particularly in relation to satisfying the conditions of their licence for rail transport and meeting the conditions of the Safety Management System, 6. The Rail Transport Office will conduct an inspection of Hagans Logistics Sp. z o.o. in terms of working with carriers and satisfying the conditions which should be met by train drivers, 7. PKP CARGO S.A. will take action in relation to amending the schedules to fit in with train drivers' work schedules, to meet the essential requirements of starting up a freight train. 8. PKP PLK S.A. will amend Białystok Station's regulations (RTS) to suit the current srk devices and track layout, defining in detail the actions to be taken by junction box staff, especially in case of closures of specific junction boxes. 9. Licensed Carriers are to prepare a record outlining responsibilities of train crews of second locomotives during operation on dual tracks in train driver instruction manuals. 10. PKP PLK S.A. will implement a system allowing PKP PLK S.A. employees to notify of load shipments with 'TWR', from station of origin to place of destination, together with full information about the type of load, and the requirement to 'track' it.	Inspections by UTK employees were included in inspection plans of specific Regional Branches in 2012.

Inspections are carried out by authorised personnel of the Rail Transport Office, they are not limited exclusively to the scope covered by recommendations issued by the State Commission for Investigation of Railway Accidents, but cover a much wider scope, defined primarily in the Rail Transport Act of 28 March 2003, executory order.

The scope of inspections is adjusted each time according to the type, scope and nature of operations carried out by the inspected entity. It should be clearly noted that inspections are ongoing in nature and were carried out in 2011, they are also continuing to be carried out in 2012.

E. IMPORTANT CHANGES IN LEGISLATION AND LEGAL REGULATIONS

1. Level of progress on the implementation of Directive 2004/49/EC of the European Parliament and the Council of 29 April 2004

Commission Regulation (EU) No 445/2011 of 10 May 2011 on the system of certification of entities in charge of maintaining freight rail cars and amending Regulation (EC) 653/2007 (OJ L122, item 22 of 11 May 2011) – the regulation is directly applicable. There were no changes to national legislation in 2011.

2. Extent to which Directive 2007/59/EU of the European Parliament and Council, 23 October 2007 and Directive 2007/58/EU of the European Parliament and Council, 23 October 2007 have been implemented.

Amendments to the Rail Transport Act, which came into effect as of 4 December 2010, require the Rail Transport Minister to define through regulation, among other things:

- methods of granting, extending, suspending and removal of train drivers' licences, updating of details listed on the licence and the issuing of duplicates;
- medical, physical and psychological requirements to be satisfied by persons applying for a train driver's licence;
- criteria for physical and psychological assessments for applicants of train drivers' licences and means of determining those criteria have been met;
- samples of documents confirming physical and psychological competence of applicants for a train driver's licence;
- range of knowledge and competency covered by training and testing, required to obtain a train driver's licence;
- samples of documentation confirming the qualifications of applicants for train drivers' licences;
- detailed requirements regarding undertakings applying to be listed as an entity certified to conduct training and test applicants for train drivers' licences and certificate;
- sample of a train driver's licence;
- mode of administering the train drivers' licensing register.

The above issues are described in detail in the legal Acts mentioned below, published in 2011:

- Ordinance of the Minister of Infrastructure of 18 February 2011 on train drivers' licensing (Journal of Laws, No 66, item 346), amended by ordinance of the Minister of Infrastructure dated 27 July 2011, amending the drivers' licensing ordinance (Journal of Laws, No 161, item 791) – the implementation of 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.
- Ordinance of the Minister of Infrastructure of 18 February 2011 on train drivers' certification (Journal of Laws, No 66, item 347) – the implementation of 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.
- Ordinance of the Minister of Infrastructure of 15 March 2011 on entries on the list of entities authorised to conduct tests in order to assess whether medical requirements for obtaining a train driver's licence and train driver's certificate have been met (Journal of Laws, No 66, item 348) – the implementation of 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.
- Ordinance of the Minister of Infrastructure of 15 March 2011 on the tests necessary to obtain a train driver's certificate and to maintain its validity (Journal of Laws, No 66, item 349) – the implementation of 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.

Furthermore, on 6 April 2011 the Ordinance of the Minister of Infrastructure of 18 February 2011 on employees employed in posts directly connected with conducting rail traffic and its safety, driving specific types of rail vehicles and metro rail vehicles (*Journal of Laws, No 59, item 301*) entered into force, replacing the Ordinance of the Minister of Infrastructure of 16 August 2004 on the list of posts directly connected with conducting rail traffic and its safety and the conditions to be met by persons employed in such posts and driving rail vehicles (Journal of Laws, No 212, item 2152, as amended). Please note that, in accordance with Article 3(1) of the Act of 25 June 2009 amending the Rail Transport Act (Journal of Laws, No 214, item 1658), the terms of the Ordinance of 16 August 2004 (Journal of Laws, No 2123, item 2152, as amended) regarding train drivers shall remain in force until 1 December 2017 at the latest.

Important amendments to national legislation made in 2011, where relevant to this report, are listed in **Annex D**.

F. STATE OF SAFETY CERTIFICATION AND AUTHORISATION

1. National legislation – date of commencement – accessibility:

1.1. Date on which the issuance of safety certificates commenced, in accordance with Article 10 of Directive 2004/49/EC

The Chairman of the Rail Transport Office issued the first part A safety certificate on 30 December 2008, whereas the first part B safety certificate was issued on 6 February 2009.

The legislation that governs the issue of safety certificates is the Rail Transport Act of 28 March 2003 *(Journal of Laws 2007, No 16, item 94, as amended)* and statutory instruments, including:

- ordinance of the Minister of Transport of 5 December 2006 on the means of obtaining a safety certificate *(Journal of Laws, No 230, item 1682)* – binding as of 29.12.2006,
- ordinance of the Minister of Transport of 12 March 2007 on the conditions and procedure for issuing, extending, amending and withdrawing safety authorisation, safety certificates and safety certificates *(Journal of Laws, No 57, item 389)* – binding as of 17.4.2007,
- ordinance of the Minister of Transport of 19 March 2007 on the rail transport safety management system *(Journal of Laws, No 60, item 407, as amended)* – binding as of 21.4.2007.

1.2. The commencement date for issuing safety authorisation in accordance with Article 11 of Directive 2004/49/EC

The President of the Rail Transport Office issued the first part A safety authorisation on 6 September 2010 and the first part B safety authorisation on 28 December 2010.

The issuance of safety certificates is regulated by the Rail Transport Act of 28 March 2003 *(Journal of Laws 2007, No 16, item 94, as amended)* and statutory instruments, including:

- ordinance of the Minister of Transport of 12 March 2007 on the conditions and procedures for issuing, extending, amending and withdrawing safety authorisation, safety certificates and safety certificates *(Journal of Laws, No 57, item 389)* – binding as of 17.04.2007,
- ordinance of the Minister of Transport of 19 March 2007 on the rail transport safety management system *(Journal of Laws, No 60, item 407, as amended)* – binding as of 21.4.2007

Furthermore, by means of an order of the UTK Chairman of 31 July 2009 a template was introduced for safety authorisation applications, as referred to in Article 4(18b) of the Rail Transport Act and Directive 2004/49/EC, as well as a template for part A and B safety authorisation. The templates were published on the Rail Transport Office's website together with a recommendation for maintaining the sequence of stages in the safety authorisation issuing process for rail infrastructure managers.

1.3. Accessibility to national legislation regarding safety and other material national legislation for rail undertakings and infrastructure managers

National legislation is available on the website of the Parliament of the Republic of Poland, Ministry of Infrastructure and Rail Transport Office. The internal legislation of the main rail infrastructure manager (PKP PLK S.A.), which rail carriers are obliged to observe, is made available in electronic form on the authority's website www.plk-sa.pl, either for printing or viewing.

2. Numerical data

In 2011, 8 applications for part A safety certificate (7 applications to issue and 1 application to amend a certificate) and 15 applications for a part B safety certificate (13 to issue and 2 applications to amend a certificate) were submitted.

In 2011, 14 part A safety certifications were issued (including 1 amended) and 23 part B safety certificates (including 2 amended).

In total, 69 part A safety certifications (including 1 amended) were issued to the end of 2011 and 66 part B certifications (including 2 amended).

The difference between the number of lodged applications and issued certifications part A and B in 2011 is a result of the high approval rate of applications lodged in 2010.

The difference between the number of issued certifications part A and B between 2008 and 2011 is a result of 3 instances of non-application by a railway carrier for part B safety certificate.

In 2011, 3 applications were lodged for safety authorisation and 1 application to amend a safety certificate – all were issued.

Numerical data concerning the state of safety certification and authorisation is set out in **Annex E**.

3. Procedural aspects

3.1. Part A safety certificates

3.1.1. In 2011 1 application was lodged to amend a safety certificate part A. The reason for amendment of the safety certificate was the resignation by a railway carrier from

providing passenger transport. The amended safety certification part A was issued by the Chairman of the Rail Transport Office;

3.1.2. In no case did the average time between the submission of a complete set of the required documents and information to the Chairman of the Rail Transport Office by the rail carrier and the issue of a part A safety certificate exceed 4 months – the period provided for in Article 12(1) of Directive 2004/49/EC;

3.1.3. In 2011, the Rail Transport Office Chairman did not receive a single application from a national safety authority of another Member State concerning a safety certificate;

3.1.4. In 2011 the Rail Transport Office did not receive any negative signals from rail carriers regarding the mutual recognition of a part A safety certificate in other countries;

3.1.5. In 2011 a fee is charged for issuing safety certification on the basis of the ordinance of the Minister of Infrastructure of 29 February 2008 on duties performed by the UTK Chairman for which fees are charged, the amount of such fees and the means of charging them *(Journal of Laws, No 47, item 276).* The level of the fee depends on the amount of time spent on verifying and analysing the application. The minimum fee is PLN 7 000, whereas the maximum fee is the PLN equivalent of EUR 5 000. In 2011, the state budget received PLN 254 730.50, i.e. EUR 56 902 in fees for issuing part A safety certificates;

3.1.6. In 2011 no problems were noted with the use of the uniform part A safety certificate format;

3.1.7. No problems were noted during the use of procedures concerning part A safety certificates, although the findings of inspections conducted by the Rail Transport Office of authorised employees associated with implementation of the 'Safety Management System' (SMS) showed a varying degree of 'SMS' implementation in 7 of the selected railway carriers due to varying degrees of understanding and involvement by the railway carrier. The only 'SMS' implementations carried out to standard were executed exclusively by entities which had the complete involvement of all personnel in the implementation of the 'Safety....', starting with the management through to the lowest ranking employees;

3.1.8. Rail carriers unanimously pointed to the absence of legislation laying down detailed requirements in relation to the 'Safety Management Systems' that were drafted. The entry into force on 30 December 2010 of Commission Regulation (EU)

No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (OJ L 326, 10.12.2010) only provided minor assistance to applicants, as the vast majority of 'SMS' had already been approved by the Rail Transport Office Chairman by 30 December 2010.

3.1.9. Rail carriers could express their opinions regarding the procedures and practices applied by the Rail Transport Office in written form (letters, emails, etc.) and by telephone. Rail carriers were able to submit written complaints

3.2. Part B safety certificates

3.2.1. In 2011 2 applications were lodged to amend/update a safety certificate part B. In the case of the first application, the reason for the amendment was the resignation by a railway carrier from providing passenger transport, whereas in the second instance, it was for the expansion of operations on a railway line managed by another railway infrastructure manager. The amended safety certifications part B were issued by the Chairman of the Rail Transport Office;

3.2.2. In no case did the average time between the submission of a complete set of the required documents and information to the Chairman of the Rail Transport Office by the rail carrier and the issue of a part A safety certificate exceed 4 months – the period provided for in Article 12(1) of 2004/49/EC;

3.2.3. A fee is charged for issuing safety authorisation on the basis of the ordinance of the Minister of Infrastructure of 29 February 2008 on duties performed by the UTK Chairman for which fees are charged, the amount of such fees and the means of charging them *(Journal of Laws, No 47, item 276).* The level of the fee depends on the amount of time spent on verifying and analysing the application. The minimum fee is PLN 7 000, whereas the maximum fee is the PLN equivalent of EUR 5 000.
In 2011, the national budget received revenue from issued part B certification to the amount of PLN 158 000, i.e. EUR 35 294;

3.2.4. In 2011 no problems were noted with the use of the uniform part B safety certificate format;

3.2.5. No problems were noted during the use of procedures concerning part B safety certificates;

3.2.6. Rail carriers applying for a safety certificate did not report any problems to the Rail Transport Office Chairman. Employees of the Rail Transport Office responded to all questions and concerns of rail carriers concerning the documents to be attached to part B of safety certificate application on an ongoing basis, providing exhaustive

information in all communications; phone conversations, by email as well as face to face consultations;

3.2.7. Rail carriers could express their opinions regarding the procedures and practices applied by the Rail Transport Office in written form (letters, emails, etc.) and by telephone. Rail carriers were able to submit written complaints. In 2011, not a single complaint was received.

