



RAILWAY REGULATORY AUTHORITY

Miletičova 19, 820 05 Bratislava 25

Annual Report on Railway Safety in Slovakia 2009



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A. Scope of the report

This report contains railway safety indicators for the railway infrastructure in Slovakia for 2009 and information about the activities of the Railway Regulatory Authority ('the Authority') in the field of railway safety. The report also covers (shunting) marshalling yards and regional rail systems. Data on urban railways are not included in this report.

B. Introductory section

1. Introduction to the report

The obligation to draw up a safety report arises from the provisions of § 91 (1) of Act No 513/2009 Coll. on Railways and on Amendment of Certain Laws ('the Railways Act') and Article 18 of Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways and amending Council Directive 95/18/EC on the licensing of railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification ('the Railway Safety Directive').

In line with the Railways Act, this report is sent to the European Railway Agency ('ERA') and published on the Authority's website.

2. Railway structure information

The railway infrastructure in Slovakia (with the exception of railway sidings) is owned by the state. The railway infrastructure is administered and operated by the national railway company Železnice Slovenskej republiky ('ŽSR'). For the purposes of this report, railway infrastructure will include national and regional railway lines.

Construction length of tracks

The total construction length of tracks is 6 870 km, of which 4 638 km are main tracks and 2 232 km are other station tracks. The number of switches totals 8 544 and the number of switch units is 9 483.

Construction length of railway lines

The total construction length of railway lines is 3 659 km, of which 2 640 km are single-track and 1 019 km are double- or multi-track lines. There are 3 510 km of standard gauge lines, 99 km of broad-gauge lines and 50 km of narrow-gauge lines.

Bridges

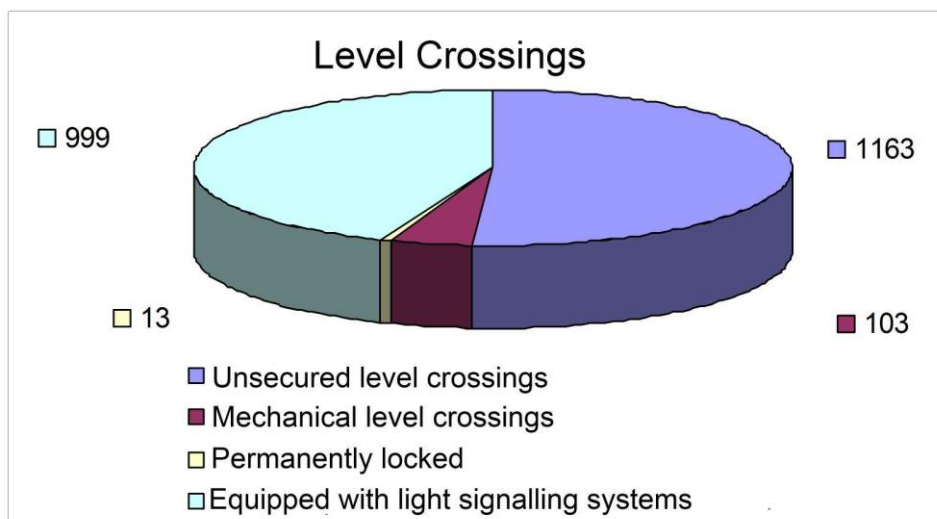
2 282 bridges have been built as part of the railway infrastructure, of which 456 are bridges of steel construction and 1826 are bridges of solid construction. The total length of bridges is 50 282 m.

Tunnels

The railway infrastructure includes 75 tunnels. Of these, 68 are single-track and 7 are double-track tunnels. The total length of railway tunnels is 43 229 m.

Level crossings

From the standpoint of railway safety, level crossings are the most critical part of the railway infrastructure. A total of 2 265 level crossings form part of the railway infrastructure. There are 1 163 unsecured and 1102 secured level crossings, of which 103 use mechanical gates (including 13 permanently locked gates) and 999 crossings are equipped with light signalling systems.



Railway signalling systems

Railway tracks protected by an automatic block signal system have a total length of 670 km, of which 129 km are equipped with single direction systems and 541 km use a bi-directional system. Automatic line block systems are used for signalling on 512 km of tracks. Semi-automatic block systems are used on tracks with a total length of 762 km, of which 624 km are secured with a relay system and 138 km is secured with a line block system. The total length of tracks using a telephone communication system for signalling is 1620 km.

Station signalling systems

A total of 159 railway stations are equipped with the simplest system - a mechanical station signalling system. Electromechanical interlocking systems are employed at 77 railway station. There are a total of 151 operating control points with a relay interlocking system, 19 control points use an electronic interlocking system and 75 control points have a hybrid interlocking system. 252 km of tracks are protected by a remote dispatcher-operated interlocking system. 670 km of tracks are equipped with a system enabling the transmission of information into trains.

