



MINISTRY OF TRANSPORTS
ROMANIAN RAILWAY AUTHORITY – AFER
ROMANIAN RAILWAY SAFETY AUTHORITY -
ASFR



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The Annual Report of the Romanian Railway Safety Authority – ASFR -2007-

A. Introductory chapter

A 1. The report's object.

Romanian Railway Safety Authority was set up according to the provisions of the Law No. 55/2006 and carries on its activity according to the provisions of the Romanian Government Decision No. 1561/01.11.2006, that amends the Government Decision no. 626/1998 concerning the Romanian Railway Authority – AFER organization and operation.

Romanian Railway Safety Authority started its activity on the first of March, 2007, when its organization chart has been approved by the Order of the Minister of Transports No. 373/01.03.2007 and for this reason the annual report does not contain all elements required by the structural model for the annual report content of the national safety authorities.

Romanian Railway Safety Authority – ASFR draws up the present annual report in order to be published in AFER Journal and on its site, part of the AFER site, as well as in order to be sent to the European Railway Agency, according to the art. 18 from the Law no. 55/2006 concerning the railway safety, that transposes into the Romanian legislation the provisions of the Directive 2004/49/EC

The objects of this report are:

- To present the regulation framework, through which the Directive 2004/49/EC was transposed into the national legislation;
- To present the operation of the departments from the Romanian Railway Safety Authority, as well as ASFR relationships with other bodies from the railway field;
- To present the Romanian Railway Network structure, according to the data supplied by the Romanian Railway Company “CFR” S.A.;
- To present the qualitative and quantitative indicators of the railway accidents and incidents;
- To present the licensed railway undertakings according to the provisions of the Directive 2001/14/CE and the railway infrastructure administrators/managers;
- To present the important changes of the specific railway regulations and national legislation.

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B. Introduction

1. General concepts

The main object of the transports field is to offer a proper developed infrastructure, modern and sustainable, adequately maintained, that facilitate a safety and efficient transport of the passengers and goods at national and European level and that have a positive and significant contribution to the economic development in Romania.

During 2007 was surveyed the application and the observance of the treatment accession provisions of Romania at the European Union, of the another commitments resulted from the process of accession negotiations at the European Union, as well as of the strategies and national programs adopted according the politics of the European Union, into the part managed by the Ministry of Transports, respectively, of the international law documents, bilateral and multilateral, from the transport field.

The Sectorial Operational Program – Transport (POS-T) 2007 – 2013 was finished and approved on the 12th of July by the representatives from Bruxelles.

The main objectives in the railway field, inclusively that above mentioned, for whose achievement was, were the following:

- To bring up to date and to integrate the national transport network into the European one;
- To harmonize the railway regulation framework, inclusively the safety national norms system, with the European one;
- To accelerate the infrastructure rehabilitation (with direct impact on the removal of the dangerous points and of the speed limits on the public railway infrastructure, on the increase of the technical and commercial speed and the bringing the railway safety at a optimal level operating);
- Development of the railway transport by reorganizing the activity of the commercial society from the railway field.

According to the Development strategy of the railway transport and the achievement of the objectives concerning the European Integration of the transport system, in the same time with the defining the politics and the principles for the transport field reorganization and the issuing of the legislation for the reorganization of the commercial societies from the railway field, according to the European Union directives were accelerated the rehabilitation and the modernization of the railway infrastructure, on the network TEN-T, especially on the pan-European corridors IV and IX that cross Romania.

The principles for the railway field reorganization were defined in the document *Plan concerning the long term strategy of the railway field in order to reestablish the financial stability of the railway administrator in order to modernize and renew the infrastructure*. The plan consists of measures for the *financial increase of the railway societies, costs optimization and the operation in economic efficiency conditions*.

One continue to work at the criteria for defining a new concept in order to make a passenger trains timetable based on the existence of 3 train categories: regional, inter-regional, inter-city), Phare/2004/016-772.03.14 project “Consolidation of the Restructuring process for THE Romanian Railways – Technical Assistance for Passengers Train Timetable”.

Correlated with the financial possibilities , was established the **Rehabilitation program of the railway infrastructure** (with direct impact *on the removal of the dangerous points and of the speed limits from the public railway infrastructure, on the increase of the technical and commercial speed, on the bringing of the traffic safety at an optimal level of operating*) and were drawn up technical documentations, were performed auctions, contracts and modernization works of the infrastructure with ensured finances , respectively were started the procedures in order to identify and to ensure finance for the works non-ensured from the finance point of view.

2. Information concerning the modernization of the Romanian railway infrastructure and rolling-stock fleet

The public railway infrastructure belongs to the Romanian state and it is rent by the Romanian Railway Company „CFR” S.A, without pay a due, during 49 years from its setting up (1998), upon contract concluded with the Ministry of Transports.

The parts of the public railway infrastructure are stipulated in the annex 2 of the Romanian Railway Government Decision no. 581/1998 concerning the setting up of the Romanian Railway Company “CFR” - SA, with the later amendments .

The Romanian railway network is presented in the annex 1

From the interoperability point of view, the infrastructure is divided in interoperable and non-interoperable;

- Non-interoperable railway infrastructure is part of the state public or private railway infrastructure, used for the local traffic, connected or not to the interoperable railway infrastructure and it is managed and developed upon some internal specific regulations; the non-interoperable railway infrastructure consists mainly of tracks little connected or non-connected, with small importance and can be rent by the Romanian Railway Company “CFR” SA;
 - Manager of the non-interoperable infrastructure is any legal person or group of legal persons registered in Romania, whose activity object in the railway field is to perform works for maintenance and repairing of the railway infrastructure, as well as to perform connected services for the railway transports, each of them authorized by AFER for activities performed on the running sections of the non-interoperable railway infrastructure, witch have their own staff, qualified and authorized by AFER, according to the regulations in force and witch engage to operate them in strictly accordance with the general and specific regulations for the Romanian railway transports;

Also during 2007 was continued the renting activity, carried on by the non-interoperable infrastructure managers, of the little used tracks, connected or non-connected, of small importance.

The list of the non-interoperable railway sections and of the economic agents that rent these running sections from the Romanian Railway Company “CFR” SA is presented in the annex A.1.1.

The telecommunication services, taken out of the Romanian Railway Company „CFR” SA, in the branch S.C. „Telecomunicații CFR” S.A. were very assessed in order to draw up a strategy for offering services on the domestic and foreign telecommunication market.

During 2007 were continued the rehabilitation and modernization works of the railway sections *București-Constanța, Câmpina-Brașov and Curtici-Arad-Simeria*, from the Corridor IV: track sections Dorobanțu-Basarabi line II, Mircea Vodă-Dorobanți, Basarab-Palas, Dunărea-Saligny and were finished the works on the railway sections: Fetești-Ovidiu fir I, Saligny-Mircea Vodă line II, Ovidiu-Dunărea line I, Cernavodă-Saligny, line I, Mircea Vodă-Medgidia line II. On the track section *București Băneasa-Fetești* (ISPA financing) are in process of execution the works at the sections Băneasa-Pantelimon, Brănești-Fundulea and Fundulea-Fetești. The works at the strack sections Brănești-Fundulea lines I and II și Băneasa-Pantelimon line I were finished.

For the track section *Câmpina–Predeal* (ISPA financing), on the 25th of Aprilie .2007 were signed contracts with :

- PORR TECHNOBAU (Austria);
- SPIE RAIL-ISAF S.A consortium;
- ANSALDO-ISAF consortium.

The works started in September 2007 on track the section Câmpina-Breaza and in the railway stations Câmpina and Comarnic.

For the track section *Predeal-Braşov* was drawn up the viability study. The finishing of the viability study was very difficult because of its complexity that imposed extra-studies of topo şi geo. The international consultant Italfer audits this study.

For the track section *Braşov-Sighişoara-Coşlariu-Simeria* was finished the auction for choosing the consultant that will audit and draw up the technical project for the track sections Simeria-Coşlariu, Coşlariu-Sighişoara, Sighişoara-Braşov and will audit the viability study on Craiova-Calafat and Predeal-Braşov. On the 15th of June 2007 was signed the contract for technical support for drawing up the technical project, with deadline September 2009.



For the track section *Simeria-Curtici* was signed on the 23rd of October 2007 the consultancy contract for drawing up the technical project and the execution details.

A new viability study for the work New track *Vâlcele-Râmnicu Vâlcea* was finished, a very complex study, including parts of the technical project. Now it is analysed by DE Consult-CONSIS specialists.

In the *Modernization Program of the railway stations* were continue performed rehabilitation works at 16 railway stations and modernization works at 5 railway stations.

The interlocking system (*Siemens AG*) is continue implemented in the next railway stations.: Ploieşti Vest, Ploieşti Est, Ploieşti Triaj, Deva, Simeria, Alba Iulia and Sighişoara, respectively are finished and put into service the equipments in the railway stations Deva, Alba Iulia and Sighişoara, and in the rest of the railway stations the works are advanced finishing level.

In order to implement the interlocking system in the railway stations (*Alcatel SEL*) Chitila, PM Buciumeni, Chiajna, Feteşti, Constanţa complex, Palas, Focşani, Lugoj, Caransebeş, Craiova complex, Drobeta Turnu Severin the designing technical details are in course of finishing.

Also during 2007 was continued the implementation of the medium and long term measures in order to limit the natural impacts on the railway infrastructure:

- reconstruction of the bridge *Gura Lotrului km.325, track Piatra Olt- Podul Olt* (on the 27th of June 2007 the new bridge was rendered to the railway traffic);
- tunnel km 352 on the track *Piatra Olt- Podul Olt*: was organized the auction in order to grant the performance contract, and in September 2007 was signed the contract, now being performed works.

Also, during 2007, were carried on activities for bringing up to date the rolling – stock fleet necessary to perform the freight and passengers transport services:

- procurements of new coaches for the international routes and Inter-City (48 coaches of 1st and 2nd class, 18 sleeping cars, 23 motorised trains type *DESIRO*);
- bringing up to date of 38 double-deck coaches, 33 coaches with increased speed and comfort;
- bringing up to date of a 185 wagons;
- was put into service the electric heating on 13 LDE;
- was achieved countering energy consumption for 360 electrical locomotives;
- bringing up to date of 9 locomotives for passengers traffis;
- bringing up to date of 12 locomotives for freight traffic.

3. Analysis of the safety certification course

3.1. Safety authorization of the railway infrastructure administrators

During 2007 and until the 9th of March 2008 can not be used the legislation framework for transposing in the national legislation the Safety Directive 2004/49/EC, concerning the safety authorization of the railway infrastructure administrators.

During 2007, upon the Order of the Minister of Transports, Constructions and Tourism no. 691 from the 8th of Aprilie 2004 concerning the approval of the Norms for granting the

authorization for the management of the non-interoperable railway infrastructure rent from the Romanian Railway Company "CFR" SA (published in the Official Journal, part I no. 360 from the 23rd of Aprilie 2004) were granted Management Authorizations to 9 economic agents, named „non-interoperable railway infrastructure managers”.

Taking into account the coming into force of the legislation framework for transposing in the national legislation the Directive 2004/49/CE, respectively the Law no. 55/2006 concerning the railway safety, taht regulates also the safety authorization activity of the infrastructure administrators, during 2007 was issued a project order of the Minister of Transports concerning the granting of the safety authorizations. During 2008 this project was approved, being promoted by Minister of Transports' Order no. 101 from the 29th of January 2008 concerning the granting of the safety authorizations to the administrator/manager of the Romanian railway infrastructure, published in the Romanian Official Journal, part I no. 102 from the 8th of February 2008, with implementation from the 9th.of March 2008.

The list of the railway infrastructure administrators/managers is presented in the annex 2.1.

Taking into account the national legislation provisions from 2007, some data from the annex 2.1 of the annual report model of the European Railway Agency, respectively those concerning the non-interoperable railway infrastructure parts, were not necessary data and/orsau compulsory for the granting of the management authorizations of the railway infrastructure and they are not in ASFR data basis.

When the safety authorizations for infrastructure administrators/managers are granted, the Romanian Railway Safety Authority will ask for the necessary data and will complet the respective data basis.

3.2. Safety certification of the railway companies (railway undertakings)

During 2007, the safety certificates according to the Directive 2001/14/CE were issued by the Romanian Railway Authority – AFER in accordace with the Minister of Transports, Constructions and Tourism's Order no. 343 from the 19th of September 2003 concerning the approval of the norms for granting the railway licences and of the safety certificates, in order to perform public and/or on own account railway transport services on the Romanian railway network, as well as for the granting of the authorization and operating certificate for the economic agents shunting that perform only railway shunting services (published in the Official Journal, part I no. 688 from the 1st of October 2003).

Following the coming into force of the legislation framework for transposing in the national legislation of the Directive 2004/49/CE, respectively of the Law no. 55/2006 concerning the railway safety, that regulates the safety certification activity of the railway undertakings, was approved the Minister of Transports' Order no. 535 from the 26th of June 2007 concerning the approval of the norms for granting the railway licence and of the safety certificates in order to perform railway transport services on the Romanian railway network, published in the Romanian Official Journal, part I no. 501/26.07.2007, with implementation from the 25th of Augustt 2007.

The access of the railway undertakings on the Romanian railway infrastructure during 2007 was realized upon the next legal documents:

- *Romanian Government Ordinance no. 12/1998concerning the transport on the Romanian railway network;*
- *Romanian Government Decision no. 581/1998 concerning the setting up of the Romanian Railway Company “CFR” SA;*

- *Romanian Government Ordinance no. 89/2003 concerning the renting of the railway infrastructure capacities, tariffs for the use of the railway infrastructure and the safety certification, approved with the changes by the Law no. 8 from the 18th of February 2004*
- *Romanian Government Decision no. 1696/2006 concerning the approval of the Regulation for renting the railway infrastructure capacities;*
- *Minister of Transports, Constructions and Tourism's Order no. 343/2003 concerning the approval of the norms for granting the railway transport licence and of the safety certificate, in order to perform public and/or on own account railway transport services on the Romanian railway network, as well as for granting the authorization and operating certificate for the shunting of the economic agents that perform only railway shunting services, with the later amendments (until the 24th of August 2007).*
- *Minister of Transports' Order no. 535 from the 26th of June 2007 concerning the approval of the norms for granting the railway licence and the safety certificates in order to perform railway transport services on the Romanian railway network (from the 25th of August 2007).*

The list of the railway undertakings is presented in the annex no. 2.2.

Taking into account the provisions of the Minister of Transports, Constructions and Tourism's Order no. 343/2003 that regulated until the 24th of August 2007, some data from the annex 2.2. of the annual report model of the European Railway Agency were not necessary and/or compulsory data in order to grant the safety certificate, respectively those concerning the locomotives/motorised trains coaches/wagons fleet, the staff used and the total freight carried or the total passengers carried, that is why they can be found in the Romanian Railway Safety Authority data basis.

When the safety certificates are granted upon the Minister of Transports' Order no. 535 from the 26th of June 2007 concerning the approval of the norms for granting the railway transport licence and of the safety certificates in order to perform railway transport services on the Romanian railway network (published in the Official Journal, part I no. 501 from the 26th of July 2007), the Romanian Railway Safety Authority completed this data basis, excepting the number of the coaches/wagons, that is not a request for granting the safety certificate.

4. Implementation of the Directive 2004/49/CE in the national legislation

In order to harmonize the Romanian regulation framework with this of the members of the European Union was adopted the Law no. 55 from the 16th of March 2006 concerning the railway safety.

The law object is to ensure the development and the improvement of the safety on the Romanian railway network and an improved access and the railway transports market, by:

- a) harmonizing the regulation framework with that of the European Union members;
- b) defining the participants responsibilities;
- c) transposing in the national safety rules the common safety objectives and the common safety methods;
- d) setting up in Romanian a railway safety authority and a body for the investigation of the railway accidents and incidents;
- e) defining some common principles for the railway safety management, regulation and control.