3.3. Safety authorisation

3.3.1. In 2011 one application was lodged to amend/update a safety authorisation. The application was associated with an expansion of operations by one railway line, which was reopened by the local government of the Dolnośląskie Region. An updated safety authorisation was issued;

3.3.2. In this case, the average time between providing the Chairman of the Rail Transport Office with documentation and information by the infrastructure manager, and the time the safety authorisation was issued, did not exceed 4 months – in accordance with Article 12, item 1 of Directive 2004/49/EC;

3.3.3. No problems were noted during the use of procedures concerning safety authorisation;

3.3.4. Rail carriers mutually pointed to the absence of legislation laying down detailed requirements in relation to the 'Safety Management Systems' that were drafted. The entry into force on 31 December 2010 of Commission Regulation (EU) No 1169/2010 of 10 December 2010 on a common safety method for assessing conformity with the requirements for obtaining a railway safety authorisation (Official Journal L 327 of 11.12.2010) substantially facilitated the process of drafting 'SMS' by infrastructure managers and the Rail Transport Office's assessment of the 'SMS' submitted;

3.3.5. Rail carriers could express their opinions regarding the procedures and practices applied by the Rail Transport Office in written form (letters, emails, etc.) and by telephone. Rail carriers were able to submit written complaints. No complaints were lodged with the Rail Transport Office (UTK) in 2011.

3.3.6. A fee is charged for issuing safety authorisation on the basis of the ordinance of the Minister of Infrastructure of 29 February 2008 on duties performed by the UTK Chairman for which fees are charged, the amount of such fees and the means of charging them *(Journal of Laws, No 47, item 276)*. The level of the fee depends on the amount of time spent on verifying and analysing the application. The minimum

fee is PLN 7 000, whereas the maximum fee is the PLN equivalent of EUR 5 000.

In 2011, the state budget received PLN 59 540, i.e. EUR 13 300 in 2011 for issuing safety authorisations.

G. SUPERVISION OVER RAIL CARRIERS AND INFRASTRUCTURE MANAGERS

1. Description of supervision over rail carriers and infrastructure managers

1.1. Audits/ inspections/control lists

The Rail Transport Office, as the national safety authority, exercises supervision over rail carriers and infrastructure managers. As part of that supervision, the UTK Chairman conducts inspections.

The means of performing inspections was laid down by the Minister of Transport in the Ordinance of 12 March 2007 on the manner in which the UTK Chairman performs inspections (Journal of Laws, No 57, item 388, as amended.). Inspections are conducted by Rail Transport Office employees on the basis of written authorisation to conduct an inspection issued by the UTK Chairman.

After presenting official identification and authorisation, inspection activities are performed in the presence of employees of the entity being inspected (rail carrier or infrastructure managers), as appointed by the head of the entity being inspected or a person authorised thereby. The inspector makes factual findings on the basis of the evidence collected, and the outcomes of inspections are presented in an inspection protocol.

As assessment of the activities of the entity being inspected, made on the basis of the findings in the inspection protocol, is presented in the form of a post-inspection announcement.

In the event that any irregularities are identified, the post-inspection presentation shall include the concerns and conclusions and set a deadline for the inspected entity to remedy them.

The Rail Transport Office did not conduct any audits in 2011.

- **Use of inspection lists**

Employees of the Rail Transport Office conducting planned inspections among rail carriers and rail infrastructure managers shall use inspections lists, which shall include 145 points.

The number of questions contained in the given inspection list shall depend upon the type, size and scope of activity conducted by the entity being inspected (infrastructure manager / rail carrier), and the subject-matter of the given inspection.

Please note that, based on a delegation contained in Article 106 point 1, item 1 of the Transport of Hazardous Goods Act of 19 April 2011 (Journal of Laws, No 227, item 1367, as amended) the Minister of Transport, Construction and Maritime Economy issued a regulation dated 4 June 2012 regarding the inspection list form and inspection protocol form (OJ L 655, 13.6.2012). Annex 3 contains a detailed description on the topic of inspections associated with transportation of hazardous goods by rail. The regulation came into effect as of 30 June 2012.

- **Audits/inspections conducted by employees of national safety authorities and/or third parties**

In 2011, Rail Transport Office employees conducted 295 railway safety inspections, of which:

- 163 inspections of rail infrastructure managers,
- 132 inspections of rail carriers.

Authorised UTK employees conducted inspections which included entities with safety certifications and safety authorisations (referred to in Article 32 of the Directive 2001/14/EC of the European Parliament and 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).

As part of the conducted inspections, the following represent some of the inspected elements:

- possession of a complete set of conformity certificates for putting rail traffic control structures and devices into operation and conformity certificates for putting types of rail vehicles into operation;
- possession of valid rail worthiness certificates for the use of rail vehicles;
- satisfaction of technical requirements regarding the use and maintenance of rail vehicles and elements of rail infrastructure;
- internal regulations, laying down the rules and requirements for safe conduct of rail traffic and the maintenance of rail infrastructure;
- whether employees employed on posts directly connected with the conduct and safety of railway traffic and driving rail vehicles satisfy the requirements laid down in legislation;

- ensuring the safety of rail haulage of dangerous goods;
- safety of conducting rail traffic during modernisation work conducted by infrastructure managers;
- implementation of post-inspection recommendations and remedial measures by railway committees and instructions and recommendations issued by the State Rail Accident Investigation Committee – in particular after railway accidents.
- compliance by railway carriers with procedures contained in the 'Safety management system';
- issue by railway carrier of all required forms associated with the 'Safety management system' document, particularly the 'Threats register';
- results of occupational and industrial (operational) periodical assessment conducted by a railway carrier.

- **The available personnel of the national safety authorities that can conduct audits / inspections (number, % of employees of national safety authorities engaged)**

In total 58 UTK employees took part in inspections conducted in 2011, which represents 31% of overall employment.

Please note that inspections are mainly conducted by employees of UTK Regional Branches.

- **Economic aspects of audits / inspections (costs, etc.)**

The costs associated with conducted inspections carried out by UTK employees in 2011 equalled a total of PLN 69 759.79 (EUR 15 583). The above figure was made up of travel costs incurred by employees.

1.2. Aspects of the vigilance inspection / sensitive points to be supplemented by national safety authorities

The most urgent task facing the Rail Transport Office in 2012 will be to develop and implement procedures regarding assessment and evaluation of issuing Certification to an entity responsible for the maintenance of freight rail cars – which is referred to in Commission Regulation (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight rail cars and amending Regulation (EC) 653/2007 (OJ L122 of 11 May 2011).

2. Description of the scope of application of legal aspects contained in the annual reports of infrastructure managers and rail carriers – availability of annual reports prior to 30 June (in accordance with Article 9(4) of the Railway Safety Directive 2004/49/EC)

In accordance with the requirements laid down in Article 17a(4) of the Rail Transport Act, the following were required to submit safety reports to the UTK in 2011:

- 8 infrastructure managers of the general rail network,
- 62 rail carriers conducting rail transport in 2011 on the general rail network (among the 64 carriers holding a part B safety certificate or safety certification),
- infrastructure managers of a separate network,
- 2 carriers on the separate network.

8 infrastructure managers from the general rail system group submitted reports. Furthermore, annual reports were submitted by 62 rail carriers conducting transport business in 2011.

3 infrastructure managers from the second group submitted reports, including 2 entities simultaneously conducting transport business on this network (joint reports).

All entities submitted annual '2011 Safety reports' within the deadline, i.e. by the end of the 2nd quarter of 2012.

3. Number of inspections, which were carried out on rail entities /infrastructure managers					
		Holding part A safety certificates	Holding part B safety certificates	Holding safety authorisation	Other actions
	Planned	8	122	162	0
	Conducted	8	122	162	0
		Rail carrier holding safety certification (Directive 2001/14/EC)		Infrastructure manager holding safety certification (Directive 2001/14/EC)	Other actions
	Planned	2		1	0
	Conducted	2		1	0

The planned inspections were conducted according to 'The subject of railway traffic safety inspections in 2011', which was prepared by the Traffic Safety and Operation Supervision Department, and contained subject-matter reported by individual Offices and Regional Branches of the UTK.

4. Number of audits, conducted regarding rail undertakings / infrastructure managers in 2011	AUDITS	Issued part A safety certificates	Issued part B safety certificates	Issued safety authorisations	Other actions
	Planned	0	0	0	
	Conducted	0	0	0	

5. Summary of appropriate remedial measures / steps (amendment, cancellation, suspension, important warnings, etc.) concerning safety aspects, adopted as a consequence of audits/inspection

The results of inspections of rail carriers and rail infrastructure managers conducted by UTK employees are summarised on an ongoing basis. Ongoing matters associated with traffic safety are considered, above all the means of implementing findings regarding a further improvement in the safety of the rail network, e.g. by:

- discussing the level of implementation of post-inspection recommendations issued by the UTK Chairman to rail carriers and rail infrastructure managers;
- inspection of the implementation of recommendations and conclusions of post-accident committees, intended to prevent events occurring in the future or to limit their consequences;
- inspecting whether carriers and infrastructure managers have satisfied the criteria laid down for safety certification;
- consultations carried out by phone, email, and face to face meetings with representatives of railway carriers and rail infrastructure managers, on the topic associated with 'Safety Management Systems' and safety certification.

As a result of confirmed anomalies threatening the safety of railway traffic, the Chairman of the Rail Transport Office issued 1 order in 2011, ordering the railway infrastructure manager to ensure traffic safety devices are fed from two independent sources of the power grid, on 2 remotely controlled, category A level-crossings.

Furthermore, as a result of removal of an error by one railway carrier, the Chairman of the Rail Transport Office issued 1 quashing order in 2011, which nullified the order on restrictions operating diesel locomotives.

6. **Short summary/description of complaints lodged by infrastructure managers against railway carriers associated with part A conditions / contained in part B of the certificate.**

In 2011, no infrastructure manager submitted a complaint to the Rail Transport Office against rail undertakings.

7. **Short summary/description of any complaints made by rail carriers against infrastructure managers associated with the conditions of authorisation**

In 2011, no rail undertakings submitted a complaint to the Rail Transport Office against an infrastructure manager.

H. REPORTS CONCERNING THE USE OF CSM AS REGARDS RISK VALUATION AND RISK ASSESSMENT

1. **Experiences of the Rail Transport Office concerning the application of CSM as regards risk evaluation and assessment**

Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety 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.

The Regulation has been applied since **19 July 2010** as regards significant technological changes concerning vehicles, as defined in Article 2(c) of Directive 2008/57/EC and structural sub-systems, as required by Article 15(1) of the above Directive or TSI.

The regulation shall apply in full as of **1 July 2012**.

In connection with the above, entities were not required in 2011 to report their experiences associated with applying CSM as regards risk assessment and methods of evaluating risk. Please note that 21 railway carriers and 3 rail infrastructure managers have shared their experiences in the above-mentioned regard.

On the basis of the information presented it resulted that, following assessment of the potential effects of changes on the safety of the rail system – in accordance with Commission Regulation (EC) No 352/2009 of 24 April 2009 (OJ L 108, 29.4.2009) – whether a change might have a potential influence on railway system safety, there was no instance of a change being deemed a ‘significant change’ – within the meaning of Article 4 of the above-mentioned regulation.

Furthermore, entities required to draft ‘Safety Management System’ (SMS) documentation are incorporating into them the requirements concerning risk management set out in Commission Regulation (EC) No 352/2009.

In order to fully comprehend and accurately apply the rules of the above-mentioned regulation in practice, documents prepared by the European Railway Agency have been published on the Rail Transport Office's website:

a) '**Guidance** for use of Commission Regulation No 352/2009 of 24.04.2009 on the adoption of a common safety 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',

b) '**Examples** of risk assessment and possible tools supporting the regulation on the adoption of a common safety 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'.

- **Use of the risk management process by applicants**

Each railway carrier and railway infrastructure manager has a 'Safety Management System' which has detailed, written procedures regarding the topic of risk management. The risk management process covers: risks associated with own operational activities, joint risks (between individual railway system parties) as well as other risks (including risks to the public).

The analysis of threats and risk assessment is carried out periodically, divided into occupational risks and industrial risks (operational), and is conducted on the basis of information contained in the 'Threat register' – which is referred to in Annex I of the Commission Regulation (EC) No 352/2009, in which all identified threats should be recorded. The findings of conducted risk evaluations are included in the 'Safety improvement program' document, among others.

- **Involvement of assessment units**

Based on information provided by railway carriers and infrastructure managers, they did not take advantage of assistance from assessment units while the risk assessment and evaluation was being conducted.

- **Interface management**

As part of risk management, all railway carriers and infrastructure managers are required to acknowledge joint risks as they overlap between different railway system parties: between the carrier and infrastructure manager, carrier and another railway carrier, carrier and a user of rail sidings, railway carrier and supplier, carrier and entity responsible for the maintenance of freight rail cars, etc. Infrastructure managers and railway carriers are required to share information associated with identified threats contained in 'Threat

registers' which they are required to keep, and undertake joint activities aimed at eliminating or minimising risks.