Hump yard signalling equipment

88 retarders are used for the operation of hump yard signalling systems. There are a total of seven mechanised hump yards. There is only one semi-automatic hump yard within the ŽSR network. One automated hump yard has been built. Hump yard signalling systems use a total of seven compressor stations divided as follows:

- portable packed piston-type stations 4
- portable packed screw-type station 1
- stationary halls 2

Electrified tracks

Of the total length of tracks, 1 577 km are electrified using the following systems:

- AC 25 000 V/50 Hz in the length of 761 km,
- DC 3 000 V (1500V, 600 V) 816 km.

The total extended length of overhead lines is 4 761 km, of which single-phase alternate current overhead lines total 2 211 km and direct current overhead lines total 2 551 km.

Sub-stations and sectioning points

There are a total of 90 substations and sectioning points within the railway infrastructure. Of these, 12 are single-phase sub-stations and 36 are direct current sectioning points. There are three support rectifier stations. There are 17 single-phase sectioning points and 19 direct current sectioning points. Three mobile sub-stations are available.

Operating control points

The railway infrastructure includes a total of 1 009 operating control points. Of these, 444 are staffed with employees and 565 are unmanned. Manned control points include 335 stations and 87 other control points (blocks, branch lines, exchange stations, control points with simplified traffic management, etc.).

Corridor routes within Slovakia's railway infrastructure

The total length of railway corridor routes which form part of Slovakia's railway network is 939 km and consists of the following sections:

- Corridor IV in the section: (ČD) – Kúty – Bratislava – Štúrovo – (MÁV) (220 km)**
Corridor V in the section: Bratislava – Žilina – Košice – Čierna nad Tisou – (UZ) (544 km)
Corridor VI in the section: Žilina – Čadca – Skalité – (PKP) (57 km)
Corridor IX in the section: (MÁV) – Čaňa – Košice – Prešov – Plaveč – (PKP) (118 km)

ŽSR railway network map

The map of the ŽSR railway network is provided in Annex A 1. The railway network figures provided come from the database of the infrastructure manager – ŽSR.

A list of railway undertakings and infrastructure managers

A list of railway undertakings (carriers) operating on the railway infrastructure in Slovakia in 2009 is given in Annex A 2. The sole railway infrastructure manager for national and regional railway lines in Slovakia is ŽSR.

3. Summary

Ensuring and developing railway safety is a fundamental task of the railway infrastructure manager and railway undertakings (carriers) operating on the railway infrastructure. This obligation also arises from the relevant provisions of the Railways Act.

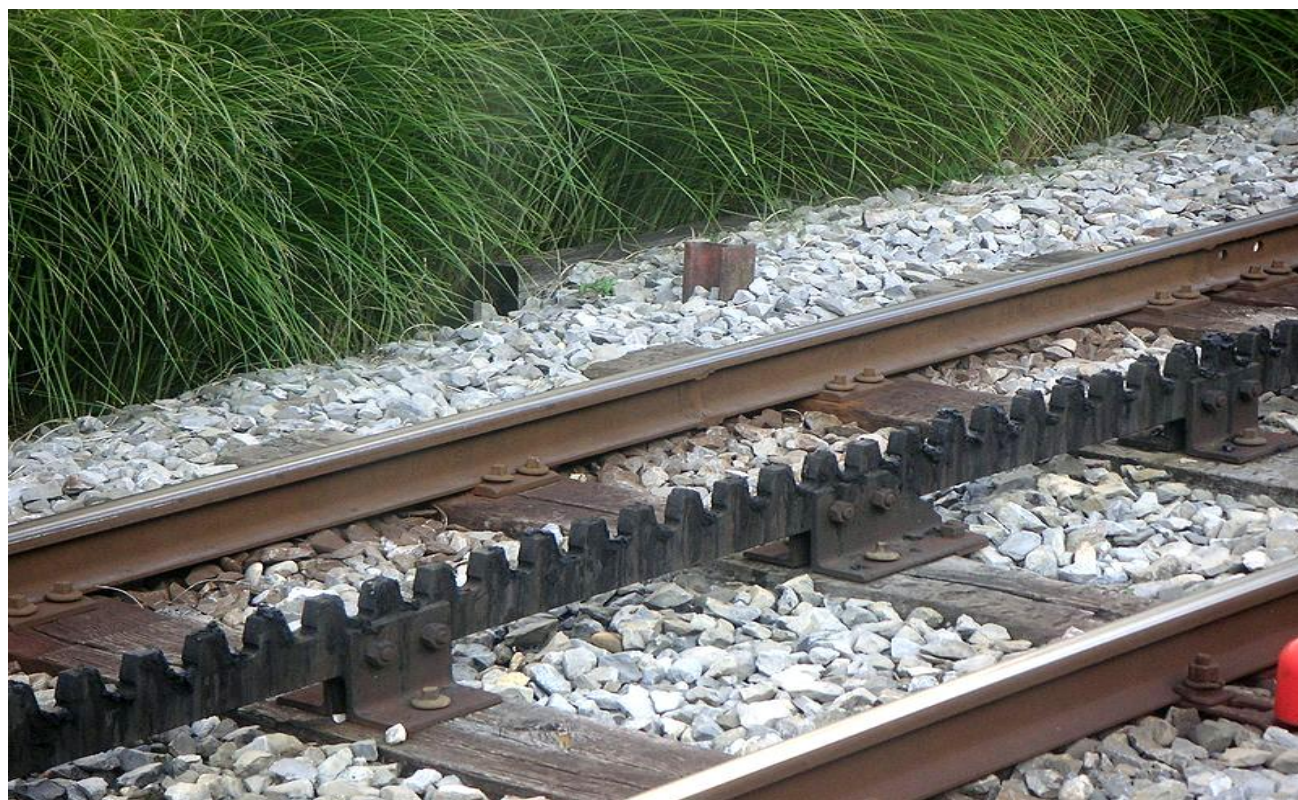
One of the Authority's key tasks in respect of the exercise of its competence as a national safety authority is to supervise traffic safety, accident prevention and the application of legal regulations in the field of railway safety.