The law is applied to the Romanian railway system, that can be divided in sub-systems for structural and functional fields. This complies with the safety requirements for the whole system, inclusively the safety administration of the railway infrastructure and transport, as well as the interaction between the railway undertakings and the infrastructure administrators.

In order to achieve the obligations stipulated in the legal documents in force, in the Romanian Railway Authority - AFER there are 4 independent bodies with permanent activity, stipulated in the Law no. 55/2006 concerning the railway safety, *namely*:

- a) Romanian Railway Safety Authority - ASFR;
- b) Romanian Railway Notified Body - ONFR;
- c) Romanian Railway Investigating Body - OIFR;
- d) Romanian Railway Licensing Body - OLFR.

ASFR, ONFR, OIFR and OLFR tasks are established by organization and functioning regulations, stipulated in the annexes at AFER organization and functioning regulation.

By this law was changed the railway licences conditions, changing the Government Ordinance no. 89/2003 concerning the renting the railway infrastructure capacities, *tariffs for the use of the railway infrastructure and the safety certification* (published in the Romanian Official Journal, part I, no. 623 from the 31st of August 2003), approved with amendments by the Law no. 8/2004 (published in the Romanian Official Journal, part I, no. 178 from the 2nd of March 2004).

By the Government Decision no. **1561 from the 1st of November 2006 for the amendment of the Government Decision no. 626/1998 concerning the Romanian Railway Authority organization and functioning – AFER** (legal document that came into force on the 21st of November 2006) was re-organized the Romanian Railway Authority – AFER.

Following the coming into force of the legislation framework for transposing in the national legislation the Directive 2004/49/CE, respectively the Law no. 55/2006 concerning the railway safety, that regulates also the safety certification activity of the railway undertakings, was promoted and approved the Ministry of Transports Order no. **535 from the 26th June 2007 concerning the approval of the norms for granting of the railway transport licences and of the safety certificates in order to perform railway transport service on the Romanian railway network, legal document that came into force on the 25th of August 2007.**

Following the coming into force of the legislation framework for transposing into the national legislation the Directive 2004/49/CE, respectively the *Law no. 55/2006 concerning the railway safety*, that regulates also the activity of safety authorization of the infrastructure administrators, during 2007 was drawn up a Minister of Transports' Order project concerning the granting of the safety authorizations and that was approved in 2008 (Minister of Transports' Order no. *101 from the 29th of January 2008 concerning the granting of the safety authorizations to the administrator/manager of the railway infrastructure from Romania*, published in the Romanian Official Journal, par I ,no. 102/08.02.2008, with implementation from the 9th of March 2008).

Also, during 2007, was issued a Government decision project concerning the Regulation for the examination and investigation of the railway accidents and incidents, *for the development and improvement of the railway safety on the Romanian railway network*, that was submitted for the notification/approval of the Romanian Government during August 2008.

The drawing up of the project *Regulation for examination and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on the Romanian railway network aimed to transpose in the national legislation the Directive 2004/49/CE*, respectively the *Law no. 55/2006 concerning the railway safety*, for the unitary application of their provisions by all the economic agents that carry on railway transport services on the Romanian railway network, respectively public railway infrastructure administrator, non-interoperable railway infrastructure managers, licensed railway undertakings – national, private, economic agents that own industrial railway tracks or railway vehicles, as well as by the economic agents that carry on connected and adjoining railway activities.

The project *Regulation for examination and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on the Romanian railway network* has as main objectives:

- a) The way to carry on the examination and investigation of the railway accidents and incidents on the Romanian railway network;
- b) The way to develop and to improve the railway safety on the Romania railway network ;
- c) The way to survey the railway accidents examination, to check and approve the examination files, including the examination finishing when there are disagreements between the examination committee members, by the Romanian Railway Safety Authority, from the Romanian Railway Authority.

In order to achieve the above objectives, the project *Regulation for the examination and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on the Romanian railway network* contains:

- defining of the railway safety concept;
- defining and classifying of the railway accidents and incidents according to the Law no. 55/2006;
- the way to perform the notification of the railway accidents and incidents;
- the way to examine and investigate the railway accidents and incidents;
- the examination and investigation committees of the railway accidents and incidents;
- the way to finish the accidents examination, respectively the railway incidents investigation and the specific documents drawing up;
- the way to check and approve the examination files;
- the way to fish the examination when there are disagreements between the examination committee members;
- responsabilities concerning the removal of railway accidents and incidents consequences;
- the way to develop and to improve the railway safety through the management system of the railway safety;
- obligations and responsibilities of the staff belonging to the economic agents that carry on railway transport services, specially that invloved in driving, training and control;
- the way to keep recors and statistics of the railway accidents and incidents.

C. Romanian Railway Safety Authority - ASFR

1. Presentation

Romania Railway Authority - AFER was set up and carries on according to the Romanian Government Ordinance *no. 95 from the 27th of August 1998, concerning the setting up of the public institutions, subordinated to the Minisry of Transports*, published in the Official Journal, part I, no. 320 from the 30th of August 1998, appoved through the Law 3/2002, with the later amendments, and according to the Romanian Government Decision *no. 626 from the 24th of September 1998, concerning the organizing and functioning of the Romanian Railway Authority - AFER*, published in the Official Journal, part I no. 373 from the 1st of October 1998, amended by the Romanian Government Decision *no.1561 from the 1st November 2006*, published in the Official Journal, part I no.940 from the 21st of November 2006.

Romanian Railway Authority – AFER, named hereinafter AFER, is Romanian legal person, is organized and carries on as public institution , subordinated to the Ministry of Transports and financed completely from own funds.

AFER is the specialized technical body of the Ministry of Transports, in the railway, subway and railway urban transport field, appointed to carry on, mainly, the activities stipulated at the art.1, paragraph (2), from the Romanian Government Decision 626/1998, amended by the Romanian Government Decision no.1561/2006.

In AFER there are 4 bodies, with permanent activity, stipulated by the Law no.55/2006 concerning the railway safety:

- Romanian Railway Safety Authority – named hereinafter ASFR;
- Romanian Railway Notified Body - named hereinafter ONFR;
- Romanian Railway Investigating Body – named hereinafter OIFR;
- Romanian Railway Licensing Body - named hereinafter OLFR.

These 4 bodies are represented in legal problems by AFER, and the consequences resulted from the irrevocable decisions of the courts of justice, incur to the involved body.

The Romanian Railway Safety Authority, named hereinafter ASFR, was set up according to the Law no. 55/2006 concerning the railway safety.

ASFR is an independent body that carry on in the Romanian Railway Authority, being organized and functioning according to the provisions of the *Law no.55/16.03.2006 concerning the railway safety and of the Romanian Government Decision no.626/1998 concerning the organization and functioning of the Romanian Railway Authority – AFER*, amended by the Romanian Government Decision no.1561/01.11.2006.

The Romanian Railway Safety Authority is independent concerning the organization, legal structure and the decision process as against any railway undertakings, railway infrastructure administrator, applicant and procurement entity.

The executive management of the Romanian Railway Safety Authority is ensured by a committee consisting of 5 persons, whose chairman is the director of the Romanian Railway Safety Authority, appointed by Minister of Transports' Order.

The members of the director committee are specialists of the Ministry of Transports, appointed and changed by Minister of Transports' Order.

Also, the director of the Romanian Railway Safety Authority is member of the Romanian Railway Authority- AFER board of directors. The members of the Romanian Railway Authority board of directors are appointed by Minister of Transports' Order, according to the legal provisions in force.

The Romanian Railway Safety Authority - ASFR started its activity on the 1st of March 2007 when was approved its organization chart by Minister of Transports' Order no. 373/01.03.2007.

The main tasks of the Romanian Railway Safety Authority, that result from the provisions of the *Law no.55/16.03.2006 concerning the railway safety and of the Romanian Government Decision no.626/1998 concerning the organization and functioning of the Romanian Railway Authority – AFER*, amended by the Romanian Government Decision no.1561/01.11.2006 were presented in the Annual Report of the Romanian Railway Safety Authority – ASFR from 2006.

In this report will be presented the main tasks of the departments from the Romanian Railway Safety Authority – ASFR, as they result from the Organization and Functioning Regulation of the Romanian Railway Authority - AFER.

a) The director of the Romanian Railway Safety Authority – ASFR manages, organizes, coordinates and controls the whole activity of the Romanian Railway Safety Authority.

ASFR director has, mainly, the following tasks and responsibilities:

- To ensure ASFR executive management;
- To represents ASFR in the relationships with the other bodies from AFER;
- To represent AFER in the relationships with the companies that are submitted to the the control and state inspection activity, according to the entrusted competences;
- To coordinate the drawing up of the procedures of the Quality Management System by the subordinated departments and to survey their bringing up to date with the legal regulations in force;
- To coordinate the activity of issuing and renewing of the safety certificates for the railway undertakings, as well as the change and cancellation of their relevant parts;

- To coordinate the activity of issuing and renewing of the safety authorizations for the Romanian infrastructure administrators, as well as the change and cancellation of their relevant parts;
- To coordinate the certification activity of the safety management system of the Romanian infrastructure administrators and of the railway undertakings;
- To coordinate the surveillance, promotion and harmonization of the regulation framework in the railway safety filed, inclclusively of the railway safety national norms system, in accordance with that adopted by the European Union, by the drawing up of : specific regulations for ensuring the compatibility of the national railway transport system with the international ones, specific regulations concerning the railway and subway safety, as well as for the multi-modal and combined transport, specific regulations for dangerous goods transport, specific regulations for the authorization, certification and attesting of the railway and subway staff;
- To coordinate the control and state inspection in the railway and subway transport concerning: compliance with the domestic and foreign regulations from the railway and subway field, compliance with the specific regulations concerning the railway safety, transports security, environment protection and the quality of the railway and subway services, compliance with the compulsory technical norms in the construction, modernization, operating, maintenance, repair and technical examination activities of the rolling stock and of the railway infrastructure, compliance with the conditions stipulated in the safety certificates and authorizations, as well as that the infrastructure administrator and undertakings carry on in accordance with the requirements of the specific community or national legislation, compliance with the conditions stipulated in the authorizations for industrial tracks operating;
- To coodinate the surveillance of the railway suppliers from the safety point of view;
- To coordinate the authorization for putting into service of the structural subsystems that are parts of the trans-European high-speed railway system and the inspection of their operating and maintenance according to the relevant essential requirements;
- To coordinate the authorization for putting into service of the structural subsystems that are parts of the trans-European conventional railway system and the inspection of their operating and maintenance in accordance with the relevant essential requirements;
- To coordinate the authorization for putting into service and running of a new or very changed rolling stock, that is not regulated by a technical specification for interoperability;
- To coordinate the surveillance of the interoperability constituents conformity with the essential requirements in accordance with the Government Decisions no. 1.533/2003 and no. 850/2003;
- To coordinate the surveillance of the right matriculation of the rolling stock and the right evidence of the railway infrastructure in accordance with the Government Decisions no. 1.533/2003 and no. 850/2003;
- To coordinate the examination of the railway accidents and the fishing of the examination of all railway events in disagreement situation, inclusively in the subway activity;
- To coordinate the OIFR notification about the railway event occurrence;
- To order, if case, following OIFR request, participation of ASFR staff in the investigations performed bythis body;
- To coordinate the authorization of the public subway transport and the issuing of the transport authorizations;
- To coordinate the authorization of the railway stations and the issuing of the operating authorizations;
- To coordinate the authorization of the industrial railway tracks operating and the issuing of the operating authorizations;
- To coordinate the organization of the exams and the issuing of the authorizations, licences, attestation papers and certificates for the railway and subway staff;
- To coordinate the training, councillors certification for dangerous goods and the issuing of the certifications;
- To coordinate the authorization of the staff who participates in the committees for the analysis of the non-gauge transports as well as of the staff that draws up loading projects;

- To order the drawing up of a annual report concerning ASFR activities carried on last year, that it will be notified/approved;
- To coordinate the placing at the applicants disposal the documents concerning the requirements for authorization, certification and attestation, in accordance with the activity object;
- To coordinate the achievement of all the actions coming from the quality management system application, in the subordinated departments, according to the provisions of the quality procedures;
- To approve the issued railway and subway specific regulations, changed and brought up to date;
- To establish the internal organization of the Railway Safety Inspectorates;
- To ensure, by the chief inspector, territorial chief state inspectors and by the subordinated departments heads, the complete use of the capacities and of the potential of the staff from the subordinated departments;
- To propose the cooperation with the European bodies involved in the railway safety field;

b) Chief inspector is subordinated to ASFR director and has, mainly, the following tasks and responsibilities:

- To take the director's place, when he is missing;
- To represent the subordinated departments in the relationships with the other ASFR departments;
- To organize, coordinate and control the activity of the subordinated departments and of the Railway Safety Inspectorates 1-8;
- To organize, check the control and state inspection activity in the railway and subway field, concerning : compliance with the domestic and foreign railway and subway regulations, compliance with the specific regulations concerning the railway safety, transports security, environment protection and the quality of the railway and subway public services, compliance with the compulsory technical norms in the construction, modernization, operating, maintenance, repair and technical examination activities of the rolling stock and of the railway infrastructure, compliance with the conditions stipulated in the safety certificates and authorizations, as well as that the railway infrastructure administrators and undertakings carry on in accordance with the requirements of the specific community or national legislation, compliance with the requirements stipulated in the operating authorizations of the industrial railway tracks;
- To coordinate and check the surveillance of the railway suppliers from the safety point of view;
- To coordinate and check the authorization concerning the putting into service of the structural subsystems, that are parts of the trans-European high-speed railway system and the checking of their operating and maintenance according to the relevant essential requirements;
- To coordinate and check the authorization of the putting into service of the structural subsystems, that are parts of the trans-European conventional railway system and the checking of their operating and maintenance in accordance with the relevant essential requirements;
- To coordinate and check the authorization for putting into service and running of a new or very important changed, that is not regulated by a interoperability technical specification;
- To coordinate and check the surveillance of the conformity of the interoperability constituents with the basic requirements asked in accordance with the Government Decisions no. 1.533/2003 and no. 850/2003;
- To coordinate and check the surveillance of the right matriculation of the rolling stock and the right evidence of the railway infrastructure in accordance with the Government Decisions no. 1.533/2003 and no. 850/2003;
- To coordinate the examination of the railway accidents and the finishing of all railway events examination, in disagreement situation, inclusively in the subway activity;
- To organize OIFR notification about the railway events occurrence;
- To ensure the presidency of the committees for the examination of the railway accidents, if he is appointed and organizes their examination;
- To coordinate and check the authorization of the public subway transport and the issuing of the transport authorizations;

- To coordinate and check the authorization of the railway stations and the issuing of the operating authorizations;
- To coordinate and check the authorization of the industrial railway tracks operating and the issuing of the operating authorizations;
- To coordinate and check the going in for examination and the issuing of the authorizations, licences, attestation papers and the certificates for the railway and subway staff;
- To coordinate and check the training, dangerous goods councillors certification and the issuing of the certificates;
- To coordinate and check the authorization of the staff involved in the committees for no-gauge transports analysis as well as of the staff responsible with the drawing up of the loading projects
- To coordinate and check the drawing up of the annual report concerning ASFR activities carried on in the last year and its publishing on ASFR site and its sending to the European Railway Agency until the 30th of September;
- To coordinate and check the placing at the applicants disposal of the documents concerning the requirements for the authorization, certification, attestation, according to the activity object;
- To coordinate and check the carrying on of all the actions resulted from the quality management system implementation, in the subordinated departments, in accordance with the provisions of the quality procedures;
- To do proposals for the approval of the specific regulations of the railway and subway activity, issued, changed or brought up to date;
- To do makes proposal for the internal organization of the Railway Safety Inspectorates ;
- To ensure, by the territorial chief state inspectors and the subordinated departments chiefs, the complete use of the capacities and of the potential of the subordinated departments staff;

c) Railway Safety Inspectorates are subordinated to ASFR Chief Inspector and are responsible with the control and state inspection at the railway companies and at the economic agents from the railway and subway field, involved in construction, repair, maintenance and operating of the railway infrastructure and rolling stock in order to comply with the specific legislation and regulations in force in the railway and subway field, for finding out the problems and the wrong work systems, of the causes that a cauzelor care le generează, as well as the establishing of the measures stabilirea măsurilor pentru înlăturarea acestora și pentru prevenirea reapariției lor.