2. **A procedure (e.g. questionnaire) enabling railway carriers and infrastructure managers to share their experiences concerning Commission Regulation (EC) No 352/2009 on the adoption of a common safety method on risk evaluation and assessment**

   Each of the 'Safety Management Systems' approved by the Rail Transport Office Chairman, both in the case of rail carriers and infrastructure managers, contains a form concerning experiences associated with applying CSM as regards risk evaluation and assessment. In connection with the above, both rail carriers and rail infrastructure managers may share their experiences associated with the application of CSM as regards risk evaluation and assessment. In 2011, 21 railway carriers and 3 infrastructure managers took advantage of the above opportunity.

3. **Amendment of national safety provisions (NSR) in order to implement Commision Regulation (EC) No 352/2009 the adoption of a common safety method on risk evaluation**

   Due to the fact that Commission Regulation (EC) No 352/2009 of 24 April 2009 on the adoption of a common safety method on risk evaluation and assessment, the method of which is referred to in Article 6(3)(a) of Directive 2004/49/EC of the European Parliament and of the Council (OJ L 108, 29.4.2009), is an act of direct adaptation, which will come into full effect as of 01 July 2012, therefore no changes were required to national legislation in 2011.

I. ALTERNATIVE RESOURCES IN TERMS OF DIVERGENCESASSOCIATED WITH THE ECM CERTIFICATION SCHEME (effective as of 2013)

Considering that the Commission Regulation (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight rail cars and amending Regulation (EC) 653/2007 (OJ L122 of 11 May 2011) came into effect as of 31 May 2011, no changes were introduced to national legislation until the end of 2011.

J. FINAL CONCLUSIONS – PRIORITIES

The Rail Transport Office, the national safety authority, accepted the following priority actions for 2012:

5) Continue inspections and preventative actions in order to maintain the proper level of railway safety in connection with the deteriorating state of rail infrastructure arising, inter alia, from the inability of infrastructure managers to perform necessary repairs.
6) Continue actions regarding certification and safety authorisation to maintain the positive trend of improvement in safety, particular as regards rolling stock.
7) Support attempts to organise supervision of design, construction and commissioning of rail infrastructure, in relation to: rails, traffic control systems, power supply, etc.
8) Develop and implement a procedure on assessing and issuing Certification to entities responsible for maintaining (ECM) freight rail cars – referred to in Commission Regulation (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight rail cars and amending Regulation (EC) 653/2007 (OJ L122, 11.5.2011).

K. SOURCES OF INFORMATION

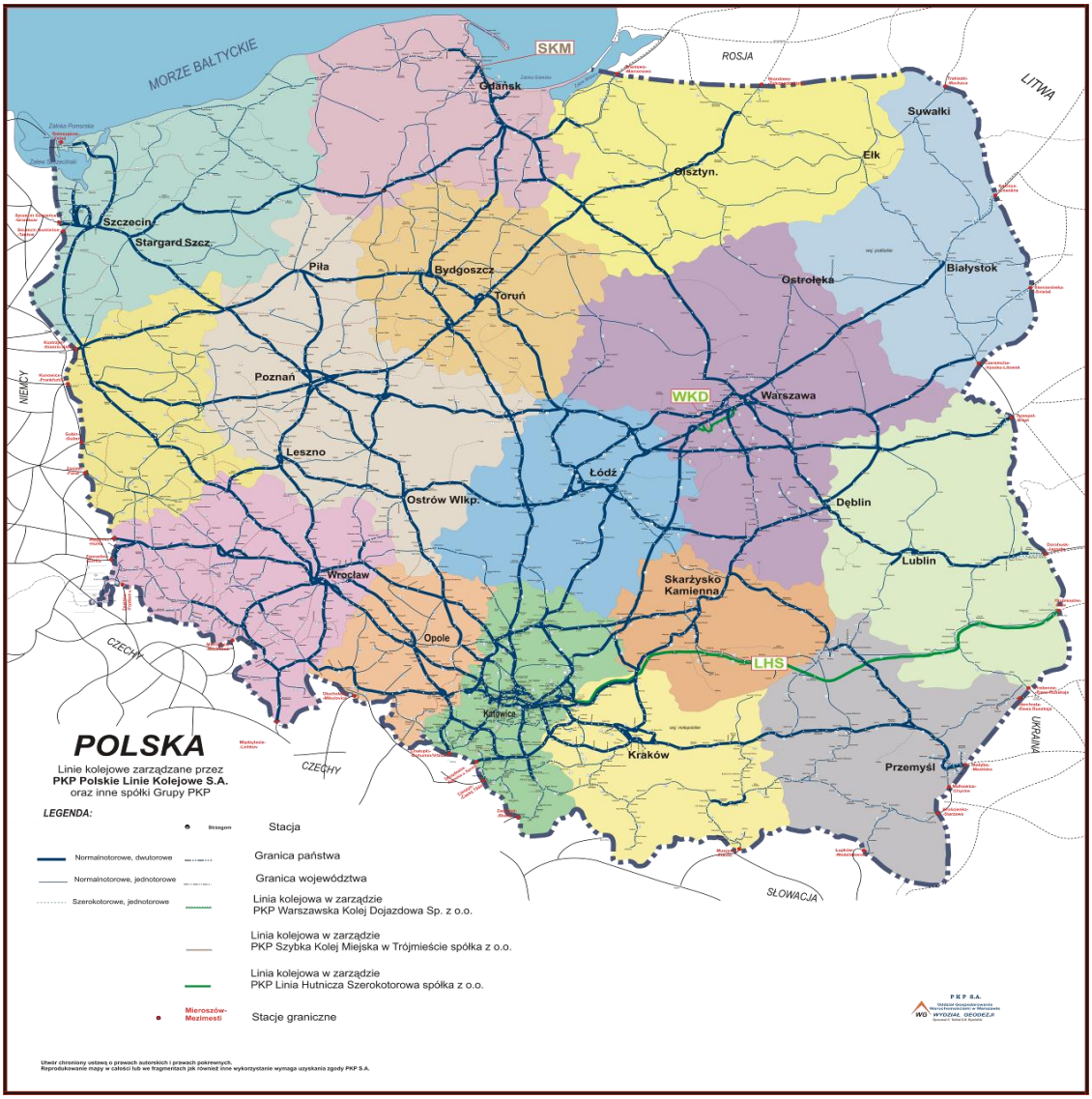
The above 'Report' was drafted based on source data contained in:

1) '2011 safety reports' submitted to the Chairman of the Rail Transport Office by rail carriers and rail infrastructure managers;
2) own sources: Protocols and annual reports on inspections, conducted by employees of the Rail Transport Office; materials held by particular Departments and Offices of the Rail Transport Office;
3) National provisions and legislation: acts and ordinances.

L. Annexes

1. ANNEX A: Railway structure information
2. ANNEX B: Organisational charts of the national safety authority
3. ANNEX C: Data concerning CSI – definitions used
4. ANNEX D: Important changes in legislation and guidelines
5. ANNEX E: The state of safety certification and authorisation – numerical data

ANNEX A.1.a. – General railway system in Poland
(generally available railway line network)



ANNEX A.1.b.

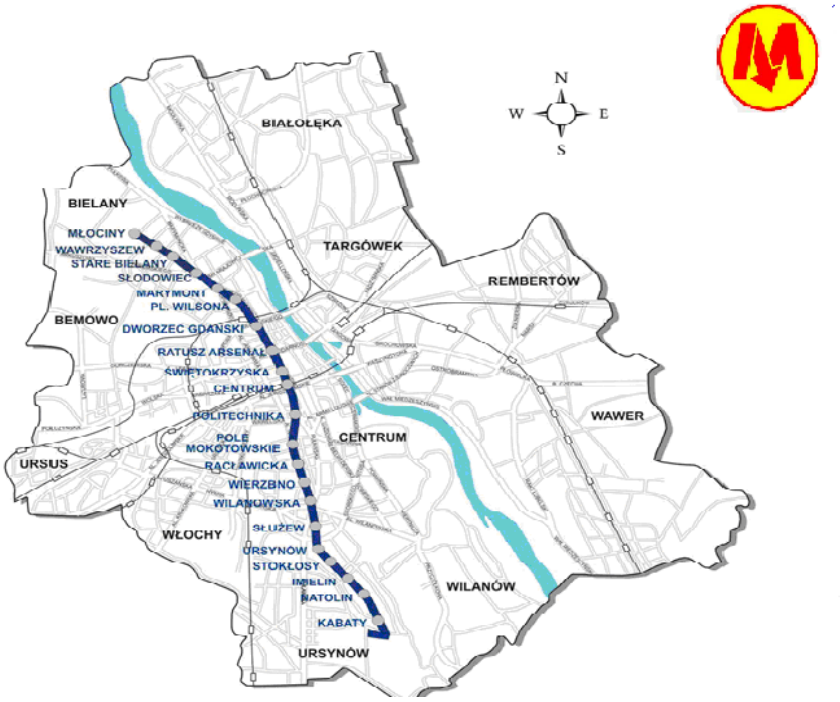
Classification and manoeuvring yards on the general railway system network in Poland

At the end of 2011 the following classification yards were used on the railway network in Poland: Skarżysko Kamienna, Tarnowskie Góry and Poznań Franowo.

ANNEX A.1.c.

Metro network and networks functionally separated from the rest of the railway network

and designated for conducting metropolitan passenger transport



Metro Line managed by Metro Warszawskie Sp. z o.o.

Railway line managed by Usedomer Bäderbahn Polska Sp. z o.o. (UBB Polska)

Railway line managed by Warszawska Kolej Dojazdowa Sp. z o.o.

ANNEX A.2.1.a – Rail infrastructure managers on the general railway system in Poland

No	Name	Address	Website address / network report	Safety Authorisation (Directive 2004/49/EC)		Date of commencement of operations	Railway tracks				Length of railway line				Electric traction		Number of level-crossings and pedestrian crossings (LC) [units]	Number of signalling devices [units]	ATP equipment used
				Number	date		Total length of service and mainline tracks [km]	Total length of other tracks [km]	Total length of railway tracks [km]	Width of tracks [mm]	dual track [km]	single track [km]	Total length of railway lines [km]	High speed (HSL) [km]	Length [tkm]	Voltage (DC) [kV]			
1	PKP Polskie Linie Kolejowe S.A.	03-734 Warszawa, ul. Targowa 74	www.plk-sa.pl	**Part A:** PL2120100003	30.12.2010	01.10. 2001	27715.00	9427.0	37142.0	1435	8564.0	10587.0	19151	0.0	24889.0	3	14024	52432	
				Part B: PL2220100001	30.12.2010		148.00	130	278.0	1520	0.0	148.0	148	0.0	24.0	3	34	357	
2	PKP Linia Hutnicza Szerokotorowa Sp. z o.o.	22-400 Zamość, ul. Szczebrzeska 11	www.lhs.com.pl	**Part A:** PL2120100004	31.12.2010	01.07.2001	0	28.82	28.82	1435	0.0	0	0.0	0.0	--	--	3	10	
				Part B: PL2220100004	31.12.2010		394.65	111.53	506.18	1520	0.0	394.65	394.65	0.0	--	--	247	246	
3	PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o.	81-002 Gdynia, ul. Morska 350A	www.skm.pkp.pl	**Part A:** PL2120100002	29.12.2010	01.07. 2001	62.16	20.51	82.67	1435	31.08	0.0	31.08	0.0	68.75	3	5	274	
				Part B: PL2220100002	30.12.2010														
4	CTL Maczki - Bór S.A.	41-208 Sosnowiec, ul. Długa 90	www.ctl.eu	**Part A:** PL2120110002	24.01.2011	1952	56.33	29.09	85.42	1435	17.26	39.07	56.33	0.0	--	--	21	152	
				Part B: PL2220110000	28.02.2011														
5	Jastrzębska Spółka Kolejowa Sp. z o.o.	44-330 Jastrzębie Zdrój, ul. Towarowa 1	www.jsk.pl	**Part A:** PL2120110001	10.01.2011	01.04. 1998	55.21	113.24	168.45	1435	12.15	30.90	43.05	0.0	35.41	3	28	391	
				Part B: PL2220110001	04.04.2011														
6	PMT Linie Kolejowe Sp. z o.o.	59-300 Lubin, Owczary 79d	www.pmtlk.pl	**Part A:** PL2120110003*	08.09.2011	01.05.2009	3.706	1.898	5.61	1435	0.0	2.299	2.299	0.0	3.71	3	2	14	
				Part B: PL2220110003*	08.09.2011														
7	'Kopalnia Piasku Kotlarnia - Linie Kolejowe' Sp. z o.o.	47-246 Kotlarnia, ul. Dębowa 3	www.kotlarnia.com.pl	**Part A:** PL2120100001	28.12.2010	01.01. 2004	165.0	21.1	186.1	1435	50.36	64.3	114.66	0.0	--	--	96	174	
				Part B: PL2220100003	31.12.2010														
8	Infra Silesia S.A.	44-251 Rybnik , ul. Kłokocińska 51	www.infrasilesia.pl/	**Part A:** PL2120110000	05.01.2011	01.01. 2005	130.0	218.00	348.0	1435	36.00	89.00	125.0	0.0	52.87	3	61	531	
				Part B: PL2220110002	04.04.2011														
Subtotals							28187.41	9859.66	38047.07	**1435**	8710.85	10812.57	19523.42	--	25049.74		14237	53176	
							542.65	241.53	784.18	**1520**	0.0	542.65	542.65	--	24.0		281	603	
Total							**28730.06**	**10101.19**	**38831.25**		**8710.85**	**11355.22**	**20066.07**		**25073.74**		**14518**	**53 779**	