A trend analysis of the development of railway safety can be derived from the statistics provided in the tables under Annex C.

4. Implementation of the Railway Safety Directive (2004/49/EC)

The Railway Safety Directive was fully transposed into Slovak legislation through Act No 109/2007 Coll. (of 09.02.2007) amending the Railways Act effective from 01.04.2007.

The Authority's activities in the field of railway safety in 2009 were carried out within the scope defined by the relevant provisions of the Railways Act.



C. Organisation

1. Introduction

The Authority was established on 1 November 2005 on the basis of Act No 109/2005 Coll. of 9 February 2005 amending Act No 164/1996 Coll. on Railways and on Amendment of Trade Licensing Act No 455/1991 Coll. as amended, as amended and amending Act No 725/2004 Coll. on the Conditions for the Operation of Vehicles on Roads and on Amendment of Certain Laws as amended by Act No 466/2005 Coll. of 23 September 2005 amending Act No 175/1999 Coll. on Certain Measures Related to the Preparation of Major Investments and on Amendment of Certain Laws as amended, and on Amendment of Certain Laws.

Seat of the Authority: Miletičova 19, 820 05 Bratislava.

The scope of the Authority's activities is defined by Founding Document No 2340/M-2005 of 28 October 2005 and by the Railways Act.

The details of the organisation, mission and roles of the Authority are laid down by 'Statutes of the Authority No 2680/M-2005 of 9 December 2005' issued by the Ministry of Transport, Posts and Telecommunications ('the Ministry') under No 224 on 9 December 2005.

The Authority is managed and responsibility for its operation is held by the Chairman and the Head of the Personnel Office appointed and recalled by the Slovak Government on a proposal from the Minister of Transport, Posts and Telecommunications.

The activities of the Authority are governed by its organisational rules, which lay down its internal organisational structure, system and levels of management, as well as the scope of authorities and responsibilities of senior civil servants.

Through Decision of the Chairman of the Authority No 7/2008-Vy of 14 July 2008, the organisational rules of the Authority were issued effective from 15 July 2008 as amended by supplements and other decisions of the Chairman and the Head of the Personnel Office.

In the course of 2009, in accordance with § 64 (6) letter d) of Act No 164/1996 Coll. on Railways and on Amendment of Trade Licensing Act No 455/1991 Coll. as amended, 14 organisational changes were implemented related to the number of approved civil servant positions and the effort to ensure the effective operation of the Authority.

The total number of staff planned for 2009 was 78, including 71 civil servants and seven employees performing work in the public interest. The average number of the Authority's employees in 2009 was 69. The number of the Authority's employees as at 31.12.2009 was 74, of which 67 were civil servants and seven were employees performing work in the public interest.

2. Organisation of the National Safety Authority

In addition to other activities, effective from 01.04.2007 the Authority has the competences of a National Safety Authority and, until 31.12.2009, it had the competence of a railway investigating body in accordance with § 64 of the Railways Act.