In order to achieve their object of activity, the railway safety inspectorates have, mainly, the following tasks and responsibilities:

- Control and state inspection concerning the observance of the railway and subway national and international regulations, in the companies subordinated to the Ministry of Transports or being under its authority, in the trading companies that supply products and services for the railway and subway field, in the companies belonging to the railway undertakings, at the public railway infrastructure administrator, at the railway infrastructure manager, at the owners of industrial railway tracks and rolling stock;
- Control of the application and of the observance of the specific provisions concerning the ensuring of a good operating of the railway infrastructure and rolling stock parts, as well as the organizing way of the prevention activity of the causes that can generate interruptions in the railway and subway transport;
- Checking of the way in which is ensured the control of the railway and subway services quality and security, of the rolling stock repairs quality, of the railway infrastructure maintenance and of the training of the staff involved in the safety transport in the companies subordinated to the Ministry of Transports or under its authority;
- Drawing up of the the state inspection monthly program for the railway safety inspectorate staff;
- Participation in the railway and subway accidents investigation, in the surveillance of the railway events investigation and, if case, in the finishing of the railway events investigations, other than the railway accidents, if there are disagreements between the investigation committee members, according

to the specific regulations in force;

- Checking, during the controls and state inspections at the companies, if the laboratories, stands and the special equipments used to check and to keep under control the determined characteristics for the railway transport security are authorized/attested, according to the regulations in force, as well as if the staff with responsibilities in the quality systems is trained and attested;
- Checking of the analysis way of the failures appeared during the guarantee period, at the parts of the railway vehicles and of the public railway infrastructure, that take part in the risk classes 1A, 1B, 2A și 2B;
- Checking of the way to remove the found failures at the controls and/or state inspection performed at the economic agents, public railway infrastructure administrator, railway infrastructure managers, railway undertakings and the owners of the industrial railway tracks and of the rolling stock;
- Checking of the observance of the regulations in force concerning the performance of the control of the staff with responsibilities in the traffic safety at the economic agents, public railway infrastructure administrator, railway infrastructure managers, licensed railway undertakings and the owners of the rolling stock and of the industrial railway tracks;
- Surveillance of the economic agents own or rented industrial railway tracks, concerning the way to ensure the checking of the technical condition of the track, observe the norms for the railway traffic operation and flow;
- Application of the penalties stipulated in the Law no. 200/2003, at the finding of some infringements in the carrying on of the railway and subway transport;
- Application of the penalties stipulated in the Law no. 402/2004, at the finding of some infringements concerning the non-observance of the regulations with reference to the construction, maintenance, repair and operating of the tracks, others than those administrated by the Romanian Railway Company « CFR » - SA;
- Checking of the economic agents that use staff with responsibilities in the traffic safety for the observance of the specific regulations in force concerning its profesional, medical and psychological testing;
- Participation in the issuing, completion or change of the orders, instructions and specific regulations to the railway and subway transport concerning the traffic safety, transports security, quality of the public services, life and environment protection;
- Drawing up of proposals for changing some legal documents specific to the railway and subway transport according to the findings resulted from the control and state inspection activity;
- Proposal to withdraw or to suspend the licences, authorizations, certifications and attestation papers;
- Participation in the authorization of the staff with responsibilities in the traffic safety from the railway system;
- Participation in the attestation of the specialized staff who ensures the training, training improvement and participation in committee for authorizing the staff with responsibilities in the traffic safety;
- Participation in the checking of the documentations for the approval of the operating technical regulation and for granting the operating authorization of the industrial railway tracks, as well as in the periodical technical checking in the industrial railway tracks committee;
- Checking of the files for the examination of the railway events;
- Analysis of the notifications and complaints from the legal persons and individuals concerning the specific regulations observance on the traffic safety, transports security and the quality of the public railway and subway services.

d) Regulations for Traffic Safety Department (to which is subordinated to the Compartment for European Legislation Harmonization) is subordinated to ASFR director and has as main object of activity to survey and harmonize the regulation framework with that one of the European Union members, to define the responsibilities of the system participants in order to transpose in the the national safety rules the common safety objectives and methods

In order to achieve the main activity objective, the Traffic Safety Department has the following tasks and responsibilities:

- To draw up and to promote national safety traffic norms (defined according to the Law no. 55/2006 annex 2);
- To draw up, to bring up to date and/or to approve, if case, some railway and subway specific regulations, respectively: specific regulations meant to ensure the compatibility of the national railway system with the international transport systems, compulsory specific regulations for the construction, modernization, operating, maintenance, repair and technical testing of the railway infrastructure and of the rolling stock, compulsory specific regulations for the safety of the railway and subway traffic, as well as for the multimodal and combined transport, specific regulations and compulsory regulations for the owners of the industrial railway tracks and of railway vehicles, which have access on the public railway infrastructure, if case, as well as for the transport beneficiaries, compulsory specific regulations for the granting of the safety certificates for the railway undertakings, compulsory specific regulations for the transport of dangerous goods, compulsory specific regulations to attest, certify and authorize the railway and subway staff, with responsibilities in the traffic safety, regulations concerning the jobs list staff with responsibilities in the traffic safety;
- To draw up and to bring up to date and/or to approve, if case, also other railway and subway specific regulations;
- To submit for approval to the Ministry of Transport the railway and subway specific regulations that were drawn up and/or brought up to date;
- To establish the annual program for drawing up/bringing up to date some railway and subway specific regulations and its approval by the Ministry of Transport.

In order to survey the regulation framework in the railway safety field, inclusively the national norms system of railway safety, in accordance with those adopted by the European Union, the Regulations for Traffic Safety Department has control and state inspection tasks in the railway and subway field, concerning the railway traffic safety, the transports security and the quality of the public railway and subway services, concerning:

- The observance of the domestic and foreign regulations in the railway and subway field;
- The observance of the specific regulations concerning the railway traffic safety, transports security, environment protection and the quality of the public railway and subway services;
- The observance of the compulsory technical norms in the construction, modernization, operating, maintenance, repair and technical testing of the rolling stock and of the railway infrastructure;
- The compliance with the conditions stipulated in the safety authorizations and certificates, as well as that the infrastructure administrator/managers and the railway undertakings carry on in accordance with the community or national specific legislation requirements;
- The compliance with the conditions stipulated in the authorizations for the operating of the industrial railway tracks;
- The checking of the authorization/attestation paper, according to the regulations in force, of the laboratories, stands and special equipments used to check and to keep under control the determined characteristics for the railway transports security;
- The checking of the analysis way of the failures appeared in the guarantee period, at the parts of the railway vehicles and of the public railway infrastructure, that belong to the risk classes 1A, 1B, 2A and 2B;
- Checking the removal of the failures found out at the controls and/or technical inspections performed at the economic agents, public railway infrastructure administrator, railway infrastructure manager, railway undertakings and the licensed railway shunting operators;
- The surveillance of the economic agents that own or rent, industrial railway tracks, of the way to ensure the technical testing of the track, observe the norms for the operating and the flow of the railway traffic;

- The checking of the economic agents that use staff with responsibilities in the traffic safety field in order to comply with the specific regulations in force concerning its professional, medical and psychological periodical examination;
- The surveillance, from the safety point of view, of the railway suppliers.

If in the operating of the industrial railway tracks or in the railway and subway transport are found acts that, according to the legal provisions in force are infringements, are applied the penalties stipulated in the Law no. 200/2003 and in the Law no. 402/2004.

It proposes or orders, if case, to suspend or to withdraw the authorizations, attestation papers, certifications, agreements of the economic agents from the railway field that do not more observe the conditions in which they were granted.

Other tasks and responsibilities:

- issuing of temporary regulations for tests and checkings in order to put into service the structural subsystems, parts of the conventional or high speed railway system;
- issuing of temporary regulations for tests and checkings încercări in order to put into service the new or important change rolling stock;
- approval of the state inspection monthly programs, drawn up by ASFR territorial departments;
- participation, upon the director disposal, in different controls asked by the Ministry of Transports ;
- analysis of the notifications and of the complaints of the legal persons and individuals concerning the observance of the regulations for traffic safety, transports security and quality of the railway and subway public services;
- placing at the applicants disposal, of the guidance documents concerning the requirements for the authorization, certification and attesting, according to the object of activity.

e) European Legislation Harmonization Compartment is subordinated to the head of the Regulations for Traffic Safety Department and has as main object of activity the surveillance and harmonization of the regulation framework in the railway safety field, inclusively the system of safety national norms, with that one adopted by the European Union. In order to achieve the main object of activity, this compartment has the following tasks and responsibilities:

- To establish and to classify the compulsory national safety norms and to notify the European Court, according to the Law no. 55/2006 (norms concerning the national safety objectives și methods, norms concerning the requirements for the safety management systems and the safety certification of the railway undertakings, norms concerning the requirements for authorization the putting into service and the maintenance of a new and important changed rolling stock, that is not regulated by a STI, norms concerning the requirements for the staff with tasks in the traffic safety field – medical, training, profesional certification, if they are not regulated by STI, norms concerning the accidents and incidents investigation);
- To issue and promote, to change or approve, if case, traffic safety national norms for the harmonization of the railway safety regulation framework with that one adopted by the European Union;
- To survey of the national safety norms adopted, in order to continue to ensure a compatibility of the national railway system with the international ones.

In order to survey the safety regulation framework, the European Legislation Harmonization Compartment has control and state inspection tasks in the railway and subway field, concerning the traffic safety, transports security and the quality of the railway and subway public services.

f) Quality of the Public Services Department (to which is subordinated Railway Suppliers Compartment) is subordinated to ASFR director and has as main object of activity the control and the state inspection, concerning:

- The observance of the domestic and foreign railway regulations;
- The observance of the specific regulations in the railway traffic safety field, transports security, environment protection and quality of the railway and subway public services, by: checking at the public railway infrastructure administrator, infrastructure managers and at the railway undertakings the

compliance with the requirements stipulated in the safety authorizations and certifications, checking of the rolling stock matriculation, as well as of the conformity of the data concerning the traffic safety, checking of the interoperability parts concerning the conformity with the essential requirements;

- The observance of the compulsory norms in the construction, modernization, operating, maintenance, repair and technical testing of the rolling stock and railway infrastructure: checking at the economic agents, railway suppliers, and at the railway sub-units without legal person, belonging to the public railway infrastructure administrator and those ones belonging to the railway undertakings the homologation/agreement of the railway products/services or their conformity with the reference technical documents, the surveillance of the observance of the regulations in force concerning the supplying/procurement of critical railway products/services by the public railway infrastructure administrator, railway undertakings and the economic agents from the railway fields, checking at the economic agents and at the railway sub-units, the authorization of the testing laboratories and of the stands attestation and of the special equipments meant to check and test the railway products used in construction, modernization, operating, maintenance and repair of the railway infrastructure and of the rolling stock, specific to the railway and subway transport, checking of the way to analyse the failures appeared during the guarantee period, at the parts of the railway vehicles and of the public railway infrastructure, that belong to the risk classes 1A, 1B, 2A și 2B, proposal or order, if case, to suspend or to withdraw the authorizations, attestation papers, certificates, agreements, to the economic agents from the railway field that do not more observe the conditions in which they were granted to them;
- The checking of the compliance with the conditions stipulated in the safety authorizations and certificates, as well as that the public railway infrastructure administrator, railway infrastructure managers and the railway undertakings carry on in accordance with the community or national specific legislation requirements;
- The checking at the economic agents that has rolling stock non-matriculated in the fleet of a railway undertakings, if this is authorized from the technical point of view to run on the railway infrastructure;
- The compliance with the conditions stipulated in the authorizations for operating the industrial railway tracks;
- The checking at the economic agents which own or rent industrial railway tracks, the way they ensure the testing of their technical condition and observe the compulsory technical norms for railway traffic operation and flow;
- The observance of the regulations concerning the activity control, by : organization and performance with the railway safety inspectorates controls and state inspections concerning the quality of the public railway services in the railway and subway stations, in the railway passenger and subway trains, checking and analysis of the removal of the failures found out at the controls and/or state inspections, by the economic agents, public railway infrastructure administrator, railway infrastructure managers and the railway undertakings, checking the observance of the regulations in force, concerning the control of its own activity by the staff of the public railway infrastructure administrator, of the railway infrastructure managers, railway undertakings and economic agents.

Other tasks and responsibilities:

- To analyse and give solutions to the proposals, notifications and complaints of the individuals and legal persons concerning the public railway services quality, traffic safety and transports security;
- To participate in the issuing, completion or change of the orders, instructions or regulations specific to the railway and subway transport concerning the traffic safety, transports security, quality of the public services, life and environment protection;
- To apply the penalties stipulated in the Law no. 200/2003, at the finding of some infringements in the railway and subway transport flow;
- To apply the penalties stipulated in the Law no. 402/2004, at the finding of some infringements concerning the non-observance of the regulations for construction, maintenance, repair and operating of the railways, others than administrated by the Romanian Railway Company « CFR » - SA;
- To participate, upon the director disposal, in different controls, ordered by the Ministry of

Transports;

g) Railway Suppliers Compartment is subordinated to the Quality of the Public Railway Services Department and has as main activity object the surveillance and checking by controls and state inspections the way in which the economic agents, as railway suppliers, observe the railway safety regulation framework. In order to comply with this main activity object, the Quality of the Public Railway Suppliers Compartment has mainly the following tasks and responsibilities:

- To organize and survey the checking of the observance of the railway specific regulations in force, by the economic agents who carry on railway and subway activities;
- To check at the economic agents, as railway suppliers, and at the railway sub-units, that are not legal persons, belonging to the railway infrastructure administrator and those ones belonging to the railway undertakings the homologation/agreement of the railway products/services or their conformity with the reference technical documents;
- To survey the observance of the regulations in force concerning the supplying/procurement of the critical railway products/services by the public railway infrastructure administrator, railway undertakings and the economic agents from the railway field;
- To check at the economic agents and at the railway sub-units, the authorization of the testing laboratories and the attestation of the stands and of the special equipments, meant to check and to test the railway products, used in construction, modernization, operating, maintenance and repair of the railway infrastructure and rolling stock, specific to the railway and subway transport;
- To apply the penalties stipulated in the Law no. 200/2003, at the finding of some infringements in the railway and subway services;
- To keep, in ASFR, records concerning the identification data of the economic agents, who are railway suppliers, and the documents proving that the critical railway products/services supplied by them can be used, respectively comply with the conditions for use, in the railway field;
- To check the conformity with the essential requirements of the interoperability parts;
- To check the observance of the compulsory norms in construction, modernization, operating, maintenance, repair and technical testing of the rolling stock and of the railway infrastructure;
- To check the analysis way of the failures appeared during the guarantee period, at the parts of the railway vehicles and of the public railway infrastructure, that belong to the risk classes 1A, 1B, 2A and 2B;
- To propose, if case, to suspend or to withdraw the authorizations, certificates, at the economic agents from the railway field who do no more observe the conditions in which they were granted to them;
- To survey the railway suppliers from the safety point of view.

Other tasks and responsibilities:

- To participate in the issuing, completion or change of the orders, instructions or regulations specific to the railway and subway transport concerning the traffic safety, transports security, quality of the public services, life and environment protection;
- To approve the state inspection monthly programs, drawn up by ASFR territorial departments
- To participate, upon the director disposal, in different controls, ordered by the Ministry of Transports.

h) Safety Certification and Authorization Department is subordinated to ASFR director and has as main activity object the granting of the safety certificates for the railway undertakings, after checking their capability to organize and to perform a railway service on one or more track section, as well as of the safety authorizations for the Romanian infrastructure owners.