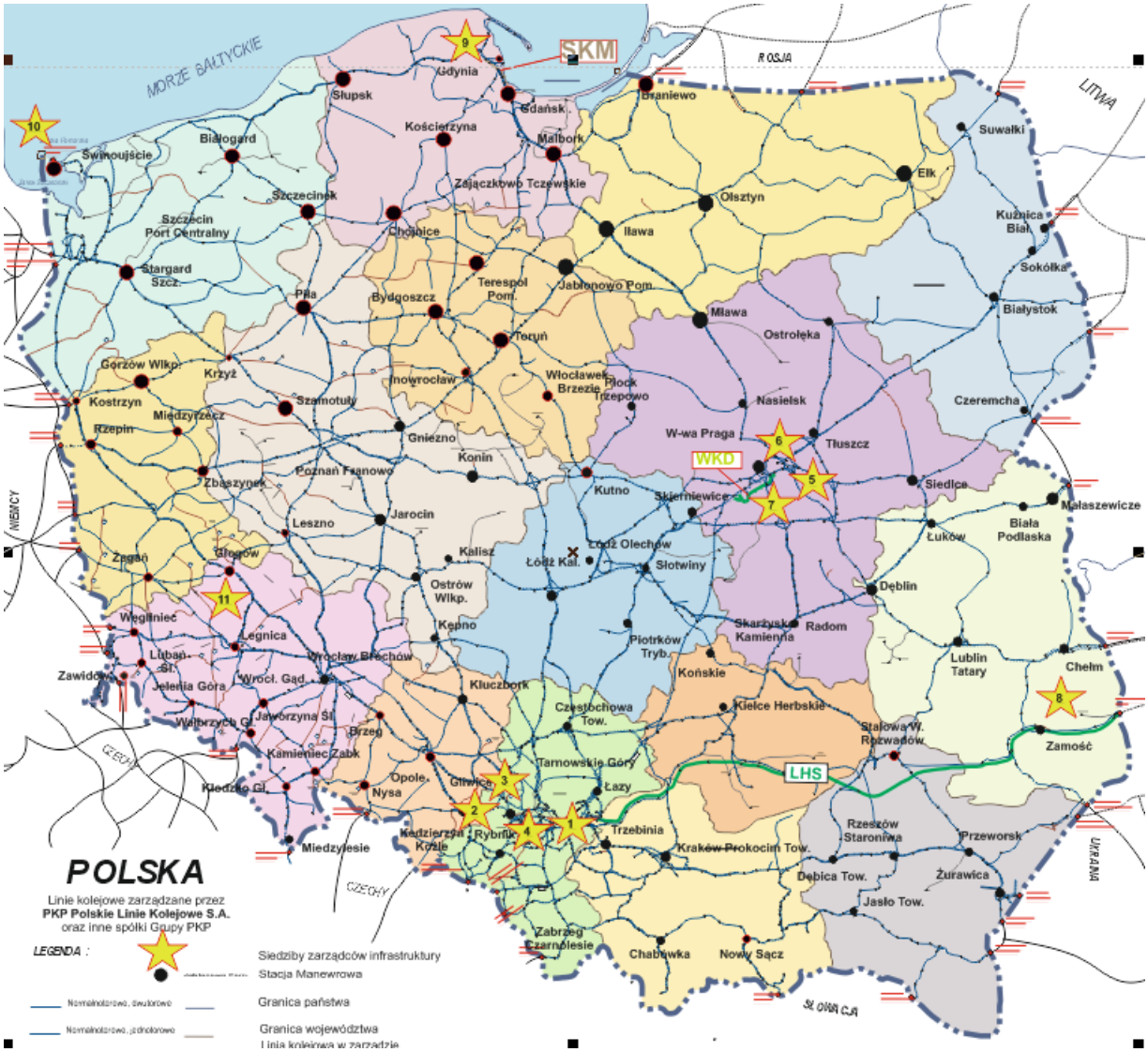
*First amendment of safety authorisation (part A – PL2120100000 dated 06.09.2010, part B – PL2220100000 dated 28.12.2010).

ANNEX A.2.1.b – Rail infrastructure managers of the metro network and networks functionally separated from the rest of the railway network
and designated for conducting metropolitan passenger transport

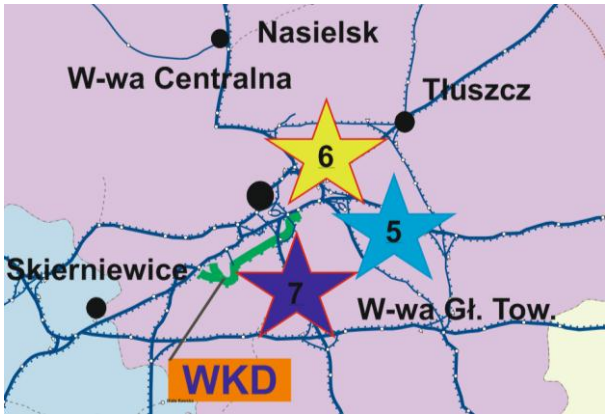
No	*Name*	*Address*	Website address / network report	*Safety certification Number (Directive 2001/14/EC) and Directive 2004/49/EC)*		*Date of commencement of operations*	*Railway tracks*			*Total length of railway lines*			*Electric traction*		*Number of level-crossings (LC) [units]*	*Number of signalling devices [units]*	*ATP equipment used*
				number	*date*		*Total length of service and mainline tracks [km]*	*Total length of other tracks [km]*	*Gauge [mm]*	*dual track [km]*	*single track [km]*	*High speed (HSL) [km]*	*Length [tkm]*	*Voltage (DC) [kV]*			
1	Warszawska Kolej Dojazdowa Sp. z o.o.	05-825 Grodzisk Mazowiecki, ul. Batorego 23	www.wkd.com.pl	194/ZI/11	22.12.2011	01.07. 2001	63.70	3.10	1435	25.10	13.78	--	69.70	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	43.74	49.62	1435	22.12	0.00	--	54.8	0.75	9	269	SOP -2
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	1.44	0.24	1435	--	1.44	--	0.00	ł	0	4	--
						Total	**108.88**	**52.96**		**47.22**	**15.22**	**--**	**121.7**		**48**	**323**	**--**
							161.84			**62.44**							

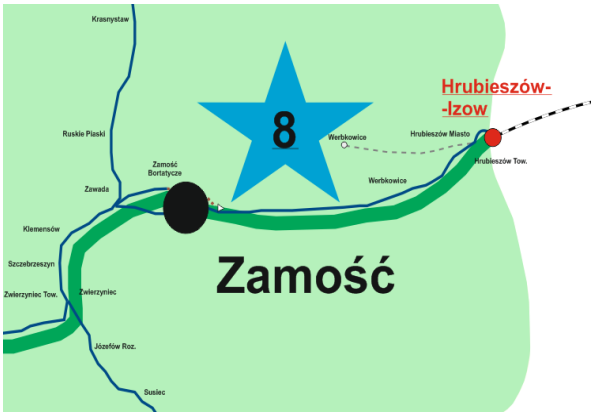
ANNEX A.2.1.c.

Rail infrastructure managers in Poland – registered offices

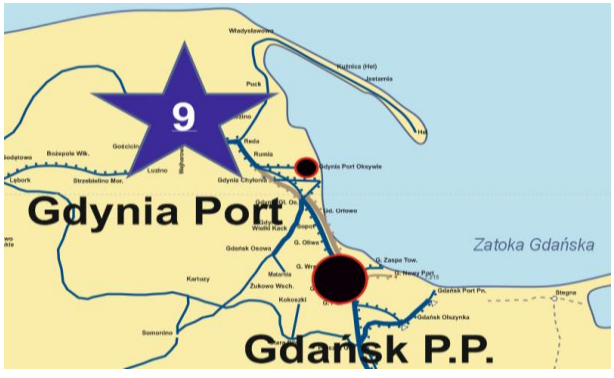


1.	**CTL Maczki-Bór Sp. z o.o.,** Sosnowiec, ul. Długa 90
2.	**Jastrzębska Spółka Kolejowa Sp. z o.o.,** Jastrzębie Zdrój, ul. Leśna 4
3.	**Kopalnia Piasku Kotlarnia – Linie Kolejowe Sp. z o.o.,** Kotlarnia, ul. Dębowa 3
4.	**Infra SILESIA S.A.,** Rybnik 9, ul. Kłokocińska 51





5.	**PKP Polskie Linie Kolejowe S.A. ,** Warszawa, ul. Targowa 74
6.	**Metro Warszawskie Sp. z o.o.**, Warszawa, ul. Wilczy Dół 5
7.	**Warszawska Kolej Dojazdowa Sp. z o.o.,** Grodzisk Mazowiecki, ul. Batorego 23
8.	**PKP Linia Hutnicza Szerokotorowa Sp. z o.o., Zamość, ul. Szczebrzeska 11**



9.	**PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o.,** Gdynia, ul. Morska 350A**.**
10.	**UsedomerBäderbahn Polska Sp. z o.o. (UBB Polska),** Świnoujście, ul. Wybrzeże Władysława IV 22

ANNEX A.2.2.a – Rail carriers

conducting rail transport on the general railway system network

**) In accordance with the Guidelines for drafting the Annual KWB Report – data concerning columns 11-21 of this annex are presented as a collective list under the table.*

No	Name	Address	Website	Safety Certification (Directive 2001/14/EC)		Safety Certification (Directive 2004/49EC)		Date of commencement of business	Type of transport
				Number	Date	Numer	Data		
1	2	3	4	5	6	7	8	9	10
1	PKP INTERCITY S.A.	00-848 Warszawa, ul. Żelazna 59A	www.intercity.pl			**Part A:** PL1120100037; **Part B:** PL1220100039	15.12. 2010; 31.12. 2010	01.09.2001	pas.
2	PKP Szybka Kolej Miejska w Trójmieście Sp. z o.o.	81-002 Gdynia, ul. Morska 350A	www.skm.pkp.pl			**Part A:** PL1120100043; **Part B:** PL1220100036	29.12. 2010; 30.12. 2010	01.07.2001	pas.
3	PKP CARGO S.A.	02-021 Warszawa, ul. Grójecka 17	www.pkp-cargo.pl			**Part A:** PL1120090001 **Part B:** PL1220100001	25.06. 2009 22.04. 2010	01.10.2001	goods pas.
4	PKP CARGO SERVICE sp. z o.o.	02-021 Warszawa, ul. Grójecka 17	www.pkpcs.pl			**Part A:** PL1120110010 **Part B:** PL1220110022	14.10. 2011 06.12. 2011	01.11.2011	goods
5	PKP Linia Hutnicza Szerokotorowa Sp. z o.o.	22-400 Zamość, ul. Szczebrzeska 11	www.pkp-lhs.pl			**Part A:** PL1120100048; **Part B:** PL1220100040	31.12. 2010; 31.12. 2010	01.07.2001	goods
6	PKP Energetyka S.A.	00-681 Warszawa, ul. Hoża 63/67	www.pkpenergetyka.pl			**Part A**: PL1120090000 **Part B:** PL1220100000	09.04. 2009 09.02. 2010	01.03.2010	goods
7	CTL Express Sp. z o.o.	00-807 Warszawa, Al. Jerozolimskie 96	www.ctl.pl			**Part A:** PL1120100020; **Part B:** PL1220100028	18.11. 2010 28.12. 2010	01.07.2006	goods
8	CTL Logistics Sp. z o.o.	00-807 Warszawa, Al. Jerozolimskie 96	www.ctl.pl			**Part A:** PL1120100000; **Part B:** PL1220100006	09.02. 2010; 23.11. 2010	01.11.2008	goods
9	CTL Kargo Sp. z o.o.	72-010 Police ul. Kuźnicka 1	www.ctl.eu			**Part A:** PL1120100012; **Part B**: PL1220100010	16.08. 2010; 23.11 .2010	01.10.2010	goods
10	CTL Kolzap Sp. z o.o.	24-110 Puławy Al. Tysiąclecia Państwa Polskiego 13	www.ctl.pl			**Part A:** PL1120100009; **Part B:** PL1220110012	28.06. 2010; 18.02. 2011;	2011	goods
11	CTL Rail Sp. z o.o.	40-202 Katowice, ul. Roździeńskiego 190 B	www.ctl.pl			**Part A:** PL1120100008; **Part B:** PL1220100012	28.06. 2010; 08.12. 2010	02.03.2004	goods
12	CTL Reggio Sp. z o.o.	24-110 Puławy, Al. 1000-lecia Państwa Polskiego 13	www.ctl.pl			**Part A:** PL1120100006; **Part B:** PL1220100014	28.06. 2010; 09.12. 2010	09.07.2006	goods
13	CTL Train Sp. z o.o.	41-208 Sosnowiec, ul. Długa 90	www.ctl.pl			**Part A:** PL1120100016; **Part B:** PL1220100023	26.10. 2010; 23.12. 2010	01.06.2005	goods
14	X-Train Sp. z o.o.	81-335 Gdynia, ul. Janka Wiśniewskiego 20	www.ctl.pl			**Part A:** PL1120100007; **Part B:**	28.06. 2010; 09.12.	15.09.2004	goods