Within the meaning of the requirements of the Railway Safety Directive, the Authority is independent in the context of performance of its competence as a safety authority and investigating body. In accordance with § 65 (1) letter o) of the Railways Act, the Ministry appointed the head accident investigator on the Authority's proposal. In accordance with § 64 (4) of the Act, the responsibilities of a National Safety Authority are performed by the Section of Safety and State Supervision on Railroads.

ŽSR regularly reports to the Authority on the development of railway safety in the field of its activities and submits accident statistics and reports on the results of accident investigations. The Authority is regularly informed about the operational commissions convened to discuss the results of accident investigations and causes of accidents and adopt preventive measures to avoid accidents and increase the standard of safety.

The Authority's responsibilities and duties in the field of railway safety are performed in particular by the Section of Safety and State Supervision on Railroads. This Section also

carries out the activities of a supervisory body in the area of interoperability and railway subsystems forming part of the European railway system.

Also related to ensuring railway safety is the area of issuing authorisation for the operation of railways and granting licences for the operation of railway traffic. These activities are carried out by the Authority's Railway Regulatory Section.

In 2009, the Section of Safety and State Supervision on Railroads mostly dealt with the issuing of safety authorisation of carriers and certification of organisations that design, manufacture, assemble or repair rolling stock and other interoperability subsystems.

The national railway vehicle register was made available in January 2009. This was created on the basis of Commission Decision No 2007/756/EC of 09.11.2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC.

The Section also ensures the allocation of vehicle keeper markings, technical admission of railway vehicles, allocation of registration numbers to railway vehicles and type approval of railway vehicles and substantial alterations thereof.

Information for owners of rolling stock about registration, allocation, reservation or revocation of the VEHICLE KEEPER MARKING ('VKM'), technical admission of railway vehicles, allocation of registration numbers to railway vehicles and type approval of railway vehicles and substantial alterations thereof, including the approval of access of vehicles of foreign railway administrations to ŽSR infrastructure, is available on the Authority's website and is regularly updated.

In 2009, a total of 29 applications for VKM were received, in three cases the allocation of VKM was not recommended. There were no VKM reservations. 26 VKMs were approved.

Another task of the Section of Safety and State Supervision on Railroads in 2009 was to take over the register of rolling stock and allocated vehicle registration numbers from organisations that administered the register previously. Specific guidelines and instructions were created for all of these activities. Information for carriers is available on the Authority's website.

In 2009, the Section of Safety and State Supervision on Railroads issued a total of eight decisions on type approval of railway vehicles or substantial alterations thereof, of which one was for freight wagons, four were for traction units and three were for passenger carriages. In 2009, technical admissions of railway vehicles stock to circulation were granted. 185 approvals were issued for newly manufactured freight wagons and 326 approvals were issued for existing freight wagons. As regards traction units, there were 106 existing and 10 newly manufactured units. 12 new engine units were manufactured. There were 32 newly manufactured passenger carriages.

In the forthcoming period, it will be necessary to focus mainly on extending the exercise of the Authority's obligations in the area of state professional supervision on railways and comprehensive processing of information on railway vehicles. Subsequently, it will be necessary, in collaboration with the Ministry, to resolve the issue of granting and withdrawing licences for the operation of railway vehicles and special track vehicles.

As regards the railway equipment register, the achievement of the target status, which is the creation of a national register of railway infrastructure, is expected. The implementation of real steps in this area will commence after the relevant guidelines are issued by the ERA.

In the course of 2009, negotiations were held with the safety and inspection department of the ŽSR general directorate, which mainly focused on cooperation in the fields of accident investigation and regulation of railway safety.

With respect to the exercise of state professional supervision on railways, the aim is to elaborate and create guidelines that would contain the new legislative requirements in the field of regulation of safety.

In the area of safety certification of transport operators on national and regional railways, the Authority completed two manuals, namely: Instruction of the Chairman of the Railway Regulatory Authority No 5/2009 of 20 July 2009 concerning the issuing of safety certificates to carriers with registered office in Slovakia and Instruction of the Chairman of the Railway Regulatory Authority No 6/2009 of 20 July 2009 concerning the issuing of safety certificates to foreign carriers. These documents contain the requirements for the

content and method of submission of applications, including content requirements for the creation of a safety management system for the performance of activities related to the operation of railway traffic.

It will be necessary to complete the manual for the issuing of safety authorisation of railway operators, which will contain instructions related to content requirements and submission of applications, including content requirements for the creation of a safety management system for the performance of activities related to the operation of railways.

Also related to the issue of ensuring railway safety are certain activities of the State Technical Professional Supervision and Monitoring Section and the Special Building Authority Section.