In order to achieve its activity object, it has the following tasks and responsibilities:

- To issue and renew the safety certificates for the railway undertakings, to change and to cancel their important parts: safety certificate - part A that confirms the acceptance of the Safety Management System in the European Union in accordance with the Directive 2004/49/EC and the proper national legislation, safety certificate - part B that confirms the acceptance of the provisions adopted by the

railway undertaking in order to comply with the necessary requirements for a safety operation on the specific network, in accordance with the Directive 2004/49/EC and the proper national legislation;

- To issue and renew the safety authorizations for the Romanian infrastructure owners, to change and cancel their important parts, for: public railway infrastructure administrator, non-interoperable railway infrastructure managers;
- To certify the safety management system for the Romanian infrastructure owners and for the railway undertakings;
- To certify the acceptance of the provisions adopted by the railway infrastructure owners concerning the compliance with the specific requirements necessary to guarantee the railway infrastructure safety from the point of its designing, maintenance and operating view, inclusively the maintenance and operating of the system for the control of the traffic and of the signalling, if case;
- To certify the acceptance of the provisions adopted by the railway undertakings in order to comply with the specific requirements necessary for a safety operation of the involved network;
- To authorize the public subway transport and to issue transport authorizations;
- To place at the applicants disposal guidance documents concerning the requirements for the safety certification and authorization, according to the activity object;
- To draw up and bring up to date the records of the safety certificates/safety authorizations and to take the necessary steps in order to publish them in AFER Journal;

i) Control and Traffic Safety Department is subordinated to ASFR chief inspector and has as activity object:

- To investigate the railway accidents and incidents, according to the specific regulations in force and to participate in the finishing of the railway events examinations, others than the railway accidents, in disagreement situation, inclusively the subway transport;
- To perform control and state inspection in the railway and subway field, concerning the railway safety and the transports security, for: observance of the domestic and foreign regulations in the railway and subway field, observance of the specific regulations concerning the railway traffic safety, transports security, environment protection and the quality of the public railway and subway public services, observance of the compulsory technical norms in the construction, modernization, operating, maintenance, repair and technical testing of the rolling stock and of the railway infrastructure, compliance with the conditions stipulated in the safety authorizations and certifications, as well as that the infrastructure administrator/managers and the railway undertakings carry on in accordance with the requirements of the specific community or national legislation, compliance with the conditions stipulated in the authorizations for the operating of the industrial railway tracks;
- To survey the railway suppliers, from the safety point of view;
- To notify OIFR about the railway events occurrence.

In order to achieve its activity object, the Control and Traffic Safety Department has the following tasks and responsibilities:

- To perform control and state inspection concerning the observance of the domestic and foreign regulations in the railway and subway field, in the units subordinated to the Ministry of Transports or under its authority, in the trade companies that supply products or services for the railway and subway field, in the units of the railway undertakings, at the railway infrastructure administrator/managers, at the owners of the industrial railway tracks and rolling stock;
- To check the analysis way of the failures appeared in the guarantee period, at the parts of the railway vehicles and of the public railway infrastructure, that belong to the risk classes 1A, 1B, 2A and 2B;
- To do proposals for the drawing up of the control and state inspection monthly programs, as well as the state control trimestrial programs, in the railway and subway field;
- To examine the railway accidents occurred in the railway and subway field, according to the specific regulations in force;
- To keep records of the statistics of the characteristic parts evolution concerning the railway and

subway safety;

- To do proposals for changing some legal documents, specific to the railway and subway field;
- To organize, with the interested economic agents, analyses of the railway and subway safety;
- To check the examination files of the railway incidents, in order to approval, according to the specific regulations in force;
- To inform operatively ASFR management, according to the the regulations in force, about the serious events, incidents and accidents, as well as about the other cases that lead to the traffic closure in the railway and subway field;
- To apply the penalties stipulated in the Law no. 200/2003, at the finding of some infringements in railway and subway services flow;
- To apply the penalties stipulated in the Law no. 402/2004, at the finding of some infringements concerning the non-observance of the regulations relating to the construction, maintenance, repair and operating of the railways, other than those administrated by the Romanian Railway Company “CFR” – SA.

j) Authorization, Cerification Staff Department (to which is subordinated also Certification of the Dangerous Goods Counsellors Compartment) is subordinated to ASFR Chief Inspector and has as main activity object:

- To organize the exams and to issue the authorizations, attests and certifications for the railway and subway staff;
- To coordinate the authorization of the staff with responsibilities in the traffic safety;
- To coordinate the certification of the specialized employees that ensure the training, training improvement and participation in the committee for the authorization of the staff with responsibilities in the traffic safety field;
- To certify the person responsible for the organization and the management of the railway activity and for the traffic safety, belonging to the railway undertakings, the person responsible for the administration of the non-interoperable railway infrastructure and for the traffic safety belonging to the non-interoperable railway infrastructure undertakings, as well as the persons responsible for the traffic safety belonging to the economic agents, owners of the industrial railway tracks.

In order to comply with its activity object, this department has the main tasks and responsibilities:

- To coordinate the certification of the specialized employees who ensure the training, training improvement and participation in committees for the authoriyation of the staff with responsibilities in the traffic safetz field;
- To coordinate the authorization of the staff with responsibilities in the railway and subway traffic safety;
- To certify the persons responsible for the organization and the management of the railway activity and for the traffic safety at the railway undertakings;
- To certify the persons responsible for the management of the non/interoperable railway infrastructure and for the traffic safety at the non/interoperable railway undertakings;
- To certify the persons responsible for the traffic safetz, belonging to the economic agents, owners of industrial railway tracks;
- To keep records of the documents concerning the certification of the specialized employees that ensure the training and the training improvement;
- To keep records of the documents concerning the authorization of the staff responsible for the railway and subway traffic safety;
- To keep records of the documents concerning the persons responsible for the organization and the management of the railway activity and for the traffic safety at the railway undertakings;
- To keep records of the documents concerning the certification of the persons responsible for the management of the non-interoperable railway infrastructure and for the traffic safety at the non/interoperable railway infrastructure;

- To keep records of the documents concerning the certification of the persons responsible for the traffic safety, belonging to the economic agents, owners of industrial railway tracks;
- To issue authorizations for the economic agents that draw up loading projects for the extraordinary transports;
- To organize exams and to issue the certifications for the staff that draw up loading projects for the extraordinary transports;
- To organize exams and to issue the certifications for the staff who participates in the committees for the dealing with the extraordinary transports;
- To keep records of the documents concerning the authorization of the economic agents that draw up loading projects for the extraordinary transports;
- To keep records of the documents concerning the certification of the staff that draw up loading projects for the exceptional transports, respectively of the staff involved in the committees for the analysis of the exceptional transports;
- To propose the withdrawal or the cancellation of the authorizations, certificates, staff certificates, if case;
- To analyse the notifications and the complaints of the legal persons or of the individuals concerning the traffic safety, transports security and public services quality;
- To propose changes of some legal documents specific to the railway and subway transport, according to the findings from the control and state inspection activity and to participate in the issuing of the specific regulations;
- To draw up and to bring up to date the situation of the issued documents and to perform the necessary steps in order to publish them in the ASFR Journal;
- To place at the applicants disposal the guidance documents concerning the requirements for the authorization, certification and staff certification, according to the activity object.

k) Certification of the Dangerous Goods Compartment is subordinated to the Authorization, Staff Certification Department and has as main activity :

- training, examination of the safety councillors for dangerous goods and certificates issuing;
- cooperation at the issuing of the regulations for the dangerous goods transport.

l) Serviciul Authorization of the Railway Stations and of Industrial Railway Tracks Department is subordinated to ASFR Chief Inspector and has as main activity object:

- To authorize from the technical point of view the railway stations and to issue the operation authorizations;
- To authorize the industrial railway tracks operation and to issue the operation authorizations.

In order to achieve the activity objects, it has mainly the following tasks and responsibilities:

- To analyse the documents sent for the files in order to authorize from the technical point of view the railway stations;
- To propose the granting of the technical authorization of the railway stations;
- To record and to keep records of the technical authorizations of the railway stations;
- To analyse the documents sent in the file for drawing up the operation technical regulation of the railway stations;
- To propose the approval of the technical regulation for the operation of the industrial railway tracks;
- To record and to keep records of the approved operation technical regulations;
- To analyse the documents sent in the file for granting the operation authorization of the industrial railway tracks;
- To propose the granting of the operation authorization of the industrial railway tracks;
- To record and to keep record of the operation authorizations of the industrial railway tracks;
- To analyse the documents sent in the files in order to get the approvals for construction, change, elimination of the industrial railway tracks;
- To propose the granting of ASFR approvals for construction, change, elimination of the industrial railway tracks;

- To send to the Romanian Railway Company “CFR” SA and to the Ministry of Transports – General Direction of Procurements and Concessions the files in order to get the approvals for construction, change, elimination of the industrial railway tracks;
- To analyse the documents sent in the files for getting the authorization for putting into service the new or changed industrial railway tracks;
- To propose the granting of the authorization for putting into service the new or changed industrial railway tracks;
- On demand, to place at applicants disposal the documentations concerning the drawing up of the operation technical regulation, of the operation authorization, of the construction, change, elimination or putting into service files of the industrial railway tracks;
- To draw up and to bring up to date the records of the issued documents and to take the necessary steps for their publishing in AFER Journal
- To participate in the drawing up of the specific regulations concerning the activity object;
- To coordinate the activity of the territorial inspectors with responsibilities in the industrial railway tracks concerning the checking and the sending of the documentation concerning the technical regulation and the operation authorization of the industrial railway tracks.

m) Department for Putting into Service of Sub-systems is subordinated to ASFR Chief Inspector and has as activity object:

- To authorise the putting into service the structural subsystems that are parts of the trans-European high-speed railway system according to the art. 14 of the Government Decision no. 1.533/2003 concerning the interoperability of the high-speed railway speed, and the checking of their operating and maintenance according to the relevant essential requirements;
- To authorise the putting into service the structural subsystems, that are parts of the trans-European conventional railway system according to the art. 12 of the Government Decision no. 850/2003 concerning the interoperability of the Romanian conventional railway system with the Trans-European conventional railway system, and the checking of their operating and maintenance in accordance with the relevant essential requirements;
- To authorise the putting into service and into the running of the new or important changed rolling stock, that is not regulated by the interoperability technical specification;
- To authorise the acceptance into service of the railway vehicles used by the railway undertakings and the economic agents that perform railway shunting on own account on the industrial railway tracks;
- To authorise the acceptance into service of the railway vehicles used by the administrator/managers of the railway undertakings and the economic agents for the railway infrastructure maintenance, repair and construction and restarting works of the running on the railway tracks, opened for the public traffic, affected by calamities and railway events;
- To survey the conformity of the interoperability constituents with the essential requirements, in accordance with the Government Decisions no. 1.533/2003 and no. 850/2003;
- To survey the railway undertakings from the safety point of view.

In order to achieve the activity object, it has mainly the following tasks and responsibilities:

- To analyse the documents sent for the file for the authorization of the putting into service of the subsystem;
- To propose the granting of the authorization for putting into service the subsystem;
- To record and to keep records of the authorizations for putting into service of the sub-systems;
- To analyse the documents sent for the file for authorization the putting into service and into traffic of the new and important changed rolling stock;
- To propose the granting of the authorization for putting into service and into traffic the new and important changed rolling stock;
- To record and to keep records of the authorizations for putting into service and into traffic the new and important changed rolling stock;

- To analyse the documents sent for the authorization file of the railway vehicles running used by the railway undertakings, economic agents and the railway infrastructure administrator/manager;
- To propose the granting of the authorization for running acceptance of the used railway vehicles;
- To record and keep records of the authorizations for running acceptance of the used railway vehicles;
- To draw up and to bring up to date the records of the authorizations for putting into service of the sub-systems, for running of the new or important changed rolling stock and running acceptance of the used railway vehicles and to take the necessary steps in order to publish them in AFER Journal;
- To check, by state inspections, at the railway infrastructure administrator and at the railway undertakings the operating and the maintenance of the structural sub-systems concerning the interoperability of the high-speed railway system and of the trans-European conventional railway system;
- To check by state inspections, the conformity of the interoperability constituents with the essential requirements stipulated in the Government Decisions no. 1.533/2003 and no. 850/2003 and the railway suppliers from the safety point of view;
- To bring up to date and to publish periodically information concerning the issued documents, according to the regulations in force;
- To participate in the issuing of the specific regulations concerning the activity object.

During 2007 was drawn up two Orders of the Ministry of Transport projects concerning the:

- To authorise the acceptance into service of the railway vehicles used on Romanian infrastructure;
- To authorise the putting into service the structural subsystems, that are parts of the trans-European conventional railway system.

The organization chart of the Romanian Railway Safety Authority – ASFR is presented in the Annex B.1

2. Organizational flow

Romanian Railway Safety Authority organizational flow is presented in the Annex B.2.

D. Improvement of the railway safety

1. Initiatives for the improvement of the safety performances

During 2007, the acts happened in the railway transport was divided according to the provisions of the *Instructions for the prevention and the investigation of the railway accidents and events – 003*, approved by Minister of Transport's Order no. 210/2000, as railway accidents or railway events, different from the present division and investigation way stipulated in the Directive 2004/49/EC.

Upon the *Instructions for the prevention and investigation of the railway accidents and events – 003*, approved by Minister of Transport's Order no. 210/2000, the investigation of the railway accidents was carried on by the Romanian Railway Authority - AFER – AFER, and the investigation of the railway events was performed in common by committees consisting from representatives of the railway infrastructure administrator/manager and of the railway undertakings

As was stipulated in the present report, during 2007 was drawn up a government decision project concerning the *Regulation for the examination and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on the Romanian railways* that was submitted for notification/approval of the Romanian Government during August 2008.

The drawing up of the *Regulation for the examination and investigation of the railway accidents and incidents, for the development and improvement of the railway safety on the Romanian railways* intends to transpose into the national legislation the Directive 2004/49/CE, respectively the *Law no. 55/2006 concerning the railway safety*, in the sense of the unitary application of their provisions by all the economic operators that perform railway transport services on the Romanian

railways, respectively public railway infrastructure administrator, non-interoperable railway infrastructure managers, national and private licensed railway undertakings, economic operators that own industrial railway tracks or railway vehicles, as well as by the the economic operators that carry on connected and adjoining railway activities.

At the moment of the implementation of the above regulation will be cancelled the provisions of the *Instructions for the prevention and examination of the railway accidents and events – 003*, approved by Minister of Transports' Order no. 210/2000 and will be unitary applied and analysed the new concepts promoted by the Directive 2004/49/CE and implemented by the *Law no. 55/2006 concerning the railway safety, namely:*

- Defining and classifying the railway accidents and incidents
- Notification of the railway accidents and incidents;
- Examination and investigation of the railway accidents and incidents;
- Structure of the examination and investigation of the railway accidents and incidents;
- Finishing of the accidents examination, respectively of the railway incidents investigation and of the specific documents drawing up;
- The way to check and notify the examination files;
- The way to finish the examination when there are disagreements between the examination committee members;
- Responsibilities concerning the removal of the railway accidents and incidents consequences;
- The way to develop and to improve the railway safety through the railway safety management system.
- Obligations and responsibilities of the staff belonging to the economic operators that carry on railway services specially on the manafers, trainers and controlers;
- The keeping records and statistics of the railway accidents and incidents.

During 2007 accrued only one railway accidents classified in accordance with the provisions of the *Instructions for the prevention and examination of the railway accidents and events – 003*, approved by Minister of Transports' Order no. 210/2000, that was accepted bz the Romanian Railwaz Authority.

In order to prevent of some similar railway accidents, the Romanian Railway Authority ordered, by the examination file, the measures that are presented in the table 1.1.