						PL1220100013	2010		
15	DB SCHENKER RAIL COALTRAN Sp. z o.o. *(dnia 08.12.2011 r połączenie z DB Schenker Rail Polska S.A.)*	03-216 Warszawa, ul. Modlińska 15	www.dbschenker.pl			**Part A:** PL1120100042; **Part B:** PL1220110016	29.12. 2010; 11.03. 2011	28.02.2004	goods
16	DB SCHENKER RAIL POLSKA S.A. *(z dniem 03.01.2011 połączenie 6 Spółek)*	41-800 Zabrze, ul. Wolności 337	www.rail.dbschenker.pl			**Part A:** PL1120100013; **Part B:** PL1220100011	10.09. 2010; 24.11. 2010	20.06.1998 08.10.2006	goods pas.
17	DB SCHENKER RAIL SPEDKOL Sp. z o.o.	47-225 Kędzierzyn - Koźle, ul. Szkolna 15	www.dbschenker.pl			**Part A:** PL1120100044; **Part B**: PL1220100011	29.12. 2010; 24.11. 2010	15.06.2002	goods
18	Arriva RP Sp. z o.o.	00-739 Warszawa, ul. Stępińska 22/30	http://www.arriva.pl			**Part A:** PL1120100001; **Part B**: PL1220100002	24.03. 2010; 28.06. 2010	28.09.2010	pas.
19	CEMET S.A.	01-756 Warszawa, ul. Przasnyska 6A	www.cemet.pl			**Part A:** PL1120100030; **Part B:** PL1220100025	08.12. 2010; 23.12. 2010	22.06.2007	goods
20	Dolnośląskie Linie Autobusowe Sp. z o.o.	51-162 Wrocław, ul. Jana Długosza 60	www.dla.com.pl			**Part A:** PL1120100024; **Part B:** PL1220100038	01.12. 2010; 31.12. 2010	27.05.2005	pas.
21	Dolnośląskie Przedsiębiorstwo Napraw Infrastruktury Komunikacyjnej DOLKOM Sp. z o.o.	50-502 Wrocław, ul. Hubska 6	www.dolkom.pl			**Part A:** PL1120100025; **Part B:** PL1220100033	01.12. 2010; 28.12. 2010	20.07.2007	goods
22	Euronaft Trzebinia Sp. z o.o.	32-540 Trzebinia, ul. Fabryczna 22	www.euronaft-trzebinia.pl			**Part A:** PL1120100005; **Part B:** PL1220100004	28.06. 2010; 15.09. 2010	09.07.2004	goods
23	EXTRAIL Sp. z o.o.	893 Warszawa ul. Bukowiecka 92 03	extrail.com.pl			**Part A:** PL1120100010; **Part B:** PL1220100007	28.06. 2010; 23.11. 2010	29.09.2011	goods
24	Freightliner PL Sp. z .o.o.	02-797 Warszawa Al. Komisji Edukacji Narodowej 36 lok. 200	www.freightliner.pl			**Part A:** PL1120100036; **Part B:** PL1220100016	14.12. 2010; 15.12. 2010	08.10.2005	goods pas.
25	GATX Rail Poland Sp. z o.o.	01-208 Warszawa, ul. Przyokopowa 31	www.gatx.eu			**Part A:** PL1120100045; **Part B:** PL1220110009	29.12. 2010; 11.02. 2011	01.03.2002	goods
26	Hagans Logistic Sp. z o.o.	87-100 Toruń, Plac Fryderyka Skarbka 4	www.hagans.pl			**Part A:** PL1120100035; **Part B:** PL1220100018	13.12. 2010; 17.12. 2010	12.12.2006	goods
27	ITL Polska Sp. z o.o.	50-075 Wrocław, ul. Krupnicza 13 lok. 103	www.itlpolska.com.pl			**Part A:** PL1120080001; **Part B:** PL12200900	30.12. 2008 06.02. 2009	11.12.2006	goods
28	Kolej Bałtycka S.A.	70-807 Szczecin, ul. Stacyjna 3	www.kolejbaltycka.pl			**Part A:** PL1120110002; **Part B:** PL1220110010	05.01. 2011; 11.02. 2011	05.05.2004	goods
29	„Koleje Mazowieckie – KM' Sp. z o.o.	03-802 Warszawa, ul. Lubelska 1	www.mazowieckie.com.pl			**Part A:** PL1120100023; **Part B:** PL1220100020	29.11. 2010; 02.12. 2010	01.01.2005	pas.
30	Koleje Dolnośląskie S.A.	59-220 Legnica, ul. Wojska Polskiego 1/5	www.kolejedolnoslaskie.eu			**Part A:** PL1120090002; **Part B:** PL1220090001	21.05. 2009; 07.09. 2009	01.10.2009	pas.
31	Koleje Śląskie Sp. z o.o.	40-040 Katowice ul. Wita Stwosza 7	www.kolejeslaskie.com			**Part A:** PL1120100032; **Part B:** PL1220110000	09.12. 2010; 10.01 .2011	01.10.2011	pas.
32	Koleje Wielkopolskie Sp. z o.o.	61-897 Poznań, ul. Składowa 5	www.koleje-wielkopolskie.com.pl			**Part A:** PL1120110006; **Part B:** PL1220110017	03.03. 2011; 17.03. 2011	01.06.2011	pas.

33	Kopalnia Piasku „Kotlarnia' S.A.	47-246 Kotlarnia, ul. Dębowa 3	www.kotlarnia.com.pl			**Part A:** PL1120100046; **Part B:** PL1220100037	29.12. 2010; 30.12. 2010	01.06.1995	goods
34	Lotos Kolej Sp. z o.o.	80-716 Gdańsk, ul. Michałki 25	www.lotoskolej.pl			**Part A:** PL1120090003 **Part B:** PL1220100005	19.10. 2009 04.11. 2010	01.01.2003	goods
35	Lubelski Węgiel Bogdanka S.A.	21-013 Puchaczów	www.bogdanka.eu			**Part A:** PL1120100040; **Part B:** PL1220100024	22.12. 2010; 23.12. 2010	22.03.2005	goods
36	„MAJKOLTRANS' Sp. z o.o.	50-503 Wrocław, ul. Paczkowska 26	www.majkoltrans.pl			**Part A:** PL1120110004; **Part B:** PL1220110013	10.02. 2011; 18.02. 2011	15.08.2009	goods
37	ORLEN KolTrans Sp. z o.o.	09-411 Płock, ul. Chemików 7	www.orlenkoltrans.pl			**Part A:** PL1120100028; **Part B:** PL1220100027	06.12. 2010; 28.12. 2010	13.12.2000	goods
38	PHILIP Sp. z o.o.	45-081 Opole ul. Piastowska 3	www.grupajd.com/			**Part A:** PL1120100015; **Part B:** PL1220110002	20.10. 2010; 12.01 2011;	12.04.2011	goods
39	PHU 'LOKOMOTIV' Bronisław Plata	33-386 Podegrodzie Podegrodzie 383	www.lokomotiv.net.pl			**Part A:** PL1120100041; **Part B:** PL1220110001	28.12. 2010; 12.01. 2011	03.03.2011	goods
40	Pol-Miedź-Trans Sp. z o.o.	59-301 Lubin ul. Marii Skłodowskiej - Curie 190	www.pmtrans.com.pl			**Part A:** PL1120100011; **Part B:** PL1220100009	28.06. 2010; 23.11 .2010	01.04.2002 22.05.2009	goods pas.
41	Pomorskie Przedsiębiorstwo Mechaniczno-Torowe Sp. .z o.o.	80-051 Gdańsk, ul. Sandomierska 17	www.ppmt.com.pl			**Part A:** PL1120100019; **Part B:** PL1220100030	10.11. 2010; 28.12. 2010	17.05.2005	goods
42	Przedsiębiorstwo Napraw Infrastruktury Sp. z o.o.	03-816 Warszawa ul. Chodakowska 100	www.pni.net.pl			**Part A:** PL1120100017; **Part B:** PL1220100026	04.11. 2010; 23.12. 2010	01.02.2007	goods
43	Przedsiębiorstwo Napraw i Utrzymania Infrastruktury Kolejowej w Krakowie Sp. z o.o.	30-566 Kraków ul. Prokocimska4	www.pnuikkrakow.pl/			**Part A:** PL11201000003; **Part B:** PL1220100003	24.03. 2010; 15.09. 2010	28.09.2010	goods
44	Przedsiębiorstwo Robót Kolejowych i Inżynieryjnych S.A.	50-950 Wrocław, ul. Kniaziewicza 19	www.prkii.com.pl			**Part A:** PL1120100049; **Part B:** PL1220110004	31.12. 2010; 25.01. 2011	01.12.2001	goods
45	Przedsiębiorstwo Robót Komunikacyjnych w Krakowie S.A.	30-048 Kraków, ul. Czapińskiego 3	www.prk.krakow.pl			**Part A:** PL1120100047; **Part B:** PL1220110008	30.12. 2010; 02.02. 2011	01.10.2004	goods
46	Przedsiębiorstwo Transportu Kolejowego KOLTAR Sp. z o.o.	33-101 Tarnów, ul. Kwiatkowskiego 8	www.koltar.pl			**Part A:** PL1120100040; **Part B:** PL1220100029	22.12. 2010; 28.12. 2010	22.09.2005	goods
47	Przedsiębiorstwo Usług Kolejowych KOLPREM Sp z o.o.	41-308 Dąbrowa Górnicza, Al. J. Piłsudskiego 92	www.kolprem.pl			**Part A:** PL1120100034; **Part B:** PL1220100032	10.12. 2010; 28.12. 2010	25.06.2004	goods
48	„Przewozy Regionalne' sp. z o.o.	03-414 Warszawa, ul. Wileńska 14a	www.przewozyregionalne.pl			**Part A:** PL1120100038; **Part B:** PL1220100031	17.12. 2010; 28.12. 2010	01.10.2001	pas.
49	Rail Polska Sp. z o.o.	00-790 Warszawa, ul. Willowa 8/10 lok.11	www.railpolska.pl			**Part A:** PL1120100026; **Part B:** PL1220100022	01.12. 2010; 23.12. 2010	26.10.2004	goods
50	STK Sp. z o.o.	53-609 Wrocław, ul. Fabryczna 10	www.stk.wroc.pl			**Part A:** PL1120100022; **Part B:** PL1220100021	29.11 .2010; 22.12 .2010	14.04.2005	goods
51	S&K Train Transport	65-034 Zielona	www.sk-			**Part A:**	18.02.	2011	goods

	Sp. z o.o.	Góra, ul. Boh. Westerplatte 9	train.pl			PL1120110005; **Part B:** PL1220110015	2011 02.03. 2011		pas.
52	Szybka Kolej Miejska Sp. z o.o.	02-017 Warszawa Al. Jerozolimskie 125/127,	www.skm.warszawa.pl			**Part A:** PL1120100033; **Part B:** PL1220100019	10.12. 2010; 20.12. 2010	03.10.2005	pas.
53	TABOR SZYNOWY OPOLE S.A.	45-332 Opole ul. Rejtana 7	www.taborszynowy.com.pl			**Part A:** PL1120100027; **Part B:** PL1220110014	01.12. 2010; 24.02. 2011	2011	goods
54	TORPOL S.A.	61-052 Poznań ul. Mogileńska 10G	www.torpol.pl			**Part A:** PL1120100014; **Part B:** PL1220110006	16.09. 2010; 31.01. 2011	30.03.2011	goods
55	TRANSCHEM Sp. z o.o.	87-810 Włocławek ul. Toruńska 153	www.transchem.com.pl			**Part A:** PL1120100004; **Part B:** PL1220100015	28.06. 2010; 15.12. 2010		goods
56	Transoda Sp. z o.o.	88-101 Inowrocław, ul. Fabryczna 4	www.transoda.com.pl			**Part A:** PL1120110000; **Part B:** PL1220110003	05.01. 2011; 12.01. 2011;	01.07.2002	goods
57	WISKOL Sołtys Waldemar, Sołtys Jarosław Sp.j.	26-052 Sitkówka, Nowiny, ul. Zakładowa 19	www.wiskol.pl			**Part A:** PL1120110009; **Part B:** PL1220110019	20.04. 2011 03.08. 2011	2011	goods
58	Zakład Przewozów i Spedycji SPEDKOKS Sp. z o.o.	42-523 Dąbrowa Górnicza, ul. Koksownicza 1	www.spedkoks.pl			**Part A:** PL1120100018; **Part B:** PL1220100017	04.11. 2010 16.12. 2010	01.01.2001	goods
59	Zakład Robót Komunikacyjnych - DOM w Poznaniu Sp. z o.o.	60-715 Poznań, ul. Kolejowa 4	www.zrk-dom.pl			**Part A:** PL1120110003; **Part B:** PL1220110007	13.01. 2011 02.02. 2011	18.08.2011	goods
60	Zakłady Inżynierii Kolejowej Leśkiewicz, Kosmala Sp.j.	27-600 Sandomierz, ul. Retmańska 11 A	www.ziksandomierz.pl			**Part A:** PL1120100029; **Part B:** PL1220100035	08.12. 2010; 29.12. 2010	01.01.2003	goods
61	Zakłady Naprawcze Lokomotyw Elektrycznych S.A. w Gliwicach	44-100 Gliwice, ul. Chorzowska 58	www.znle.pl			**Part A:** PL1120110001; **Part B:** PL1220110011	05.01. 2011 16.02. 2011	2011	goods
62	Zakłady Naprawcze Taboru Maszyn i Urządzeń 'TABOR' M. Dybowski Spółka jawna	39-200 Dębica ul. Sandomierska 39	www.tabor-debica.pl/			**Part A:** PL1120100021; **Part B:** PL1220100034	25.10. 2010; 10.11. 2010	01.01.2011	goods