Within the scope of its competence, the State Technical Professional Supervision and Monitoring Section carried out the oversight of technical safety and operation of certain technical equipment, which is designed, manufactured or used for the operation of railways and railway traffic, as well as the oversight of certain activities. Another of the Section's activities was the exercise of state professional technical supervision and monitoring in the field of welding and non-destructive testing of rails, steel bridges and bridge-like structures and railway vehicles.

Within the scope of its competence, the Special Building Authority Section, prior to issuing approval for the use of newly-built or modernised railways which are to become part of the European railway system, carried out the verification of satisfaction of the conditions related to the submission of documents on the verification of structural subsystems conducted prior to putting them into service.

Being a state budget-funded organisation, in terms of financial relations the Authority is directly linked to the state budget through the Ministry's budgetary chapter, in particular in respect of the number of employees, which is decided by the Ministry.

In its decision-making, all sections of the Authority are independent, with the exception of the Special Building Authority Section, where the appellate body for the decisions issued by the Section is the Ministry.

When necessary, the Authority cooperates with national safety authorities (NSA) of other Member States.

3. Organisational chart

The organisational chart of the Railway Regulatory Authority as at 31.12.2009 is provided in Annex B.



D. Development of railway safety

1. Initiatives to maintain/improve safety performance

In 2009, the area of railway safety was monitored in line with the requirements of the Railway Safety Directive and the relevant provisions of the Railways Act. The indicators of the development of railway safety and accident statistics are provided in Annex C; the statistics indicate the spectrum of accidents.

Precursors of accidents that triggered action			Safety measures that have been decided
Date	Place	Description of the incident	
0	0	0	0

2. Detailed data trend analysis

Specific categories of accidents expressed in figures:

- Number of accidents 499
- Number of fatalities 129
- Number of injuries persons 35
- Number of precursors of accidents 92
- Costs of accidents/ hours worked to ensure safety 551 hrs.

All data have been taken from documents of the infrastructure manager. None of the above categories of accidents met the criteria for a serious accident; therefore, the Authority did not investigate any of these accidents. Data on the cost of injuries and fatalities were not included in the information provided.

Comparison with accidents in 2008

The number of accidents caused by employees of ŽSR or railway facilities declined by 25 cases. The number of accidents caused by carriers declined by 37 cases and the number of accidents caused by unauthorised third persons entering the rail yard area decreased by 9 cases. The number of accidents on level crossings decreased by 18 cases compared with 2008.

Based on the documents obtained from ŽSR, the most serious problems with respect to the causes of accidents include:

- unauthorised entry of third persons into the clearance gauge of main and side tracks of the infrastructure manager ŽSR,
- frequent disregard of safety warnings or traffic signs at level crossing and failure to observe the rules of traffic by road users.

The accident rate for 2009 is detailed in Annex C, in accordance with the ERA template.



E. Important changes in legislation and regulation

As regards legislation, in 2009 amendments to national safety rules were adopted that also apply to carriers operating railway traffic. Amendment 1 to regulation Ž 1 was issued in December 2009. The number of regulation D 17 was changed to Z 17 effective from 1 January 2010.

In October, Act No 513/2009 Coll. on Railways and on Amendment of Certain Laws and Act No 514/2009 on Railway Traffic were adopted, both of which entered into force on 1 January 2010.



F. Development of safety certification and authorisation

1. National legislation

Issuing of safety certificates according to Article 10 of the Railway Safety Directive (2004/49/EC)

The procedure and conditions for issuing safety certificates for railway undertakings were laid down in § 46a, § 48d and in Annex 5 of the Railways Act.

The Act contains the conditions for the issuing of safety certificates divided into part 'A' and part 'B', the requirements for the preparation of a manual for applicants, change notification requirements, etc.

§ 48d of the Railways Act defined the requirements for maintaining and improving operational safety and creating a safety management system. Annex 5 to the Railways Act contains the requirements and basic components of the safety management system.

The issuing of safety certificates to carriers was governed by the Railways Act in force and its applicable provisions, as well as Commission Regulation (EC) No 653/2007 of 13 June 2007.

Issuing of safety authorisation of infrastructure managers under the Railway Safety Directive (2004/49/EC)

The requirements and conditions for the issuing of safety authorisations under Article 11 of the Railway Safety Directive were defined in § 46a of the Railways Act. The infrastructure manager, ŽSR, filed an application for Safety Authorisation at the end of 2009.

National safety rules

Under § 48e of the Railways Act, it is the Ministry's competence to decide which regulations have the nature of 'national safety rules' within the meaning of the requirements under Article 8 of the Railway Safety Directive. The European Commission was notified of the list of these regulations by the Ministry in November 2007. The notice of specification of railway safety rules in Slovakia has been posted on the Ministry's website.