Tabelul D.1.1 – Măsurile de siguranță declanșate de accidente / precursorare la acestea

Final decisions	Accidents / precursors that generated the measures		
	Date	Place	Event presentation
1. Withdrawal of the examiner authorization at 4 employees; 2. Withdrawal of the authorization for hauling the freight direct trains la funcția mecanic de locomotivă la un salariat; 3. For the non-observance by the S.C. SEFER S.A. staff of the provisions of the art. 6.1 paragraph 4-5 and of the art. 6.1 paragraph 7 from the Technical Specification ST 007/2004, approved by AFER, that was basis for the technical agreement granting series AT No. 686/2005 for the railway critical service „Inspection of the freight trains (forming, transit, at arrival)”, was suspended its validity, according to the art. 11 from the annex no. 5 of the Minister of Transports' Order no. 290/2000; 4. Prohibition to S.C. SEFER S.A. Brazi to	22.02.2007	Halt Cricov	At the passing on the track 3 in the halt Cricov to the halt Inotești, on the line I, the first bogie the wagon no. 88536657717-3 of the freight train no. 60373 derailed in the traffic direction, that leadsto the derailment of the both bogies of the wagon no.. 88536656880-0 (the last one and the last wagon of the unloading train type FALS). The wagons runned derailed through the halt Cricov and were observed at their running checking, by the Movements Inspector on duty Cause The derailment of the wagons no. 88536657717-3 and 88536656880-0, happened following the tightening

<p>perform critical railway service „Inspection of the freight trains (forming, in transit, at the arrival)” during the railway technical agreement suspending;</p> <p>5. Identification of all wagons at which are missing or are deteriorated validity stamps on the out side of the tyred wheel (situated at 90°) and their restoration according to the provisions of the art. 17, tabel 1, point 20 from the Instructions concerning the inspection and the maintenance of the operated wagons no. 250/2005; 6. To draw up and to submit for the approval of a draft Order of the Ministry of Transports, Constructions and Tourism on the modification of article no.6, paragraph (2), item d) of “Instructions on the tehcnical inspection and maintenance of the operating wagons no.250/2005”, approved by the Order of the Ministry of Transports, Constructions and Tourism no.1818 of October 26, 2005 in the sense of compulsory introduction that when performing the tehcnical inspection when composing the examination operation of tightening-up the tyre on the rim to the freight wagons to be carried out also by striking with the hammer, the exact wording being: “ d) the examination of tightening-up the tyres on the wheel rim can be performed visually and by striking with the hammer”.</p> <p>7. Within the wagons repairing works in order to replace the axles it will be not utilised axles with a duration of use higher than the normal duration of the wagons functioning, determined in accordance with the regulations in force;</p> <p>8. Processing the rail event for the employees with responsibilities in railway traffic safety, which have tasks on the trains technical inspection, the driving of the railway vehicles, the management and the guidance of trains movement, of the provisions of the specific regulations in force relating to:</p> <ul style="list-style-type: none"> -the way of performing the brake tests and the tehcnical inspections; - the way of drawing and managing the documents of the trains; - the way of service of the hauling means. 		<p>loss between the tyre and the rim of the wheel no. 5 at the wagon 88536657717-3.</p>
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Schedule D 1.2 - Safety measures due to other factors (*)

Safety measure taken	Description of the measures due to other factors
Was not necessary	-

(*) It was not necessary to take measures due to other factors, because it was not a legal basis for this.

As follows, a synthesized situation on trains derailments, trains collisions (including collisions with obstacles, within clearance gauge) on the Romanian railway infrastructure in 2007.

This events were classified as railway events according to the provisions of the *Instructions for preventing and investigating the railway events and accidents*, no. 003/2000 and, the railway events investigation being performed by committees composed of railway infrastructure manager/administrator and railway undertakings representatives, establishing measures for preventing similar cases.

Trains derailments

No	Occurrence Date	Occurrence Place	Short Description	Cause
1	January 9, 2007	CFR Simeria Triaj railway station	At the exit from the railway station of the freight train no. 23.823, took place the derailment of all axles and the tilting of the wagon no. 81536652936-0 (the 5th coach of the signal), derailment of all axles of the wagons no.81536653096-2 and 81536654439-4 (the 4th and 3rd of the signal) and derailment of an axle of the wagon no.81536654750-3 (2nd from the signal).	The breaking of the axle 1-2 (attack axle), first in the way of running, of the first bogie of the wagon no. 82536652936-0 (the 5th of the signal), fact that has caused its derailment. This led to the derailment of the next three wagons of the train composition in the way of running.
2	January 18, 2007	CFR Comarnic railway station	At the entrance to CFR Comarnic railway station of the freight train no.60351 took place the derailment of both bogies of the wagon no. 845354870659 (the 11th coach of the signal) loaded with old iron (pipes).	Ununiformly arrangement of the cargo inside the wagon, non-observing the instructional provisions.
3	February 22, 2007	CFR Dej railway station	When parking the freight train no. 42612 at line no.4 to CFR Dej railway station in the area of the switch no.47 A took place the derailment of four wagons of the train composition (wagon no.10,11,12 and 13 of the locomotive loaded with vinyl chloride).	The curve non-negotiation of the wagon no.57653776 because of the centre casting blocking, the lack of the play to the friction stones in line and the ununiform load on the wheels of the attack axle resulting its unloading and escalating the external wire.
4.	March 19, 2007	CFR Dej Triaj	The derailment of the second bogie of the wagon no.315354933816 (the 9-th	The loss of the ability to guide the line, due to

		railway station – Reteag halt	wagon of the locomotive) of the freight train composition no.45654, that is running to the line II between CFR Dej Triaj railway station and Reteag halt.	overrun tolerances allowed when operating at the line, which added an additional vertical displacement of 6.5 mm due to the lack of the rubber plate beneath the base of the rail.
5.	April 5, 2007	Rastoci halt	When the freight train no.42661 entered on the deflecting section no.2 the derailment of both bogies of the wagon no.315354821342 (the 15-th of the train composition) took place.	The giving up of the anchorage elements of the load from the wagon no.315354821342 due to the inappropriate fastening.
6.	June the first, 2007	CFR Mintia railway station- Branisca halt	The derailment of the last six wagons (three wagons overturned, two wagons derailed and inclined and one wagon derailed) of the freight train composition no.40661-2 on the running track no.II.	The non-observance by the charger of the loading conditions and assurance of the freight into the wagon no. 31830855358-1, fact that led to the transversal displacement of the load followed by the climbing to the rail head of the curve external line by the wheel of the attack axle of the first bogie in the way of running.
7.	June 10,2007	ROMCIM Medgidia railway station	When the freight train no.70783 entered into the ROMCIM Medgidia railway station the derailment of a bogie of the wagon no. 895369500825 (the 21-th from the safety).	Overlapping deficiencies on how to load / disposition of the cargo on board and the technical parameters of the line.
8.	June 25, 2007	CFR Simeria railway station	At the exit of the freight train no. 46881-2 from CFR Simeria railway station to the area of the switch no.93 the derailment of the last bogie of the wagon no.31792780009-2 took place (the last wagon of the train composition).	The noncorresponding assurance of the load followed by its displacement during transport.
9.	June 28,2007	Siutghiol – Năvodari	The derailment of all axles of the wagon no.315354931968 (the 19-th of the train composition loaded with coke), of the freight train composition no.83822.	Oversizing the rail under load, due to inadequate maintenance.
10.	June 29,2007	CFR Dej Calatori railway station	The derailment of the wagons no.57654428 (of a bogie), no. 57504243 (of both bogies), no.57506214 (of both bogies) and no.10804996 (of a bogie) (wagons	The loss of the line guidance, caused by the inadequate condition of the sleepers and of the rail fastening to the

			no.7, 8, 9 and 10 from the locomotive - loaded with vinyl chloride) of the freight train composition no.20195/6.	supporting plate; The dimensional weakness of the wagon wheels due to the width under the instructional limits allowed for the monoblock wheels of the wagons; The loads transfer on the wagon wheels outside the safety limits, caused by the plays of the guides under the instructional limits allowed and the malfunction of the centre casting.
11 .	July 11, 2007	CFR Jilava railway station	At the exit of the freight train no.86103 of the line no.6 from the railway station took place the derailment of the second bogie in the running way of the wagon no.317928910122 (the fifth wagon from the locomotive), loaded with melaminated pale.	The non-corresponding assurance of the load followed by the transversal displacement during the transport.
12 .	July 17,2007	CFR Oradea railway station	When the freight train no.35517 entered into the railway station in the area of the switch no.51, took place the derailment of both bogies of the wagon no.315666501871 (wagon no.31 from the locomotive).	Ununiform load on the wheels of the first boghie as result of unloading the freight of 14100 kilogrammes that stood into the front left section.
13 .	September 2, 2007	CFR Ronat Triaj railway station	When the freight train no.91322 entered into the railway station took place the derailment of a bogie of the wagon no.335378130397 (the second from the locomotive) over the point switch no.153.	The nonlifting of the drag shoe after finishing the sorting and manouvre operations and attaching the hauling locomotive to the train.
14 .	September 6, 2007	Jilava - Berceni	The derailment of both bogies of the wagon no.31792780014-2 (loaded with melaminated pale, the fourth of the signal) of the freight train composition no.86103.	The non-corresponding assurance of the load followed by the transversal displacement during the transport.
15 .	September 18,2007	Aiud halt	When the freight train no.60440 entered on the direct line no.3 into Aiud halt, the derailment of a bogie of the wagon no.845366571717 (the 13-th wagon of the signal) loaded with granulated gypsum.	Non-instructional loading of the wagon.
16 .	October 23,2007	Sanislau Halt	When the freight train no.42690 entered into Sanislau Halt, the derailment of five wagons of the train composition took place (wagons no.8,	The curve non-negotiation of the boghie no.2 of the wagon no.33537816101-2 as

			12, 16, 17 and 18).	result of its blocking because of the bushing guide breaking from the inferior centre casting.
17	October 27,2007	CFR Zalau Nord railway station	When the passenger train no.4366 entered into the railway station, the derailment of both axles of the motorised electric train type LVT no.110 and of its trailer type LVS, no.510 took place.	The falling of the supporting bolt of the axle attack of LVT 110 fact that leads to its friction within the rail components taking to the derailment of the driving axle and then of the axle no.2 and LVS 510.
18	November the first,2007	CFR Constanta Marfuri railway station	When parking the freight train no.80081 at line no.4 and passing over the common crossing of the switch no.15 the derailment of both axles of the wagon no.315335400976 (the first after the locomotive) took place.	Overwidening the rail under load, due to non-coressponding sleepers.
19	December 13,2007	CF Comarnic railway station	The derailment when entering into the railway station of the locomotive EA 250 that was hauling the passenger train no.1641 of the first bogie in the way of running to the area of the switch no.TDJ 7/11, of the line 1/11.	The breaking of a piece from the common crossing check rail of TDJ 7/11.
20	December 15,2007	CFR Milova railway station – Conop halt	The derailment of an axle of the wagon no.88536656718-2 (the 9-th of the locomotive), of the freight train composition no.50366.	The modification of the wagon axle track gauge as result of the axial displacement on the rim of the wheel tyre no.2.

Trains collisions, including collisions with obstacles within the gauge

No.	Occurance Date	Occurance Place	Short Description	Cause
1.	January 3,2007	CFR Comarnic railway station – Valea Larga halt	The pantographs of the locomotives EA 873 (that was hauling the passenger train no.3027) and EA 810 (that was hauling the passenger train no.3005) were broken due to the tree falls on the contact line.	Time influence which caused failures of trees and branches on the contact line.
2.	January 19,2007	Lunca Bradului halt – Stanceni	A tree falled over the locomotive EA 268 that was hauling the passenger train no.4010.	Hurricane that caused the breaking of a tree and falling on the railway structure clearance gauge.
3.	January 25, 2007	Garnita halt- CFR Balota	The passenger train no.9192 hauled by the locomotive EA 637 encountered on the railway	The bovine left unattended, in the railway structure

		railway station	structure clearance gauge and hit a cow fact that led to the valve breaking of the auxiliary air reservoir.	clearance gauge.
4.	January 28,2007	Galateni halt- CFR Olteni railway station	The passenger train no.693 encountered and hit a horse left unattended. As result of the impact a frontal air cock of the locomotive was broken.	Horse left unattended in the railway structure clearance gauge.
5.	February 5, 2007	Otopeni halt- Voluntari	The locomotive EA 365 that was hauling the train no.684, that accosted a self concrete mixer that was stopping in the rail gauge.	The self concrete mixer that was stopping in the railway structure clearance gauge.
6.	March 14, 2007	CFR Sarulesti railway station	The passenger train no.1682 (hailed by the locomotive EA 301) encountered and hit a cart that was in the rail gauge.	The cart that was stopping in the railway structure clearance gauge.
7.	March 23,2007	Cosna halt- CFR Gradinita railway station	Many trees falled in front of the locomotive EA 820 that was hauling the passenger train no.5741 taking to the lateral window breaking of the locomotive and to the breaking of five brackets to the contact line.	Broken trees in the railway structure clearance gauge as result of the wind.
8.	March 24,2007	CFR Livezi Ciuc railway station- Paltinis halt	A tree falled on the locomotive EA 801 that was hauling the passenger train no.1745 and many trees falled on the railway structure clearance gauge taking to the frontal window breaking and damaging the isolators on the locomotive's roof.	Falling trees on the locomotive and in the railway structure clearance gauge.
9.	March 24,2007	CFR Livezi Ciuc railway station- Paltinis halt	The locomotives EA 150 and EA 315 that hauled the freight train no.21251 striked a tree falled to the contact line. The breaking of both pantographs took place to the locomotive EA 150.	Falling of a tree in the railway structure clearance gauge.
10.	March 27,2007	Valea Seaca- Bacau	The train no.5421 encountered and hit a horse on the gauge. The locomotive was damaged to the air pipe of five atmospheres and to the electric coupling for the train heating.	Horse left unattended in the railway structure clearance gauge.
11.	April 2,2007	CFR Poiana Ilvei railway station - Lesu Ilvei halt	A branch that falled on the contact line striking and damaging the locomotive active pantograph EA 649 that was hauling the passenger train no.1765.	A branch that falled on the contact line.
12	May	Holod halt-	The passenger train no.15110	The tractor was crossing

	3,2007	Tinca	composed of the motorised train no.4502 encountered in the railway structure clearance gauge and hit a non-registered tractor that was crossing the rail using an improvised place. The brake rigging was damaged.	the rail using a disallowed place.
13	May 5, 2007	CFR Bodoc railway station- Malnas Bai halt	The passenger train no.4015 encountered in the railway structure clearance gauge and hit a cart that didn't had a driver and has hauled by a horse.	The cart was in the railway structure clearance gauge.
14.	May 16,2007	CFR Comarnic railway station – Valea Lunga halt	The locomotive pantographs EA 334 were damaged, the locomotive hauling the passenger train no.732, due to the wind intensification that caused the falling of a tree on the contact line and its breaking.	Breaked tree due to the strong wind and falling over the contact line.
15.	May 18,2007	Otopeni halt- Voluntari	The freight train no.91972 encountered and hit an unidentified truck parked in the railway structure clearance gauge. To the locomotive EA 676 the breaking of the observation mirror took place and to the fifth wagon of the safety, the bar from the scale was pulled.	Unidentified truck parked in the railway structure clearance gauge.
16.	May 22, 2007	CFR Ciumesti railway station- Stalpeni halt	The passenger train no. 1718 composed of motorised train Desiro no.2057 encountered and hit the branches falled on the railway structure clearance gauge, fact that led to the breaking of the valve of the compressed air instalation of ten atmospheres.	Branches falled on the railway structure clearance gauge.
17.	May 24,2007	CFR Gradinita railway station- Cosna halt	Due to the wind intensifications, a tree falled on the locomotive EA 918 that was hauling the freight train no.21205, fact that led to the breaking of both locomotive pantographs. To the contact line an isolator type C was broked, two droppers were broken, a bracket and a contact wire mid-point anchor were deformed.	Tree falled down on the locomotive EA 918 due to the wind intensifications.
18.	May 26,2007	CFR Poiana Ilvei railway station – Lesu Ilvei halt	The passenger train no.1838 that was hauled by the electric locomotive EA899 hit a a trunk of the tree and a stone that falled from the side on the railway structure clearance gauge. As	A trunk of the tree and a stone that falled from the side on the railway structure clearance gauge.