	Number of locomotives	*number of power cars / multiple units*	*Number of carriages*		*Number of drivers*	*Number of on-board personnel responsible for safety*	*Level of passenger carriage*			*Level of goods carriage*		
			passengers	*goods*			*passenger-km (millions)*	*passenger-km (millions)*	*train-km (millions)*	*1000 tons*	*million ton-km*	*train-km (millions)*
	11	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*
TOTAL	**3017**	**1457**	**2440**	**85485**	**7502**	**6884**	**256222.073**	**18049.198**	**143.132**	**249233.504**	**53103.035**	**79.507**

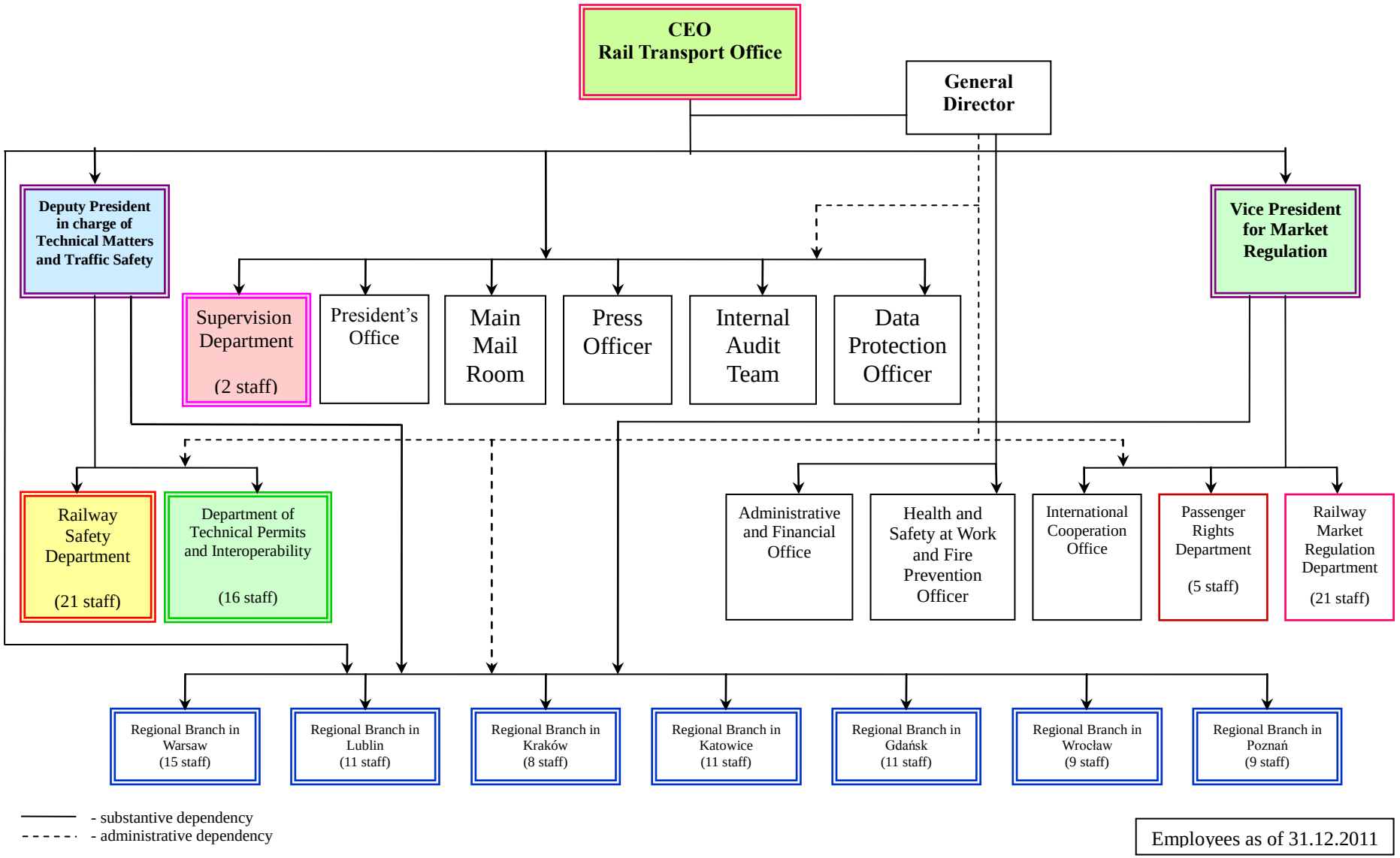
ANNEX A.2.2.b – Rail carriers conducting urban and suburban passenger transport on a metro network and network functionally divided from the general system

**) In accordance with the Guidelines for drafting the Annual KWB Report – data concerning columns 11-21 of this annex are presented as a collective list under the table.*

No	Name	Address	Website	Safety certification (Directive 2001/14/EC)		Safety certificate (Directive 2004/49/EC)		Date of commencement of business	Type of transport
				Number	Date	Number	Date		
1	2	3	4	5	6	7	8	9	10
1.	Warszawska Kolej Dojazdowa Sp. z o.o.	05-825 Grodzisk Mazowiecki,. Batorego 23	www.wkd.com.pl	193/PK/11	22.12.2011	--	--	01.07. 2001	passenger – suburban
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	passengers – urban

	Number of locomotives	number of power cars / multiple units	Number of carriages		Number of drivers	Number of on-board personnel responsible for safety	Level of passenger carriage			Level of goods carriage		
			passengers	goods			passenger-km (millions	passenger-km (millions).	train-km (millions)	1.000 tons	Million tons-km	train-km (millions)
	11	12	13	14	15	16	17	18	19	20		21
TOTAL	**3**	**137**	**306**	--	**195**	**1**	**147 720.792**	**1 111.058**	**5.492**	--	--	--

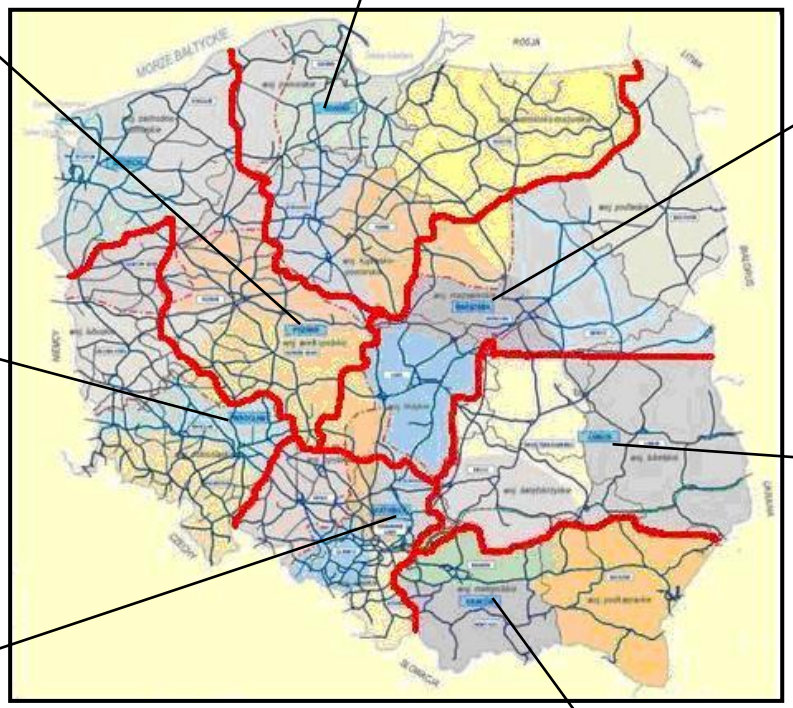
ANNEX B.1 Organisation chart of the Rail Transport Office



ANNEX B.2. Areas of operation of the Regional Branches of the Rail Transport Office

Regional Branch in Poznań
Al. Niepodległości 8, 61-875 Poznań

Regional Branch in Gdańsk
ul. Dyrekcyjna 2-4, 80-958 Gdańsk



Regional Branch in Warsaw
ul. Hoża 86, 00-682 Warszawa

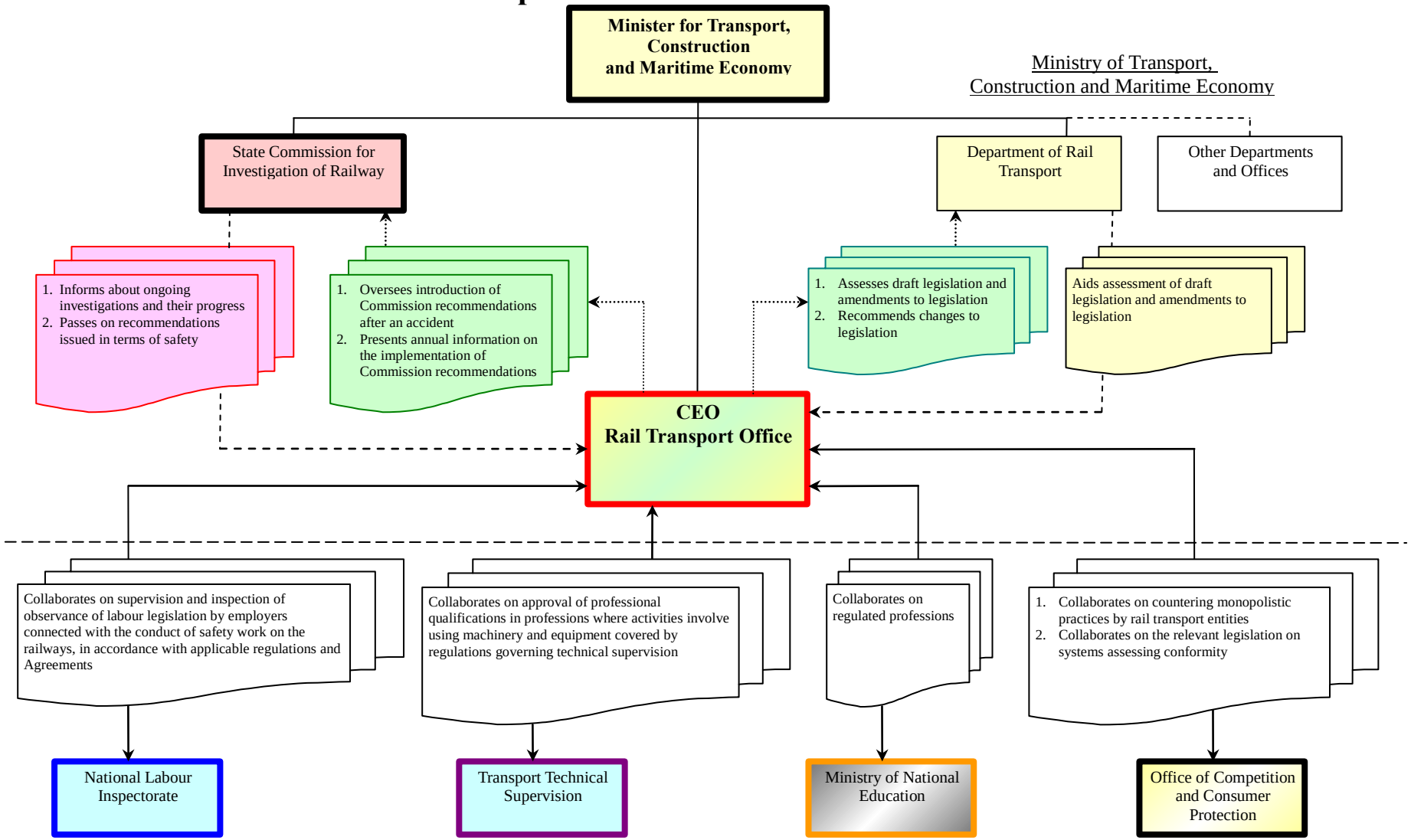
Regional Branch in Wrocław
ul. Joannitów 13, 50-950 Wrocław

Regional Branch in Lublin
ul. Okopowa 5, 20-022 Lublin

Regional Branch in Katowice
ul. Przemysłowa 10, 40-202 Katowice

Regional Branch in Kraków
Rondo Mogilskie 1, 31-516 Kraków

ANNEX B.3 Rail Transport Office associations with other national bodies



ANNEX C. Data concerning CSI – definitions used

1. Data concerning CSI

1.a. General statement of railway incidents, which occurred on the overall railway system in Poland compared to 2010

As of 2010, a new category of accidents was included in the accident statistics, i.e. **significant accidents**, in accordance with the definition set out in the Ordinance of the Minister of Infrastructure of 20 July 2010, which entered into force on 24 August 2010. As of this year, safety indicators were set in relation to the new category of accidents.