Generally binding legal regulations falling under the category of national safety rules are included in the collection of laws and are available to the general public via the relevant distribution channels. Regulations that were issued by the infrastructure manager are available through its distribution organisation – the Logistics and Procurement Centre. ŽSR's website identifies certain regulations which are applicable to carriers.

2. Development of safety certification and authorisation – numerical data

Safety certificates according to Directive 2004/49/EC

Number of safety certificates issued by the Authority according to Directive 2004/49/EC in 2009 for railway undertakings	licensed in Slovakia	9
	licensed in another Member State	1

3. Procedural aspects of issuing safety certificates

Safety certificates Part A

The Railways Act specifies the requirements, procedures and division of the issuing and revocation of safety certificates into Part 'A' and Part 'B', within the meaning of Article 10 of the Railway Safety Directive and further specifies that:

- the deadline for the issuing of the safety certificate is four months of submission of the application,
- the carrier must promptly report any major changes in conditions.

Safety certificates Part B

Safety certificates Part 'B' are subject to similar provisions to safety certificates Part 'A'.

Safety authorisation

The Railways Act requires that the infrastructure manager have a safety authorisation on the day of commencement of operation on railways. It further specifies that:

- the deadline for the issuing of the safety authorisation is four months of submission of the application,
- the infrastructure manager must immediately report any major changes to the conditions of operation on the railway.

The administrative fee for the issuing of safety authorisations under § 46a of the Railways Act was not specified in Act No 145/1995 Coll. of 19.07.1995 on Administrative Fees in 2009.



G. Supervision of railway undertakings and infrastructure managers

1. Description of supervision

In 2009, the exercise of state professional supervision focused in particular on the identification of the operational safety of railways and traffic safety. These activities mainly involved the identification of carriers' and railway operators' compliance with the conditions and duties laid down by the Railways Act and generally binding legal regulations issued on the basis of this Act. Also monitored was compliance with the conditions for the proper and safe operation of railways, in accordance with the railway operator's authorisation, and with the conditions for ensuring railway traffic safety, in accordance with the licences granted to railway traffic operators.

The performance of state professional technical supervision and oversight (SPTS) in respect of certain technical equipment, which includes transport, gas pressure, lifting and electrical equipment for protection against the effects of atmospheric and static electricity and protection against the negative effects of reverse traction current, containers and movable superstructures designed, manufactured or used for the operation of railways and railway traffic, focused on the verification of such equipment prior to putting it into service and on equipment in service. Another area was the performance of SPTS in respect of certain activities related to certain technical equipment, welding and non-destructive testing of steel railway bridge structures and rails, railway vehicles and the filling of metal pressure containers used on railways, as well as the filling of tank wagons and tank containers. These activities included examination of professional competence and the issuing of authorisations for welding of rails, steel bridges and bridge-like structures and railway vehicles, as well as the verification of the professional competence of natural persons for the conduct of revisions and tests and for the operation of certain technical equipment, as well as for the inspection of activities related to welding and non-destructive testing of rails, steel bridges and bridge-like structures and railway vehicles.

Within the scope of its competence, the Special Building Authority Section, prior to issuing approval for the use of newly-built or modernised railways which are to become part of the European railway system, among other things verifies the satisfaction of the

conditions related to the submission of documents on the verification of structural subsystems conducted prior to putting them into service.

2. Annual reporting

Under § 48b of the Railways Act, the operator of national and regional railways and the carriers operating on these railways are required to submit to the Authority, by 30 June, an annual safety report for the preceding calendar year.

The majority of carriers met this reporting obligation stipulated by the Railways Act. The carriers REGIO RAIL, s.r.o Trnava, and LTE Logistik und Transport – GMBH Graz failed to submit an annual safety report and failed to report statistical data. LTE Logistik a Transport Slovakia, s.r.o., Bratislava submitted the report after written notice with a 27-day delay.

In order to ensure consistency of the data reported in annual reports, the Authority posted on its website a report template, as well as information about other required data, such as the ERA table, etc. (for the carrier and infrastructure manager), which must be included in annual reports presented by carriers.

3. The results of and experience with supervision

In 2009, the Authority carried out supervision of safety within the framework of ‘regulation of safety’ as defined by the relevant provisions of the Railways Act. A total of 19 inspections were carried out by the Authority in connection with the performance of safety supervision in 2009.

For this purpose, procedures and methods for the performance of supervision of safety were developed within the meaning of the requirements of the Railway Safety Directive.

H. Reporting on the application of the Common Safety Method on risk evaluation and assessment

The annual report was prepared in accordance with the Railways Act in force in 2009, which did not impose the obligation to apply the Common Safety Method on risk evaluation and assessment.