			result of the impact, the animal-plough and the compressed air tube of five atmospheres of the locomotive were broken.	
19.	May 29,2007	Plopsoru-Turceni	The passenger train no.2874 encountered on the railway structure clearance gauge a herd of cows on the rail gauge. As result of the impact the valves of five and ten atmospheres of the locomotive were damaged.	Herd of cows left unattended on the rail gauge.
20.	June 2, 2007	CFR Deda railway station	The freight train no.92744 struck a car that was stopped on the railway structure clearance gauge.	A car that was stopped on the railway structure clearance gauge.
21.	June 6,2007	Tantareni halt- Gilort	The locomotive of the passenger train no.1829 encountered and hit a herd of cows. To the locomotive the air pipe and valve of five atmospheres were damaged.	The herd of cows left unattended on the railway structure clearance gauge.
22.	June 9,2007	CFR Gradinari railway station	The passenger train no.9332 struck a tree falled on the railway structure clearance gauge. The locomotive was easily damaged.	Tree falled down on the railway structure clearance gauge.
23.	June 23,2007	Sibiu halt- Gr.Selimbar	The wind screen of the locomotive DA 1002 that was hauling the passenger train no.2512 was broken by a branch that was teared off by the strong wind registered in that area.	Branch teared off by the strong wind.
24.	July 13, 2007	CFR Valea Visului railway station- Bocicoi halt	The passenger train no.4654 hauled by the locomotive DA 808 struck a tree inclined to the railway structure clearance gauge. As result of the impact the right lateral and central headlamp of the locomotive were broken.	Tree that was on the railway structure clearance gauge.
25.	July 24,2007	Voluntari halt- Otopeni	The passenger train no.680 encountered and hit a road train on the railway structure clearance gauge.	A road train stopped on the railway structure clearance gauge.
26.	August 10,2007	CFR Arad railway station – Sofronea halt	As result of the branches collecting with the pantograph of the locomotive EC 052, that hauled the passenger train no.2209 due to the strong wind, took place the damage of the pantograph no.2 of the locomotive.	Branches falled down on the contact line due to the strong wind.
27.	August 14,2007	CFR Valea Visului railway station-	As result of the abundant rains and strong wind a tree (of almost five metres) falled down on the railway structure clearance gauge,	Tree falled down on the railway structure clearance gauge as result of the strong wind.

		Bocicoi halt	being encountered and hit by the locomotive DA 1165 that was hauling the passenger train no.4654. As result of the impact the frontal part of the locomotive was damaged.	
28.	August 14,2007	Vărădia halt - Bătuța -	The locomotive EA 843 that hauled the freight train no.50379 encountered and easily hit a car that was stopped on the railway structure clearance gauge as result of a road accident on DN 7.	A car that was stopped on the railway structure clearance gauge as result of a road accident.
29.	August 14,2007	Telechiu halt – CFR Tileagd railway station	The passenger train no.231 (motorised train Desiro) encountered and hit a horse that was on the railway structure clearance gauge. As result of the impact it was noticed the damage of the hauling coupling and of the spoiler.	Horse that was left unattended on the railway structure clearance gauge.
30.	August 21,2007	CFR Tirgu Jiu railway station – Ecaterina Teodoroiu halt	The locomotive EA 926 that was hauling the train no.1823 encountered and caused a fatal accident of a horse on the railway structure clearance gauge. As result of the impact, the breaking of the valve of the air reservoir of ten atmospheres of the locomotive EA 926 took place.	Horse that was left unattended on the railway structure clearance gauge.
31	August 27,2007	CFR Ramnicu Sarat railway station- Sihlea halt	The breaking of the locomotive pantograph no.EA 465 that was hauling the passenger train no.1851 took place being caused by the modification of the contact line geometry, due to the falling of a branch on the contact line.	The modification of the contact line geometry due to the falling of a branch on the contact line.
32.	August 29,2007	Chitila - Sabareni	The freight train no.92051 encountered and hit a car that was abandoned on the railway structure clearance gauge.	Car abandoned on the railway structure clearance gauge.
33.	August 29,2007	Siria halt – Tarnova Zarand	The passenger train no.3129 encountered and hit a cart that was crossing the line on disallowed place.	The cart on the railway structure clearance gauge as result of crossing the line on disallowed place.
34.	August 31,2007	CFR Podu Iloaiei railway station	The passenger train no.402 encountered and hit a horse on the railway structure clearance gauge. As result of the impact the cables of the locomotive INDUSI installation were broken.	Horse left unattended on the railway structure clearance gauge.
35.	August	Urechesi	The passenger train no.1973	The cow left unattended

	31,2007	Halt - Caiuti	encountered and hit a cow on the railway structure clearance gauge.	on the railway structure clearance gauge.
36.	September 12,2007	CFR Carbunesti railway station- Jupanesti halt	The passenger train no.2094 encountered and hit a cow on the railway structure clearance gauge. As result of the impact took place the breaking of the air pipes of five and ten atmospheres of the locomotive EC 015.	The cow left unattended on the railway structure clearance gauge.
37.	September 15,2007	Campulung – Schitu Golesti	The passenger train no.1718 composed of the motorised train DESIRO no.2029 encountered and hit a horse on the railway structure clearance gauge. As result of the impact took place the breaking of the general air pipe from the motorised train.	Horse left unattended on the railway structure clearance gauge.
38.	September 17,2007	Mureni halt- Beia	The passenger train no.347/2 encountered and hit two cows on the railway structure clearance gauge. As result of the impact the INDUSI installation was damaged.	Cows left unattended on the railway structure clearance gauge.
39.	September 27,2007	CFR Comanesti railway station- Asau halt	The passenger train no.5211 encountered and hit a horse on the railway structure clearance gauge. As result of the impact the air frontal valve of five atmospheres was broke.	Horse left unattended on the railway structure clearance gauge.
40.	October the first,2007	CFR Turnu Magurele railway station- Salcia Teleorman halt	The freight train no.23747 hauled by the locomotive DHC 253 encountered on the railway structure clearance gauge and hit at an improvised level crossing a cart with two passengers.	A cart on the railway structure clearance gauge.
41.	October 3,2007	CFR Cernele Railway station	The passenger train no.1820 composed of the motorised train DESIRO no.2094 encountered and hit a cart on the railway structure clearance gauge. The motorised train type Desiro no.2094 was damaged to the INDUSI installation and to the brake rigging (deformed).	A cart on the railway structure clearance gauge.
42.	October 7,2007	CFR Drobeta Turnu Severin railway station- Gura Vail	The passenger train no.9501 hauled by the locomotive EA 613 encountered and hit a three horses on the railway structure clearance gauge. As result of the impact took place the breaking of the air pipes of five respectively ten	Horses left unattended on the railway structure clearance gauge.

		halt	atmospheres of the locomotive EA 613.	
43.	October 9,2007	Gura Putnei-Falcau	The passenger train no.591 hauled by the locomotive EA 533 encountered and hit a horse on the railway structure clearance gauge. As result of the impact took place the breaking of the air valve of the main reservoir of the locomotive.	Horse left unattended on the railway structure clearance gauge.
44.	October 13,2007	CFR Adjud railway station-Pufesti halt 234+600 kilometre	The passenger train no.5631 hauled by DHC 318 struck a tree falled on the railway structure clearance gauge. As result of the impact the central engine lamp was broken.	Tree falled on the railway structure clearance gauge.
45.	October 15,2007	Lesu Ilvei halt- CFR Ilva Mica railway station	The passenger train no.753 hauled by the locomotive EA 769 encountered and hit a cart on the railway structure clearance gauge, fact that led to the damage of the hauling locomotive.	A cart on the railway structure clearance gauge.
46.	October 18,2007	Plopsoru-Rovinari	The locomotive EA 671 that was hauling the passenger train no.1931 struck a tree that was on the railway structure clearance gauge.	Tree on the railway structure clearance gauge.
47.	October 23,2007	CFR Izvoru Oltului railway station-Madaras Ciuc halt	The passenger train no.2860 hauled by the locomotive EA 809 encountered and hit a horse on the railway structure clearance gauge. As result of the impact took place the breaking of the locomotive air valve of five atmospheres.	Horse left unattended on the railway structure clearance gauge.
48.	October 25,2007	Magherus Sieu halt-Sintereag	The passenger train no.13641 hauled by the locomotive EA 014 encountered and hit two horses on the railway structure clearance gauge. As result of the impact took place the breaking of the air pipes of five and ten atmospheres of the locomotive.	Horses left unattended on the railway structure clearance gauge.
49.	October 26,2007	CFR Ecaterina Teodoroiu railway station – Parangu halt	The passenger train no.4208 encountered and hit a herd of cows on the railway structure clearance gauge. As result of the impact took place the breaking of the air valves of five and ten atmospheres of the locomotive.	Herd of cows left unattended on the railway structure clearance gauge.
50.	October 29,2007	Prunisor halt-	The passenger train no.1821 encountered and hit a horse on	Horse left unattended on the railway structure

		Igiroasa	the railway structure clearance gauge.	clearance gauge.
51.	November the first, 2007	Voluntari halt-Otopeni	The passenger train no. 594 encountered and hit three horses on the railway structure clearance gauge. As result of the impact took place the breaking of the frontal valve and of the air pipe of five atmosphere of the locomotive EA 321.	Horses left unattended on the railway structure clearance gauge.
52.	November the first, 2007	CFR Dragasani railway station-Zavideni halt	The locomotive DHC 422 that was hauling the freight train no. 53326, encountered and hit a motor coach.	The motor coach was stopped on the railway structure clearance gauge.
53.	November 2, 2007	Patroaia halt	The passenger train no. 823 (motorised train DESIRO) encountered and hit two horses on the railway structure clearance gauge.	Horses left unattended on the railway structure clearance gauge.
54.	November 8, 2007	Mircesti-Muncel	The freight train no. 70021 encountered and hit a horse on the railway structure clearance gauge left unattended. As result of the impact the air pipe of ten atmosphere was fissured and the half-couplings of five atmosphere were broken.	Horse left unattended on the railway structure clearance gauge.
55.	November 13, 2007	CFR Isalnita railway station – Cotofeni halt	The breaking of the air valve of the main reservoir of the locomotive EA 145 that was hauling the passenger train no. 8596 took place as result of its damage by a blunt body.	Blunt body on the railway structure clearance gauge.
56.	November 18, 2007	Vaslui-Balteni	The passenger train no. 1852 encountered and hit a horse on the railway structure clearance gauge.	Horse left unattended on the railway structure clearance gauge.
57.	November 21, 2007	Saratel-Bistrita Nord	The passenger train no. 562 (motorised train DESIRO) encountered and hit a horse on the railway structure clearance gauge, fact that led to the damage of the motorised train spolier.	Horse left unattended on the railway structure clearance gauge.
58.	November 22, 2007	Filiasi - Tantareni	The passenger train no. 4105 encountered and hit a herd of sheeps on the railway structure clearance gauge.	Herd of sheeps left unattended on the railway structure clearance gauge.
59.	December 5, 2007	CFR Plopsoru	The passenger train no. 1822 hauled with the locomotive EA	Horse left unattended on the railway structure

		railway station- Pesteană Jiu halt	363 encountered and hit a horse on the railway structure clearance gauge. As result of this incident the damage of the locomotive EA 363 took place.	clearance gauge.
60.	December 10,2007	Pietrisu halt- Costesti Iasi	The passenger train no. 1725 encountered and hit a horse on the railway structure clearance gauge that was left unattended. As result of the impact took place the breaking of the locomotive EA366 frontal air valves of five and ten atmospheres.	Horse left unattended on the railway structure clearance gauge.
61.	December 10,2007	CFR Podu Iloaiei railway station- Budai halt	The passenger train no.858 (motorised train DESIRO 2069) encountered and hit a horse on the railway structure clearance gauge that was left unattended.	Horse left unattended on the railway structure clearance gauge.
62.	December 12,2007	CFR Letcani railway station	The passenger train no.5524 encountered and hit a horse on the railway structure clearance gauge that was left unattended. Due to this accident the breaking of the locomotive EA 815 air half-coupling took place.	Horse left unattended on the railway structure clearance gauge.
63.	December 14,2007	CFR Floreni railway station	The freight train no.62052 encountered and hit a horse on the railway structure clearance gauge that was left unattended. Due to this accident took place the breaking of the air valve of the pipe of five atmospheres of the locomotive EA 875.	Horse left unattended on the railway structure clearance gauge.
64.	December 18,2007	CFR Tâmba railway station – Ciochiuța halt	The passenger train no.1765 striked a tree that falled on the railway structure clearance gauge as result of unloading the wagon of the first line of the railway station.	Tree falled on the railway structure clearance gauge.
65.	December 27,2007	CFR Drobeta Turnu Severin railway station- Gura Văii halt	The passenger train no.693 encountered and hit a horse on the railway structure clearance gauge.	Horse left unattended on the railway structure clearance gauge.

In this present report it can be noticed the increase of the number of trains collisions (65 cases of trains collisions) in comparance with the number of the trains collisions as shown in the report of 2006 (3 cases of trains collisions) but we are mentioning that this increase results from the fact that in the present report were introduced the cases of trains collisions,

including collisions with obstacles within the gauge (branches and trees falled on the railway structure clearance gauge, animals left unattended that crossed on the railway structure clearance gauge, the railway vehicles parked on the railway structure clearance gauge, etc.), aspect that wasn't analyzed and presented in the report of 2006.

As result of the trains collisions, including trains collisions with obstacles within the gauge (animals left unattended or road vehicles), the railway personnel is informing the authorities of the Police of the Railway Transport on this facts and together with other state institutions are working on the identification of the guilty persons in order to recover the value of the railway vehicles and infrastructure damaged.

As follows we are presenting you, as information, also the cases of the trains collision with obstacles within the gauge occured as result of the intention of some persons in order to disturb the transport activity or to destroy the material goods belonging to the railway system.

According to the provisions of article 16, paragraph 1 of *Instructions for preventing and investigating the railway events and incidents – 003*, approved by the Order of the Ministry of Transports no.210/2000, “eventual facts occurred following of the intention of some natural persons in order to disturb the transport activity or to destroy the material goods are not classified as railway events or incidents according to the present instructions and shall not be registered in the statistics of the railway events and incidents”. According to the provisions of article 16, paragraph 2 of the same instructions, “after the occurrence of those foreseen to paragraph 1, the sub-unit chief on the area of its occurrence shall immediately inform by phone or in writing the police penal authorities and the prosecutor's office and also the management of the involved economic agents.

We are mentioning that this cases were not taken into consideration in the performed analysis on the safety indicators for 2007 being excluded from the records by assimilation with the terrorist actions.

1.	January 27,2007	Hanu Conachi halt-CFR Independent a railway station	The locomotive DA 498 that hauled the passenger train no.7577 hit a piece of reinforcement bar being thrownd by unknown persons on the track (the contact line was not in operation). As result of the impact took place the damage of the locomotive windscreen.	The piece of the reinforcement bar being thrownd by unknown persons on the track (the contact line was not in operation).
2.	February 21,2007	Nicolina- Socola	The locomotive EA 662 that hauled the freight train no.61604 hit a drag shoe that was put on the track by unidentified persons.	Drag shoe that was put on the track by unidentified persons.
3.	April the first,2007	Gura Homorului- Berchisesti	Unidentified persons that threw a metallic body on the contact track that led to the damage of the contact line and the breaking of the activ pantograph brushes of the locomotive EA 871 that was hauling the passenger	Metalic body thrownd on the contact line by unidentified persons.

			train no.5703.	
4.	June 20,2007	CFR Olteni railway station- Radoiesti halt	The locomotive EA 891 that was hauling the passenger train no.460-1 hit a piece of concrete that was put on the railway structure clearance gauge by unidentified persons.	Piece of concrete that was put on the railway structure clearance gauge by unidentified persons.
5.	November 11,2007	CFR Ciulnita railway station - Calarasi Nord halt	The locomotive EA 886 that was hauling the freight train no.63305 hit the pantograph with an object that was on the contact line which was thrown by unidentified persons.	Object that was on the contact line which was thrown by unidentified persons.