Table 1.1 – Statement of railway incidents compared to 2010 with breakdown into categories and types

Types of accident		Accidents		Serious accidents		Significant accidents	
		2010	2011	2010	2011	2010	2011
1.	Collisions	17	**27**	2	**0**	4	**8**
2.	Derailments	79	**104**	0	**1**	17	**23**
3.	Accidents on level-crossings	268	**215**	29	**27**	86	**86**
4.	Accidents to persons caused by rolling stock in motion	304	**322**	53	**53**	341	**366**
5.	Fires on rolling stock	6	**4**	0	**0**	0	**0**
6.	Other	73	**82**	0	**1**	1	**5**
	TOTAL	**747**	**754**	**84**	**82**	**449**	**488**

Table 1.2 – Statement of victims as a result of railway incidents on the general railway network compared to 2010

Types of accident		Fatalities		Seriously injured	
		2010	2011	2010	2011
1.	Collisions	0	**0**	13	**6**
2.	Derailments	0	**2**	0	**34**
3.	Accidents on level-crossings	55	**62**	56	**51**
4.	Accidents to persons caused by rolling stock in motion	228	**251**	118	**116**
5.	Rolling stock fires	0	**0**	0	**0**
6.	Other	0	**5**	1	**2**
	TOTAL	**283**	**320**	**188**	**209**

Table 1.3 – Indicators associated with serious accidents and their effects

		Train collisions	Train derailments	Incidents on level-crossings	Incidences involving persons caused by rolling stock in motion	Rail car fire	Other	**TOTAL**
Total number of significant accidents	*qty.*	8	23	86	366		5	**488**
Relative number of significant accidents	*qty./ million train-km*	*3.52 E-02*	*1.01 E-01*	*3.78 E-01*	*1.61 E+00*		*2.20 E-02*	*2.15 E+00*
Total number of accidents with the involvement of at least one rail car transporting hazardous goods	qty.							6
Relative number of accidents with the involvement of at least one rail car transporting hazardous goods	*qty./ million train-km*							*2.64 E-02*
Total number of accidents with the involvement of at least one rail car transporting hazardous goods, in which the goods WERE NOT discharged	qty.							5
Relative number of accidents with the involvement of at least one rail car transporting hazardous goods, in which the goods WERE NOT discharged	*qty./ million train-km*							*2.20 E-02*
Total number of accidents with the involvement of at least one rail car transporting hazardous goods, in which the goods WERE discharged	qty.							1
Relative number of accidents with the involvement of at least one rail car transporting hazardous goods, in which the goods WERE discharged	*qty./ million train-km*							*4.40 E-03*
Total number of seriously injured persons	persons	6	34	51	116		2	209
Relative number of seriously injured persons	*persons/million train-km*	*2.64 E-02*	*1.50 E-01*	*2.24 E-01*	*5.10 E-01*		*8.80 E-03*	*9.19 E-01*
Total number seriously injured passengers	passengers		33	2	22		1	58
Relative number of seriously injured passengers	*passengers/million train-km*		*1.45 E-01*	*8.80 E-03*	*9.68 E-02*		*4.40 E-03*	*2.55 E-01*
Relative number of seriously injured passengers	*passengers/million train-km – pas. train*		*2.31 E-01*	*1.40 E-02*	*1.54 E-01*		*6.99 E-03*	*4.05 E-01*
Relative number of seriously injured passengers	*passengers/million pas-km*		*1.83 E-03*	*1.11 E-04*	*1.22 E-03*		*5.54 E-05*	*3.21 E-03*
Total number of seriously injured employees including sub-contractor employees	employees	5	1	3	1		1	11
Relative number of seriously injured employees including sub-contractor employees	*employees/million train-km*	*2.20 E-02*	*4.40 E-03*	*1.32 E-02*	*4.40 E-03*		*4.40 E-03*	*4.84 E-02*
Total number of seriously injured level-crossing users	persons			46				46
Relative number of seriously injured level-crossing users	*persons/million train-km*			*2.02 E-01*				*2.02 E-01*
Total number of seriously injured unauthorised persons	persons				93			93

Relative number of seriously injured unauthorised persons	persons/million train-km				*4.09 E-01*			*4,09 E-01*
Total number of seriously injured other persons	persons	1						1
Relative number of seriously injured other persons	*persons/million train-km*	*4.40 E-03*						*4.40 E-03*
Total number of fatalities	persons		2	62	251		5	320
Relative number of fatalities	*persons/million train-km*		*8.80 E-03*	*2.73 E-01*	*1.10 E+00*		*2.20 E-02*	*1.41 E+00*
Total number of passenger fatalities	passengers		2	2	6			10
Relative number of passenger fatalities	*passengers/million train-km*		*8.80 E-03*	*8.80 E-03*	*2.64 E-02*			*4.40 E-02*
Relative number of seriously injured passengers	*passengers/million train-km – passenger train*		*1.40 E-02*	*1.40 E-02*	*4.19 E-02*			*6.99 E-02*
Relative number of seriously injured passengers	*passengers/million pas-km*		*1.11 E-04*	*1.11 E-04*	*3.32 E-04*			*5.54 E-04*
Total number of employee fatalities, including sub-contractor employee fatalities	employees				2			2
Relative number of employee fatalities, including sub-contractor employee fatalities	*employees/million train-km*				*8.80 E-03*			*8.80 E-03*
Total number of level-crossing user fatalities	persons			60				60
Relative number of level-crossing user fatalities	*persons/million train-km*			*2.64 E-01*				*2.64 E-01*
Total number of unauthorised persons fatalities	persons				243		1	244
Relative number of unauthorised persons fatalities	*persons/million train-km*				*1.07 E+00*		*4.40 E-03*	*1.07 E+00*
Total number of other persons fatalities	persons						4	4
Relative number of other persons fatalities	*persons/million train-km*						*1.76 E-02*	*1.76 E-02*
Total number incidences preceding accidents	qty.	1618						
Total number fractured rails	qty.	1564						
Total number of track irregularities	qty.	20						
Total number signalling defects	qty.	0						
Total number of incidents of passing a stop signal	qty.	29						
Total number of fractured wheels in operating rolling stock	qty.	3						
Total number of fractured axles in operating rolling stock	qty.	2						

1.b. Overall breakdown of railway incidents on the metro network and networks functionally separated from the rest of the railway system and designated for municipal passenger transport **compared to 2010**

Table 1.4 – Statement of railway incidents compared to 2010 with breakdown into categories and types

		Significant Accidents		Fatalities		Seriously Injured Persons	
		2010	2011	2010	2011	2010	2011
1.	Collisions	0	**0**	0	**0**	0	**0**
2.	Derailments	0	**0**	0	**0**	0	**0**
3.	Accidents on level-crossings	0	**2**	0	**0**	0	**2**
4.	Accidents to persons caused by rolling stock in motion	1	**2**	1	**2**	0	**0**
5.	Rolling stock fires	0	**0**	0	**0**	0	**0**
6.	Other	0	**0**	0	**0**	0	**0**
	TOTAL	**1**	**4**	**1**	**2**	**0**	**2**

Table 1.3 – Indicators associated with significant accidents and their effects

		Train collisions	Train derailments	Incidences on level-crossings	Incidences involving persons caused by rolling stock in motion	Rail car fire	Other	**TOTAL**
Total number of significant accidents	number			2	2			**4**
Relative number of significant accidents	*number/ million train-km*			*3.64 E-01*	*3.64 E-01*			*7.28 E-01*
Total number of seriously injured	persons			2				2
Relative number of seriously injured	*persons/million train-km*			*3.64 E-01*				*3.64 E-01*
Total number of seriously injured level-crossing users	persons			2				2
Relative number of seriously injured level-crossing users	*persons/million train-km*			*3.64 E-01*				*3.64 E-01*
Total number of fatalities	persons				2			2
Relative number of fatalities	*persons/million train-km*				*3.64 E-01*			*3.64 E-01*
Total number of fatalities – unauthorised persons	persons				2			2
Relative number of fatalities – unauthorised persons	*persons/million train-km*				*3.64 E-01*			*3.64 E-01*

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* (Journal of Laws L 14 of 21.1.2003, page 1)

- **fatalities (persons killed) – means any person killed immediately or dying within 30 days as a result of an accident, excluding suicides;**
- **injuries (seriously injured person) – 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 measurement 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 in the accident statistics;**
- **passenger – means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to board/alight from a moving train are included.;**
- **suicides – means action taken to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority;**
- **serious 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 rolling stock, tracks, other installations or the environment, or extensive disruption to traffic. Accidents in workshops, warehouses and depots are excluded;**
- **train – means one or more railway vehicle 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 single locomotive, i.e. a locomotive travelling by itself, is not regarded to be a train;**
- **train-km – means the unit of measurement 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:

3.1. In accordance with the amendment of the Rail Transport Act of 28 March 2003, which came into force on 21.8.2006, and the Ordinance of the Minister of Transport of 30 April 2007 *on serious accidents, accidents and incidents on railway lines*, the following definitions apply:

- **serious accident – an accident caused by a collision, train derailment or other similar incident**
  - with at least **1** fatality or at least **5** serious injured persons (hospitalised for more than 24 hours) or
  - causing significant damage to a rail vehicle, rail infrastructure or the environment, which may be immediately estimated by the committee examining the accident as at least EUR 2 million,

  having a clear impact on rail safety regulations on safety management;

- **accident – an unintended, sudden collision or series of events involving a rail vehicle, with negative consequences for human health, property or the environment, such accidents including the following, without limitation:**
  - collisions,
  - derailments,
  - accidents on level-crossings,
  - accidents to persons caused by rolling stock in motion
  - fires on rolling stock.

3.2. In accordance with the Ordinance of the Minister of Transport of 30 April 2007 *on serious accidents, accidents and incidents on railway lines*, the following definitions apply:

- **fatality –** means any person who lost his or her life in a serious accident immediately or died within 30 days of the date of such an accident as a result of sustaining personal injuries therein (excluding suicides). Definition consistent with the definition contained in Regulation (EC) 91/2003**;**
- **seriously injured –** means any person injured who, as a result of an accident, sustained bodily dysfunction or a health disorder and as a consequence thereof was hospitalised for over 24 hours, excluding attempted suicides. Definition consistent with the definition contained in Regulation (EC) 91/2003**.**

3.3. In accordance with the Ordinance of the Minister of Infrastructure of 18 July 2005 *on general conditions for conducting rail traffic and signalling*, the following definition applies:

- **train – a set of carriages or other rail vehicles coupled with an active traction vehicle or traction vehicle equipped with signalling and prepared for travel or already travelling;**
- **overall train mass – this is the sum of rail vehicles and their load.**

3.4. In accordance with Ordinance of the Minister of Infrastructure of 20 July 2010 *on common safety indicators (CSI)* – Journal of Laws, No 142, item 952, the following definitions apply:

- **length of railway lines in operation –** length of railway lines in operation measured in kilometres; in the event of multi-track railway lines, only the distance between the starting point and place of destination is taken into account;
- **length of railway lines –** length of railway lines in operation measured in kilometres, taking into account each track of multi-track railway lines**;**
- **train-km –** unit of measurement for operation work corresponding to the journey of 1 train per 1 km;
- **passenger-km –** unit of measurement of operation work corresponding to the journey of 1 passenger per 1 km;
- **train –** at least one rail vehicle pulled by at least one locomotive or at least a power car or single, moving power car, travelling under a specific number or designation from an initial starting point to a terminal point; a locomotive travelling in isolation is also regarded as being a train;
- **significant accident –** an accident involving at least one rail vehicle in motion **and:**
  - **at least one fatality or seriously injured person** or
  - causing significant damage to rolling stock, railway tracks, installations or the environment**, , i.e. damage with a value of at least EUR 150 000, or**
  - significant disturbance to traffic, i.e**. suspending rail traffic on a main railway line for at least 6 hours,** not including accidents in workshops, warehouses and places for parking rail vehicles**;**
- **train derailment –** an accident during which there is a loss of contact between the rolling surface of a railway vehicle wheel and the rolling surface of the rail head;
- **train collisions, including collisions involving obstacles within the clearance gauge –** collision, impact or contact between two trains or manoeuvring rolling stock or objects on railway tracks or in their vicinity, with the exception of objects lost on level-crossings by vehicles or level-crossing users;
- **train derailment –** an accident during which there is a loss of contact between the rolling surface of a railway vehicle wheel and the rolling surface of the rail head;
- **accidents on railway level-crossings –** accidents on level-crossings involving at least

one rail vehicle and at least one road vehicle, other users crossing at a level-crossing, such as pedestrians or other objects and elements temporarily remaining on railway tracks or in their vicinity, lost on level-crossings by vehicles or level-crossing users;