I. Conclusions of the NSA on the reporting year – priorities

Priorities, results of safety recommendations

Railway traffic safety and safety of passengers are considered to be the most important safety priorities; naturally, all statutory and regulatory provisions relating to operational railway safety must be thoroughly observed.

The annual safety report has been prepared in accordance with the relevant provisions of the Railways Act and the Railway Safety Directive, as well as in compliance with the methodology issued by ERA.

J. Sources of information

The safety reports submitted by each carrier operating on the railways of the infrastructure manager, ŽSR, were used as the source of the necessary background information.

The basic source of information was the infrastructure manager's safety report on the state of national and regional railways and the sections of corridors V and VI which are under construction. A special component of this report was the analysis and statistics on accidents which occurred on the railways of the infrastructure manager, ŽSR.

Specific additional data for the individual sections of the annual report were provided by the relevant sections and departments of the Authority.

K. Annexes

A 1 ŽSR network

A 2 List of railway undertakings

A 2.1 Infrastructure manager

A 2.2 Railway undertakings

B Organisational chart of the Authority

C Common Safety Indicators data – tables, (separate annex)

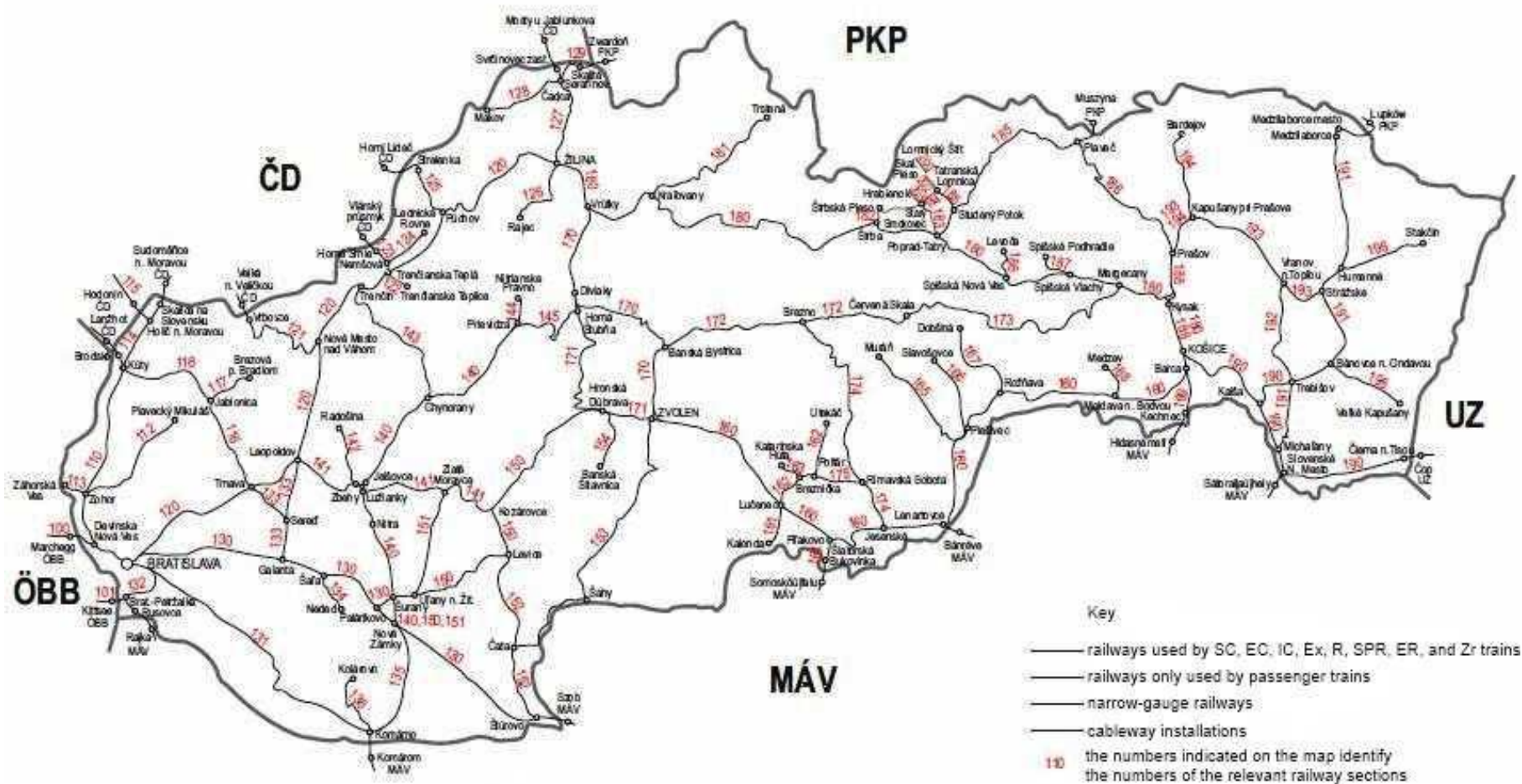
D Important changes in legislation and regulation