2. Analysis of data on the railway events and incidents

As result of putting in force the legal frame for transposing the Directive no. 2004/49/CE to the national legislation, respectively of the Law no. 55/2006 on the railway safety, safety indicators were draw up according to the provisions of the annex 1 of the Law no. 55/2006 on the railway safety.

For 2007, the safety indicators were draw up according to the railway infrastructure managers/administrator and railway undertakings evidences.

The numerical data and the used definitions are presented to Annex C.

E. Significant changes of the regulations and legislation

In Annex D are presented informations regarding the significant changes of the specific railway regulations and legislation.

F. The development of certificate and safety authorization activities

1. National legislation – beginning date – availability

1.1. Beginning date for safety certification according to article 10 of the Directive 2004/49/EC (if neccessary, to distinguish between part A and B): august 25, 2007.

1.2. Beginning date for safety authorizations according to article 11 of the Directive 2004/49/EC.

In 2007, the Romanian Railway Safety Authority issued the project order of the Minister of Transports in order to grant the safety authorizations.

In 2008 the Order of the Minister of Transports no.101 of January 29, 2008 was approved, this order concerning the Romanian railway infrastructure managers/administrator safety authorizations granting and it was published to the Romanian Official Journal Part I no.102 of February 8,2008 and shall be applicable starting with March 9,2008.

1.3 Availability of the national safety regulations or other relevant legislations concerning the railway companies and railway infrastructure managers (web, application, etc.).

There are webs of the Romanian Railway Authority – AFER (www.afer.ro) and of the Romanian Railway Safety Authority (www.afer.ro/ASFR/Romana) where are presented all relevant documents, guidelines and specific legislation of the activities).

2. Numerical data

Elements concerning the certification and safety authorization activity are presented to Annex E.

3. Procedural aspects

3.1 Safety certificate – part A

According to the Directive no. 2001/14/CE, the Safety Certificates were issued on the basis of the Minister of Transports, Constructions and Tourism's Order No. 343/ of September 19, 2003 *on the approval of the Norms for granting of the railway license and safety certificate, in order to carry out public and/or private railway transport services on the Romanian railways, as well as for granting of shunting operation certificate and authorization to the economic agents carrying out only railway shunting operations* (published to the Official Journal of Romania, Part I, no.688 from October the first, 2003) until August 24, 2007.

Taking into consideration the provisions of the Order of the Ministry of Transports, Constructions and Tourism no.343/2003 that are legally until August 25,2007 the data requested to items 3.1.1-3.1.8 of the report model that was put at disposal by the European Railway Agency were not requested when issuing the safety certificate and are not in the database of ASFR.

On August 25, 2007 once with the entry into force of the Order of the Ministry of Transports no.535 of June 26, 2007 on the approval of the norms for granting the railway transport licence and the safety certificates in order to perform the railway transport services on the Romanian railways (published in the Official Journal, Part I, no.501 of July 26, 2007), this data were requested and introduced in the database being presented as follows:

3.1.1 Reasons for bringing up to date/modification of the Certification part A (for example the variation of the service type, traffic expanding, the size of the company).

- The variation of the service type (passenger, freight, railway shunting);
- Changing the juridical form and the name of the railway undertakings etc.

3.1.2 The main reasons if the basic problem for the Certification part A (restricted to those mentioned to Annex E and after all the necessary information were obtained) lasted more than four months as foreseen into the article 12(1) of the Safety Directive.

No cases were registered.

3.1.3 The applications revision of other NSA in order to verify/ to access the informations related to Certification part A of the railway company that was certified in your country but is applied for Certification part B in other Member States.

No cases were registered.

3.1.4 The content of the problems with mutual acceptance of the Certification part A by the Community.No cases were registered.

3.1.5 The NSA tariff for Certification part A (Yes/No – Cost).

According to the Order of the Minister of Tranports, Constructions and Tourism no.137/2003 on the tariffs approval for the specific services performed by AFER with ulterior modifications.

3.1.6 The content of the problems on the use of harmonised formats for Certification part A, specially related to the categories for the service type and extension.

No cases were registered.

3.1.7 The content of the common problems/difficulties for the application procedures of NSA Certification part A.

No cases were registered.

3.1.8 The content of the problems mentioned by the railway companies when apply for Certification part A.

No cases were registered.

3.2 Safety Certificate – Part B

According to the Directive no.2001/14/CE, the Safety Certificates were issued on the basis of the Minister of Transports, Constructions and Tourism's Order No. 343 of September 19, 2003 *on the approval of the Norms for granting the railway transport licence and the safety certificate, in view of carrying out public and/or private railway transport services on the Romanian railways, as well as for granting of shunting operation certificate and authorisation to the economic agents carrying out only railway shunting operations* (published in the Official Journal of Romania, Part I, no. 688 of October, the first 2003) until August 24, 2007.

On August 25, 2007, once with the entry into force of the Order of the Minister of Transports no.535 of June 26, 2007 on the approval of the norms for granting the railway transport licence and the safety certificates in order to perform the railway transport services on the Romanian railways (published in the Official Journal, Part I, no.501 of July 26, 2007), were issued the Safety Certificates part B.

3.2.1 Reasons for updating/ rectifying part B of certificate:

- Variety of the services (passenger, freight, shunting operation);
- Extension/reducing the traffic running tracks (extension/reducing the running sections);
- Modifying the traction rolling stock fleet;
- Changing the legal form, the name of the railway undertakings, etc.

3.2.2 Main reasons regarding the Safety Certificate – Part B evolution (restricted to those mentioned to Annex E, after obtaining all necessary informations). Main issue: if the safety certificate-part B lasted more than four months as established to the article 12 (1) of the safety Directive.

No cases were registered.

3.2.3 The NSA tariff for Certificate Part B (Yes/ No- Cost)

According to the Minister of Transports, Constructions and Tourism's Order No.137/2003 on the approval of the tariffs for the railway services carried out by the Romanian Railway Authority with ulterior modifications and completions, respectively the Order of the Minister of Transports no.791/2007.

3.2.4 The content of the matters concerning the use of the harmonized formats for Certificate Part B, specially those related to the type and extension of the service.

No problems were registered on the use of the harmonized formats for Certificate Part B.

3.2.5 The content of the common matters/difficulties concerning the implementation of the NSA procedures in respect of Certificate Part B.

No problems/difficulties were registered on the implementation procedures for Certificate Part B.

3.2.6 The content of the matters mentioned by the railway companies, when apply for certificate Part B.

No problems were mentioned by the railway companies.

3.2.7 Feed-back procedure (questioning for example) which allows to the railway companies to express their opinions on the procedures/practices or complaints.

They are not stipulated to the national legislation.

3.3 Safety authorizations

In 2007 the legal frame for transposing the Safety Directive no.2004/49/CE to the national legislation concerning the safety authorization of the railway infrastructure administrators/ managers was not operational.

In 2007 for the National Company of Romanian Railways “CFR” SA (railway infrastructure manager) is not stipulated a legal authorization form, this authorization being introduced by the order concerning the safety authorization granting for the railway infrastructure managers and administrators.

For the non-interoperable railway infrastructure administrators were issued “Administering Authorizations” on the basis of the Minister of Transports, Constructions and Tourism’s Order no. 691 of April 8, 2004 published in the Official Journal, Part I no.360 of April 23, 2004 on the approval of the Norms on granting the authorization for administering the non-interoperable railway infrastructure rented from the National Company of Romanian Railways “CFR” SA.

In 2007, the Romanian Railway Safety Authority issued the project order of the Minister of Transports on granting the safety authorizations according to the provisions of the Safety Directive 2004/49/EC and of the Law no.55/2006 on the railway safety.

In 2008 it was approved the Order of the Minister of Transports no.101 of January 29, 2008 on the safety authorizations granting to the Romanian railway infrastructure managers and administrators, the order being published to the Romanian Official Journal, Part I no.102 of February 8, 2008 being applicable starting with March 9, 2008.

3.3.1 Reasons for updating/ rectifying the safety authorizations:

- Modifying the number/length of the non-interoperable running stations rented by the railway infrastructure administrators from the National Company of Romanian Railways “CFR” SA;
- Changing the legal form, the name of the railway infrastructure administrators, etc.

3.3.2 Main reasons regarding the safety authorizations evolution (restricted to those mentioned to Annex E, after obtaining all necessary informations). Main issue: if the safety authorization lasted more than four months as foreseen to the article 12 (1) of the safety Directive.

The terms for obtaining all necessary informations are established by the Minister of Transports, Constructions and Tourism's Order No. 691/2004, through which “Administering Authorizations” were granted.

3.3.3 The content of the common matters concerning the implementation of the procedures in respect of safety authorizations.

No problems/difficulties were registered on the implementation procedures for the “Administering Authorization.”

3.3.4 The content of the matters mentioned by the railway companies, when applying for the safety authorization.

No problems mentioned by the railway companies when applying for the “Administering Authorization” were registered.

3.3.5 Feed-back procedure (questioning for example) which allows to railway companies to express their opinions on the procedures/practices or complaints.

The feed-back procedures are not stipulated to the national legislation.

3.3.6 The NSA tariff for safety authorizations (Yes/ No- Cost).

For the “Administrating Authorization” the tariffs were calculated according to the Minister of Transports, Constructions and Tourism's Order No.137/2003 on the approval of the tariffs for the specific railway services carried out by the Romanian Railway Authority with ulterior modifications and completions, respectively the Order of the Minister of Transports no.791/2007 and according to the internal procedure of the Romanian Railway Authority.

G. The surveillance of “the Railway Undertakings” and the “Infrastructure Managers”

1. Description of the surveillance of the railway undertakings and railway infrastructure manager/non-interoperable railway infrastructure administrators.

The Romanian Railway Authority, on the basis of the *Government Decision no. 626/1998 on the Romanian Railway Authority-AFER organizing and functioning*, modified and completed by the *Government Decision no .1561 of November the first,2006* and the *Transport Minister's Order no. 650 of October 28,1998 on organizing and controlling and state inspection in railway and subway transport and on some specific measures concerning the railway events investigation*, has developed controlling and state inspection activities in order to survey the observance of the internal and international regulations and rules as regards the traffic safety, the transport security and the quality of public services, in the railway and subway transport.

By controlling and state inspection activities in the railway and subway transport is verified the observance of the regulations specific to traffic safety and transport security, the quality of public services and products, discovering the deficiencies and the wrong working methods and establishing specific measures for preventing, treating and removing.

The state control consist of analising the entire activity of the economic agent, on determined period, concerning the traffic safety , the transport security and the quality of public services and products, in the railway and subway transport.

The state control is performed according to a trimestrial plan composed of: name of the controled economic agent, the themes, period and duration of the control. The plan is endorsed by the Romanian Railway Safety Authority Director and submitted for approval to the Ministry of Transports.

During 2007, the Romanian Railway Safety Authority performed a number of 58 state control actions to the railway infrastructure manager, the non-interoperable railway infrastructure administrators and to the railway undertakings, as follows:

- The central structure of the National Company of Romanian Railways "CFR" SA (the public railway infrastructure manager);

- The central structure of the National Society of Passenger Railway Transport “CFR Passenger” SA;

- The central structure of the National Society of Freight Railway Transport “CFR Freight” SA;

- The teritorial structures of the National Company of Romanian Railways "CFR" SA (district branches 1-8);

- The teritorial structures of the National Society of Passenger Railway Transport “CFR Passenger” SA (the passenger railway transport district 1-8);

- The teritorial structures of the National Society of Freight Railway Transport “CFR Freight” SA (the branches 1-8);

- The railway undertakings with private capital and/or the non-interoperable sections administrators SC RAIL INTERNAȚIONAL SRL Bucharest, SC LOGISTIC SERVICES DANUBIUS SRL Timișoara, SC REGIOTRANS SRL Brașov, SC RC-CF TRANS SRL Brașov, SC CLASSFER SRL Râmnicu Vâlcea, SC SOFTRANS SRL Craiova, SC TRANSFEROVIAR Grup SA Cluj Napoca, SC KAIROS SRL Bucharest, SC CRIMBO GAS FILIALA GIURGIU SRL Giurgiu, SC Constantin Grup SRL Bucharest, SC TRANSFEROVIARIA SA Sibiu, SC TRANSCOMBI SA Galați, SC UNIFERTRANS SA Bucharest, SC Cargo Trans Vagon SA București, SC România EUROEST SA Constanța, SC CF 33 ICIM SA Arad, SC ROMPETROL Logistics SA Bucharest, SC

Construcții Căi Ferate SA Sibiu, SC SERVTRANS Invest SA București, SC Grup Feroviar Român SA Bucharest, SC TRANS Expedition Feroviar SRL Bucharest, Compania de Transport Feroviar Bucharest, SC VIA TERRA Spedition SRL Cluj Napoca, SC REGIONAL SRL Cluj Napoca, SC TRANSBLUE SRL Bucharest.

As result of the state control actions were found a series of non-conformities that were registered into the finding notes and were brought to the attention of the economic agents being controlled in order to resolve this situation, of which we show:

a) with reference to the observance by the National Company of Romanian Railways "CFR" SA of the specific regulations mandatory in the activities of building, modernization, operating, maintenance, repairing and tehcnical inspection of the public railway infrastructure:

- In 2007 by comparison with 2006 there is a growing number of restrictions on speed coverage while running;
- A large number of faults in the class I and II was due to the destruction and damage caused by foreign persons;
- There are cases when delays are recorded concerning:
 - performing the maintenance, tehcnical inspections and repairings to the tracks and works of art;
 - periodical repairing with heavy vehicles of rail prism screening;
 - track inspection with the track measuring car;
 - inspection of the hidden parts to the points and crossing;
 - inspection of the relays and of the interlocking system;
- In 2007 were not scheduled capital repairings to all the equipments that are due to this type of repair;
- Most interlocking systems to which capital repairs were not performed, have the normal duration of operation exceeded;
- When taking away the equipment from the path of the automatic braking system of trains, the maintenance sections of the railway safety installations do not replace the equipments in a operative way so as to ensure the permanent functioning of the installations;
- Some of the minutes drawn up by committees of treating the defects of the critic railway products in the Guarantee Term are not containing no clarity on the cause of the defect;
- During the capital repairings of the public railway infrastructure, by the random inspections performed in order to observe the *Order of the Minister of Transports no.290/2000* on the tehcnical acceptance of the critical railway services it were found cases of non-observance of this order provisions, meaning that this economic agents do not have authorizations of railway supplier and available railway tehcnical agreements/tehcnical homologation certificates or they have works for which the railway supplier didn't had a railway tehcnical agreement/tehcnical homologation certificate;
- For the maintenance, current repairs and interventions to the telecommunications installations, CNCF „CFR” SA concluded with SC Telecommunications SA Bucharest the contract no.9/158 of June 27, 2006 valid until February 28, 2007, but although the services supplied by the economic agent SC Telecommunications SA Bucharest are critical railway services, the economic agent is not authorized for supplying/performing this critical railway services in the railway field and the types of the services carried out do not have the tehcnical agreement, contrary to the provisions of the *Order of the Minister of Transports no.290/2000*;
- There are cases in which the maintenance sections of the Railway District Branches 1-8, are using the maintenance and the railway infrastructure repairing services without observing the *Order of the Minister of Transports no.290/2000*;
- With reference to the activity of sanitation, disinfecting, rat-disinfestation of the railway stations it was found that the provisions of the *Order of the Minister of Transports no.290/2000* were not observed, meaning that in some cases during the contracts deroulment that were concluded with

the economic agents that are performing this services, the endorsement from the authorization of the railway supplier or the availability of the railway agreements expired;

b) with reference to the observance by the National Society of the Freight Railway Transport „CFR Freight” SA of the specific regulations that are mandatory when developing the railway transport activity:

- Were found some disorders of the execution staff, as follows:
 - The non-corresponding performance of the technical inspections or of the braking tests to the freight trains;
 - The non-discovering and non-solving of all deficiencies during the technological process of trains examination;
 - The non-instructional use of the signalling supplies by the shunting team;
 - Emergency breakings that occurred owing to the guilt of the operating staff the cause being the non-corresponding operation of the speed control installation INDUSI;
- There were found some cases when the employees within the territorial structures with responsibilities in traffic safety didn't performed the medical and/or psychological examination at scheduled dates they being used in the job specific activities ;
- There are cases of locomotives to which was not performed the due types of repairs;
- In some reports drawn up by the commissions of treating the defects of the railway vehicles or of the critical railway products in the Guarantee Term, the causes of this defects are not precised and neither the measures for preventing the occurrence of similar defects;
- As result of the way examination of which are observed the provisions of the *Ordinance no.60/2004 on the regulations on the building, maintenance, repairing and operation of the rails, other than those managed by the National Company of Romanian Railways "CFR" SA* it was found that the technical regulations of operating the industrial railway lines that it owns are not fully draw up and approved and no branch of the society is having authorization in order to operate on this tracks.

c) with reference to the observance by the National Society of the Passenger Railway Transport „CFR Passenger” SA of the specific regulations that are mandatory when developing the railway transport activity:

- The National Society of the Passenger Railway Transport „CFR Passenger” SA didn't registered the rolling stock (locomotives and wagons) that it owns, non-observing the provisions of the Order of the Minister of Transports, Constructions and Tourism no.1193/2004 on the approval of the Norms on the registration and granting the identification marking of the railway and subway vehicles;
- There are cases of locomotives to which was not performed the due types of repairs;
- The situation of performing the scheduled inspections for the locomotives is not supervised, the locomotives being the property of the National Society of the Passenger Railway Transport „CFR Passenger” SA and were rented by other railway undertakings;
- Not all the employees having responsibilities in the railway transport safety assurance of the dangerous goods graduated the courses for safety councillor organized within the Romanian Railway Authority –AFER and do not own „Certificate on the professional training of the safety councillor for the railway transport of the dangerous goods”, contrary to the provisions of the *Order of the Ministry of Transports, Constructions and Tourism no.1044/2003 on the approval of the Regulation for the designation, professional training and examination of the safety councillors for the road, railway or intern navigable lines transport of the dangerous goods*;
- At the society level it was not draw up and approved „the Emergency plan in case of an accident occurrence in which dangerous goods were involved” and procedures on ”receiving the dangerous goods in order to transport them”, „completion of the transport documents for the dangerous goods” and „measures on marking, ticketing and examination of the tank wagon”;
- In some reports of treating the defects in the Guarantee Term are not containing measures for preventing the occurrence of similar defects;

- There were found some cases of non-observing the provisions of the *Order of the Minister of Transports no.290/2000 on the technical acceptance of the critical railway services*, meaning that the society sub-units are not possessing cumulative available authorizations of railway supplier and railway technical agreements/ technical homologation certificates;

- As result of the examination of the way that are observed the provisions of the *Ordinance no.60/2004 on the regulations on the building, maintenance, repairing and operation of the rails, other than those managed by the National Company of Romanian Railways "CFR" SA* it was found that the persons in charge with the traffic safety for the industrial railway lines owned by the society are not attested by the Romanian Railway Safety Authority within AFER.

d) with reference to the observance by the railway undertakings licensed with private capital of the specific regulations that are mandatory when developing the railway transport activity:

- Although some operational procedures were up-graded, it was found that the records do not assure totally the establishment of the performed operations;

- There are cases in which the task sheet of some employees were not up-graded following the legislative modifications that appeared ulterior to their drawing, contrary to the internal procedures that stood to the basis of obtaining the safety certification.

- There were cases of employees with responsibilities in traffic safety within the territorial structures that didn't performed the medical and/or psychological examination at scheduled dates they being used in the job specific activities ;

- There are cases when the reading and the interpretation of the speed recorder records are not performed in a corresponding way;

- Not all the railway undertakings had drawn up regulations on the way of treating the emergency brakes that occurred unexpected;

- There are cases of locomotives to which were not performed the due types of repairs or the duration between two consecutive planned inspections is exceeded;

- There are cases when the employees with training responsibilities didn't graduated the perfecting courses „the adult training methodology” within six months from his employment, contrary to the provisions of the *Order of the Minister of Transports, Constructions and Tourism no.2261/2005*;

- There are cases when the economic agents didn't transmitted to the National Centre of Railway Calibration and Training – CENAFER the program of performing the periodical professional examination for 2007, divided on trimesters and have to contain the number of the employees, their positions and the representative of speciality that shall participate to the periodical professional examination commission, contrary to the *Order of the Ministry of Transports, Constructions and Tourism no.2261/2005*;

- In some cases the economic agents didn't requested the granting of the new model of authorization/driving licence for the personnel with responsibilities in traffic safety that it has, contrary to the *Order of the Minister of Transports, Constructions and Tourism no.2262/2005*;

- In some cases it is registered exceedings of the maximum continuous allowed time on the locomotive or of the non-observance of the rest time in case of the railhead;

- Not in all cases, the materials draw up with the occasion of performing the trimestrial analysis concerning the treating of the defects in the guarantee term of the railway products, are not containing all the necessary informations in order to determin the reliability elements and the establishment of the corective measures;

- In some cases the documents of the activities carried out by the safety councillors are not managed properly (annual report, monitoring reports, etc.), contrary to the provisions of the *Order of the Minister of Transports, Constructions and Tourism no.1044/2003 on the approval of the Regulation for the designation, professional training and examination of the safety councillor for the road, railway or intern navigable lines transport of the dangerous goods*;

- Not in all cases were drawn up and approved the „Emergency plan when an accident occurs being involved dangerous goods” and neither specific procedures;
- There are cases when „ themes for the basic training” and ”themes for complementary training” were not drawn up concerning the dangerous goods railway transport that are specific for each position that is involved in the dangerous goods transport;
- There were found some cases of non-observing the provisions of the *Order of the Minister of Transports no.290/2000 on the technical acceptance of the critical railway services*, meaning that it was procured critical railway products/services that are not possessing cumulative available authorizations of railway supplier and railway technical agreements/technical homologation certificates;

e) with reference to the observance by the non-interoperable sections managers of the specific regulations mandatory in developing activities of building, modernization, operation, maintenance, repairing and technical inspection of the public railway infrastructure:

- The evidence of all the broken tracks and with defects was not drawn up for all non-interoperable railway sections rented by the economic agents, contrary to the instructional provisions;
- Not in all cases is performed the examination with the ultrasonic fault detector;
- There are cases when it was not carried out the necessary steps for periodical professional training and examination of the personnel with responsibilities in traffic safety that ensure the maintenance, repairing and technical inspection of the non-interoperable railway infrastructure;

In order to remove the non-conformities found with the occasion of the performed state controls, the control teams of the Romanian Railway Safety Authority established measures to rectify the non-conformities found and ordered that for the cases when those actions can be classified as duty breaches to proceed at the disciplinary investigation and sanctioning the guilty personnel.

The deficiencies found that were considered as infringements defined according to the legislation in force were sanctioned according to the law. The sanctions were applied to the juridical or natural persons, after case.

In 2007, the Romanian Railway Safety Authority ASFR planned using *Monthly Programs of state inspection and control* and performed state inspection consisting of verifying some important specific activities carried out by the economic agent concerning the traffic safety, the transport security and the quality of public services and products, in the railway and subway transport. The state inspections were performed, by sounding and suddenly.

In order to approach and to treat the problems on the traffic safety, the transport security and the quality of public services and products, in the railway and subway transport, in 2007 a series of state inspections were performed with help of the Railway Safety Inspectorates 1-8, as follows:

- On the period February 26 and February 28, 2007 and on the period May 2 and May 11, 2007 were performed state inspections on the method that the freight trains technical inspections were carried out;
- On the period March the first and March 23, 2007 a state inspection was performed by accompanying the drivers on all the non-interoperable and interoperable running sections in order to examine the technical condition of the railway signalling equipments, the signals visibility, the technical condition of the running track, of the art works (railway bridges and platforms), respectively of the drain ditches;
- On the period October the first and October 12, 2007 a state inspection was performed to the units and sub-units of the railway undertakings and of the public railway infrastructure manager in order to verify the observance of the specific railway regulations provisions concerning the stage of the works foreseen to the Instructions for preventing and fight against snow on the track no.311/2004 for the winter 2007/2008.

The themes on the basis which this control actions were performed , were draw up at the level of the departments within the Romanian Railway Safety Authority -ASFR that coordinated the respective actions.

Later to the state inspections completion on the basis of the finding notes draw up by the Romanian Railway Safety Inspectorates 1-8 personnel that performed state inspections, syntesis of the state inspections were draw up, this syntesis containing the non-conformities found with the occasion of the state inspections and also the necessary measures of rectifying in order to remove the non-conformities.

According to the provisions of article no.5 of *Instructions for preventing and investigating the railway events and incidents-003*, approved by the Order of the Minister of Transports no.210/2000, the economic agents that are performing railway transport operations have the obligation to organize and to perform the control of his own activities on the traffic safety.

In order to prevent the railway events and incidents occurrence and also for discovering and removing the wrong working methods of the execution personnel of the railway infrastructure manager, non-interoperable railway infrastructure administrators, the railway undertakings with the occasion of the control and state inspections carried out by the Romanian Railway Safety Authority, two of the main aspects that are approached from the efficiency point of view are:

- The examination of the way of performing the control of his own activities carried out by the personnel with attributions of controlling this economic agents;
- The examination of the way of performing by the management of this economic agents of the traffic safety analysis using the personnel with responsibilities in traffic safety.

As follows we are presenting some non-conformities found with the occasion of controls and state inspections concerning this two aspects:

- Some reports of accompanying the trains draw up by employees as result of the control actions by accompanying the trains can be considered formal, in the reports of accompanying the trains is not registered no non-conformities with the ocassion of the performed controls;
- There are cases when having attributions in controlling it is not established measures for rectifying in order to remove the non-conformities found;
- There are cases when by the answers draw up by the representatives of the licensed railway undertakings with private capital it is not precised the way of rectifying all non-conformities found with the occasion of the controls performed by the reprezentatives of the public railway infrastructure manager (employees with control attributions of the Traffic Safety Inspectorate or of the Control Services and Infrastructure Access within the National Company of Railways „CFR”SA);
- There are cases when the measures taken by the railway undertakings with private capital for rectifying some non-conformities are punctual (the rectifying measures in order to remove the non-conformities of the same type are not ordered to the level of all sub-units), and with the occasion of the ulterior controls performed by the control authorities of the public railway infrastructure manager it was found the same type of non-conformities;
- In some cases the performance of the traffic safety analysis with the personnel having traffic safety responsibilities is not realized on the basis of a scheduled program approved by the management of the economic agent;
- There are cases when for the performance of the periodical traffic safety analysis with the personnel having traffic safety responsibilities, the materials drawn up in this sense by the management of the economic agent are not containing non-conformities with respect to the activity performed in the previous month by the society personnel.

Once with the issuing of the norms concerning the application of the Law 55/2006 on the railway safety that transposed the Directive 2004/49/EC on the Community railway safety shall be

drawn documentations on regulating the way of performing the internal audits by each railway infrastructure manager/administrator and railway undertaking.

In 2007 the modernization works of the railway infrastructure continued to be performed on the Fourth PanEuropean Corridor Bucharest – Constanta (works have external financing – BEI, BERD, JIBIC).

In order to verify the observance of the normative documents and of the specific regulations in force by the involved economic agents in works performance and also for discovering eventual wrong systems, the Romanian Railway Safety Authority – ASFR performed periodically state inspections being found a series of non-conformities using a wrong approach within the technical and operational management of this works, respectively:

- Handing over the emplacements was done without performing totally the marking out the cable routes and factual handing-over on the field, respectively handing-over with delay of the emplacements, sometimes ulterior to the approval of line closing and on the field these were not signalled as corresponding;
- The performance of the excavation works, after which the old cables were exposed to stealing or deterioration, being damaged many times by malefactors;
- The consultants designed did not coordinated efficiently the activity of the contractors in the sense of observing the phases of the works performance;
- CNCF „CFR” SA had no knowledge of the emplacements of the utilities from the protection /safety area and non-obtaining in time of the authorizations of construction, expropriations and necessary approvals;
- Non – synchronizing of the earthworks with those of protecting the cables in the sense that were performed cables protection works of the traffic safety installations in other areas than those where digging (the approved working program is not being observed);
- More and more it was found the inefficiency of the weekly analysis carried out by the economic agents involved in the deroulment of the rehabilitation program of the track Bucharest- Constanta, the absence of an active involvement of the „ Consultant” by coordinating and works correlation on each lot;
- The situation of the cables pictures received by ASTALDI from DE-CONSULT does not corresponded with the actual situation. Because of this an entire interval between two railway stations could not be performed according to the rhythm imposed by the execution graphics because there is not a continously front, imposing an often moving of the machines and equipments.

In order to analyze this aspects and to rectify the wrong working methods, the Romanian Railway Safety Authority convoked the decision makers of the Railway District Branches of Bucharest and Constanta (belonging to the National Company of Railways „ CFR” SA, representatives of ASTALDI S.p.a, IMSAT Bucharest and ARGE-GE, with this occasion being established the improvement measures of the activity developed by the involved factors in performing the works.

Also there were found some cases of non-application of the normative documents provisions in force and of the instructional regulations, as follows:

- Not all the economic agents had railway technical homologation certificates/ railway technical agreements for the critical railway products or didn't had contracts for the performance of the technical inspection for the critical railway services classified as having the risk class 1A;
- The non-observance of the order of performing the works and operations established by the execution projects, fact that led to the damage of some of the works previously performed;
- The use of some critical railway products whose quality was not suitable;
- The performance of the works without observing the quality standards;
- Non-assurance of the safety conditions imposed when are performed works to the railway infrastructure.

In order to rectify the found non-conformities were established measures for immediate rectifying of the found non-conformities and in some cases it was ordered:

- The cancellation of the works until finalising of some test laboratories for some critical railway products;
- Measures of replacing the some critical railway products and repairing some works improper performed;
- The suspension of the railway supplier authorization or of the railway technical homologation certificates/ railway technical agreements for the critical railway services/products;

2. Reference to the fulfilment of sending the safety reports realized by the railway infrastructure managers and railway undertakings on term, according to article 9(4) of the Safety Directive.

By Law no. 55/2006 on railway safety, it was established a term for sending the annual report: before June 30. The railway infrastructure manager, non-interoperable railway infrastructure administrators and railway undertaking sent this annual reports on term.

		Issued Safety Certificate- Part A	Issued Safety Certificate- Part B	Issued Safety Authorizations	Other activities (specifying)
3. Number of the inspections for RUs/IMs, 2006(*)	Planned	No	No	No	No
	Performed	No	No	No	No

		Issued Safety Certificate- Part A	Issued Safety Certificate- Part B	Issued Safety Authorizations	Other activities (specifying)
4. Number of the audits for RUs/IMs, 2006(*)	Planned	No	No	No	No
	Performed	No	No	No	No

(*) Within 2007, the inspection and audit proceedings on granting safety certificates and authorizations of the RUs/IMs were not realized because there was any legal basis for this.

5. With reference to a summary of the measures/relevant correcting measures (amendment, withdrawal, suspension, important warning and so on) concerning the audits/inspections on the safety matter.

It was not necessary.

6. Complaints of IMs on RUs related to the conditions of certificates part A/B.

It was not necessary.

Romanian Railway Safety Authority – ASFR

DIRECTOR

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