- **railway accidents to persons caused by rolling stock in motion –** accidents in which at least one person is hit by a rail vehicle or fitting thereof, which has become separated from the vehicle; includes persons who have fallen from a railway vehicle and persons who have fallen or who are hit **by an object during train travel;**
- **rolling stock fires –** fires or explosions in a rail vehicle (including with a load) during travel or stop between the initial and end station and when shunting carriages;
- **passenger –** any person, including the train crew, travelling by rail; for the purposes of accident statistics, including persons attempting to board or alight a train in motion;
- **employees and subcontractor personnel –** all persons employed in connection with the railway and who at the time of the accident are at work, including train staff **and persons responsible for maintaining rail vehicles and infrastructure elements;**
- **level-crossing users –** persons using a level-crossing by any means of transport or on foot;
- **unauthorised persons –** persons on the grounds of a railway, whose presence is unauthorised, with the exception of vehicle users;
- **other persons –** persons other than: passengers, employees including subcontractors' personnel, level-crossing users, unauthorised persons;
- **fatality –** a person who has died as a result of an accident, directly or within 30 days of an accident, with the exception of suicides;
- **seriously injured person –** a person who is injured as a result of an accident and is hospitalised for over 24 hours, with the exception of suicides;
- **suicide –** an act involving the deliberate damage to one's body, the purpose of which is death, as registered and classified by the relevant body;
- **accident associated with the transport of dangerous goods –** shall mean an accident or incident which is subject to obligatory reporting in accordance with chapter 1.8.5 of the RID Regulations;
- **rail breakage** – the breakage of a rail across the entire section and chipped along a length of over 50 mm to a depth of 10mm;
- **rail deformity –** deformity of a rail surface or section and buckling, requiring rail traffic to be suspended or restricted in terms of speed in order to maintain rail traffic safety;
- **signalling defect –** a defect in the signalling system (both in infrastructure and rolling

stock), as a result of which broadcast information is less rigorous than required;

- **breakage of wheels and axles –** breakage across the entire section, posing a risk of accident (derailment or collision);
- **signal passed at danger (SPAD) –** a train or part thereof continuing its journey without permission, whereby journey without permission means passing**:**
  - a 'Stop' signal on a signal device, if an ATC or ATP-class train transport safety control system ('BKJP') is not operating,
  - a place on a route specified by mileage in a written order or stated orally during manoeuvres at a station,
  - a 'Stop' signal on indicators, apart from buffer stops or manual signals (made by hand or acoustically), except cases where the train or parts thereof passed a 'Stop' signal without supervision and cases in which, for any reason, the 'Stop' signal did not appear on the signalling device sufficiently early for the driver to stop the train.

3.5. In accordance with the Ordinance of the Minister of Infrastructure of 20 July 2010 *on common safety indicators (CSI)*, the following cost calculation rules apply:

- **costs of damages to the environment – '**Cost of damages to environment' means costs that are to be met by rail carriers / infrastructure managers in order to restore the environment to its state before the railway accident;
- **cost of material damage to rolling stock or infrastructure –** means the cost of providing new rolling stock or infrastructure, with the same functionalities and technical parameters as that damaged beyond repair, and the cost of restoring repairable rolling stock or infrastructure to its state before the accident, including costs related to leasing rolling stock, as a consequence of damage in the accident;
- **value of preventing human casualties –** it is impossible to determine this value due to the inability to determine the preferences referred to in the draft HEATCO – Developing Harmonized European Approaches for Transport Costing and Project Assessment;
- **costs of delays caused by accidents –** it is impossible to determine this value due to the inability to determine the preferences referred to in the draft HEATCO – Developing Harmonised European Approaches for Transport Costing and Project Assessment;

In 2011, the average rate of exchange published by the National Bank of Poland as at 31 December 2011 was: PLN 4.4168 per EUR 1.

ANNEX D – Important amendments to legislation and statutory instruments

	Legal basis	Date of entry into force	Reason for introduction (please state whether this is a new legal provision or an amendment to an existing legal provision)	Description
General national railway safety provisions				
Provisions regarding the national safety authority	NO CHANGE			
Provisions regarding notified authorities, surveyors, third parties, registration and research bodies etc.	NO CHANGE			
National railway safety provisions				
Provisions regarding national safety objectives and methods	NONE			
Provisions on requirements regarding safety management systems and safety certificates for rail carriers	NO CHANGE			
Provisions on requirements regarding safety management systems and safety authorisation for infrastructure managers	NO CHANGE			
Provisions on requirements regarding entities in possession of carriages	Commission regulation (EU) nr 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation (EC) nr 653/2007 (Journal of Laws UE Nr L 122, of 11.05.2011, p. 22)	31 May 2011	Regulation implemented by directive 2004/49/EC	The regulation establishes a system of certification of entities in charge of maintenance for freight wagons, as outlined in Article 14a directive 2004/49/EC.

Provisions concerning requirements for repair workshops	NONE			
Provisions regarding requirements for authorisation to put new and significantly refurbished rolling stock into operation and conserving it, including provisions concerning the exchange of rolling stock between railway undertakings, the registration system and requirements regarding testing procedures	NO CHANGE			
Common rules for the functioning of the railway network, including provisions concerning the signalling process and traffic management	NO CHANGE			
Regulations regarding the requirements for additional external operating rules (company principles), which must be set by infrastructure managers and rail companies	NO CHANGE			
Regulations regarding the requirements made of staff performing key safety activities, including selection criteria, health, professional training and qualifications	Ordinance of the Minister of Infrastructure, 18 February 2011 on licensing train drivers (Journal of Laws Nr 66, item 346), amended by decree of the Minister for Infrastructure, 27 July 2011 amending the decree on train driver licenses *(Journal of Laws Nr 161, item 791*).	06 April 2011 amended 19 August 2011	New regulation issued on the basis of the statutory delegation contained in Article 22a (11) of the Rail Transport Act 28 March 2003 (Journal of Laws Nr 16, item 94, with later amendments) in accordance with directive 2007/59/EC, 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community (Journal of Laws EU L 315, 03.12.2007).	The ordinance sets out the steps in issuing, extending, suspending or withdrawing a train driver's license, the health, physical and mental conditions demanded of applicants for such a license, the principles for assessing suitability for receiving a license, training guidelines, as well as sample licenses and how to keep the license register.
	Ordinance of the Minister of Infrastructure, 18 February 2011 on train driver certification *(Journal of Laws Nr 66, item 347)*	06 April 2011	New regulation issued on the basis of the delegation contained in art. 22b (21) of the Rail Transport Act, 28 March 2003 (Journal of Laws Nr 16, pos. 94, with later amendments)	The ordinance sets out the range of knowledge and skills concerning rail vehicles and infrastructure covered by the training and examination that are essential to obtain a license, how to keep the license register and a sample certificate.

	Ordinance of the Minister of Infrastructure of 15 March 2011 on entries onto the list of entities authorised to conduct tests to check whether health, physical and psychological requirements necessary to obtain a train driver's licence and certification have been met (Journal of Laws, No 66, item 348)	6 April 2011	New provision issued on the basis of the statutory delegation contained in Article 22a (13) of the Rail Transport Act of 28 March 2003 (Journal of Laws, No 16, item 94, as amended)	The ordinance sets out specific requirements relating to entities applying for register on the list of entities kept by the CEO of the Rail Transport Office approved to conduct tests checking the health, physical and mental conditions requirements necessary to receive a train driver's licence and certificate, the steps involved in entry or removal from the list as well as the means of making fee payments for entry on the list.
Provisions on requirements regarding personnel performing tasks of critical importance for safety, including criteria for selection, health and professional training and certification – continued	Ordinance of the Minister of Infrastructure of 15 March 2011 on tests required to receive a train driver's licence as well as maintain its validity *(Journal of Laws Nr 66, item 349)*	6 April 2011	New regulation issued on the basis of the statutory delegation contained in Article 22b (22) Rail Transport Act 28 March 2003 (Journal of Laws Nr 16, item 94, with later amendments)	This ordinance sets out the range and frequency of tests carried out to assess whether the health, physical an mental requirements necessary to receive or maintain the validity of a train driver's licence have been met.
	Ordinance of the Minister of Infrastructure of 18 February 2011 on people employed in posts directly connected with the operation and safety of rail transport, driving specific rail vehicles as well as underground rail vehicles (Journal of Laws Nr 59, item 301), amended by ordinance of the Minister of Infrastructure of 23 September 2011 amending the ordinance regarding people employed in posts directly connected with the operation and safety of rail transport, driving specific rail vehicles as well as underground rail vehicles (Journal of Laws Nr 223, item 1333)	25 March 2011 amended 2 November 2011	New regulation issued on the basis of the statutory delegation contained in Article 22d(3) of the Rail Transport Act, 28 March 2003 (Journal of Laws Nr 16, item 94, with later amendments), replacing the hitherto applicable ordinance of the Minister of Infrastructure of 16 August 2004 on the register of posts directly connected directly connected with the operation and safety of rail transport and the conditions that should be met by people employed in those positions or driving rail vehicles (Journal of Laws Nr 212, item 2152, with later amendments) **Attention:** In relation to train drivers the provisions of the ordinance of 16 August 2004 (Journal of Laws Nr 2123, item 2152, with later amendments) remain in force, up to, but not beyond 1 December 2017.	The ordinance sets out the list of posts directly connected with the operation and safety of rail transport, driving specific rail vehicles as well as underground rail vehicles, the conditions that people employed in those posts should meet, the principles for assessment of the physical and mental capabilities of workers employed in those positions, the entities approved to assess those capabilities as well as the manner of their assessment, the appointment and manner in which examining committees operate and sample documents.
Provisions on investigations of accidents and incidents, including recommendations	NO CHANGE			

Provisions on the requirements as regard national safety indicators, including the means of collecting and analysing them	NO CHANGE
Provisions on requirements regarding authorisation to put infrastructure into commission (rails, bridges, tunnels, power engineering, ATC, radio, signalling devices, locks, railway level-crossings, platforms, etc.)	NO CHANGE

ANNEX E: Numerical data regarding the state of safety certification and authorisation

E.1. Safety certificates in accordance with Directive 2001/14/EC

Number of safety certificates issued in accordance with Directive 2001/14/EC, held by licensed railway undertakings in 2011, registered:	in Poland	2
	in another Member State	0

Including 2 rail carriers on network functionally separated from the rest of the railway system: Warszawska Kolej Dojazdowa Sp. z o.o. and Metro Warszawskie Sp. z o.o.

E.2. Safety certificates in accordance with Directive 2004/49/EC

		New	Updated / amended	Renewed
E.2.1. Number of valid **part A** safety certificates held by registered railway undertakings in 2011, registered:	in Poland	68	1	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid **part B** safety certificates held by railway undertakings in 2011, registered:	in Poland	64	2	0
	in another Member State	0	0	0

			P	O	N
E.2.3. Number of applications for **part A** safety certificates submitted by railway undertakings in 2011, registered:	in Poland	new certificates	7	0	0
		updated/altered certificates	1	0	0
		renewed certificates	0	0	0
	in another Member State new certificates	new certificates	0	0	0
		updated/altered certificates	0	0	0
		renewed certificates	0	0	0

			P	O	N
E.2.4. Number of applications for **part B** safety certificates submitted by railway undertakings in 2011, registered: :	in Poland	new certificates	13	0	0
		updated/altered certificates	2	0	0
		renewed certificates	0	0	0
	in another Member State	new certificates	0	0	0
		updated/altered certificates	0	0	0
		renewed certificates	0	0	0

P – Application accepted, authorisation already granted
O – Application rejected, authorisation was not issued
N – Case in progress, no authorisation yet granted

E.2.5. List of countries in which railway undertakings applying for part B safety certificates in a given country obtained a part A certificate.

In 2011 no undertaking from another country applied for such a document.

E.3. Safety Authorisation in accordance with Directive 2004/49/EC

	New	Updated/amended	Renewed
E.3.1. Number of valid safety authorisations held in 2011 by infrastructure managers registered in the given Member State	3	1	0

		P	O	N
E.3.2. Number of applications for safety authorisations lodged in 2011 by infrastructure managers registered in the given Member State	New authorisations	3	0	0
	Updated / amended authorisations	1	0	0
	Renewed authorisations	0	0	0

P – Application accepted, authorisation already granted
O – Application rejected, authorisation was not issued
N – Case in progress, no authorisation yet granted

E.4. Procedural aspects – part A safety certificates

		New	Updated / amended	Renewed
Average time after receiving all necessary information between receiving an application and final issue of a **part A** safety certificate in 2011 for railway undertakings registered:	in the given Member State	approx. 1 month (22 days)	approx. 10 days	–
	in another Member State	–	–	–

E.5. Procedural aspects – part B safety certificates

		New	Updated/amended	Renewed
Average time after receiving all necessary information between receiving an application and final issue of a **part B** safety certificate in 2011 for railway undertakings, registered:	in the given Member State	approx. 7 days	approx. 7 days	–
	in another Member State	–	–	–

E.6. Procedural aspects – safety authorisation

		New	Updated/amended	Renewed
Average time after receiving all necessary information between receiving an application and final issue of safety authorisation in 2011 for infrastructure managers, registered:	in the given Member State	approx. 1 month (26 days)	approx. 7 days	–
	in another Member State	–	–	–