E Development of safety certification and authorisation – numerical data

Definitions used in the European Railway Agency tables



NETWORK OF ŽELEZNICE SLOVENSKEJ REPUBLIKY



List of railway undertakings

The carriers listed below operated railway traffic on the infrastructure in Slovakia in 2009:

No	Name of carrier	Website
1	U.S. Steel Košice, s. r. o.	www.usske.sk
2	LTE Logistic und Transport , GmbH – Graz	www.lte.at
3	Slezskomoravská dráha, a.s. Ostrava	www.slezskomoravskadraha.cz
4	LOKO TRANS, s.r.o. – Brno	www.lokotrans.cz
5	Železničné stavby, a.s. – Košice	www.zelstavby.host.sk
6	Trnavská stavebná spoločnosť, a.s. – Trnava	www.trnavska-spolocnost.sk
7	LTE Slovakia, s.r.o. – Bratislava	lte.@lte.sk
8	Bratislavská regionálna koľajová spoločnosť, a.s. – Bratislava	www.brks.sk
9	Prvá Slovenská železničná, a.s. – Bratislava	www.psz.wdt.sk
10	Hornonitrianske bane, zamestnanecká spoločnosť – Prievidza	www.hbp.sk
11	Železničné stavebníctvo Bratislava, a.s. – Bratislava	www.zs-ba-as.sk
12	ŽDD, a.s. – Bratislava	kostelnik@okd-doprava.cz
13	Slovenská železničná dopravná spoločnosť, a.s. – Zvolen	www.szds.sk
14	Elektrizácia železníc, Kysak, a.s. – Kysak	www.ezkysak.sk
15	REGIO RAIL, s.r.o. – Trnava	www.regiorail.sk
16	INVESTEX GROUP, s.r.o. – Zvolen	www.investex-group.sk
17	Železničná spoločnosť Slovensko, a.s. – Bratislava	www.slovakrail.sk
18	Železničná spoločnosť Cargo Slovakia, a.s. – Bratislava	www.zscargo.sk
19	LOKO RAIL, a.s. – Bratislava	www.lokorail.sk
20	GJW Praha, s.r.o. – Praha	www.gjw-pha.sk
21	OKD, Doprava, a.s. – Ostrava	www.okd-doprava.cz
22	OHL ŽS, a.s. – Brno	www.ohlzs.cz
23	RAILTRANSPORT, s.r.o. – Sokolov	www.railtrans.info
24	Traťová strojní společnost, a.s. – Hradec Králové	www.tssas.cz
25	Ostravská dopravní společnost, a.s. – Ostrava	www.odos.cz
26	ExpressRail, s.r.o Bratislava	www.express-mp.sk
27	BF Logistics, s.r.o. – Praha 9	www.bfl.cz

Infrastructure manager

Name	Address	Website/link to network statement	Safety authorisation (number/date)	Start date of commercial activity	Total track length /gauge	Electrified track Length/voltages	Total double-/single-track length	Total track length HSL	ATP equipment used	No of LC	Number of Signals
ŽSR	Klemensova 8 813 61 Bratislava	www.zsr.sk http://www.zsr.sk/generate_page.php?page_id=1266	none	01.01.2002	3 623/Gauge 1435mm 1520mm 1000mm and 760 mm	1 577 25kV/50Hz – 761 km 1500V, 600V – 816 km	Single track – 2 608 km Double track – 1 015 km	0	Automatic block Semi-automatic block Automatic line block system	2 220	9 450

Railway undertakings

Name	Address	Website	Safety certificate 2001/14/EC (number/date)	Safety certificate A-B 2004/49/EC (number/date)	Start date of commer- cial activity	Traffic type (freight, etc.)	Number of loco- motives	Number of railcars – multiple unit sets	Number of coaches/ wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
U.S. Steel Košice, s.r.o	Vstupný areál 044 54 Košice	www.usske.sk	8/2003/BOD 15.12.2003		01.02.2000	freight	3	0	0/38	9	0	345 230
LTE Logistic und Transport	Reininghaus- strase 3 A 8020 Graz	www.lte.at	BO-08/2006/SR 14.12.2006			freight	*1	*1	*1	*1	*1	*1
LOKO Trans	Vofíškova 2 623 00 Brno	www.lokotrans.cz		Sk 1220070001 26.11.2007	01.01.2008	freight	5	0	0/279	3	0	3 500
Železničné stavby, a.s.	Južná trieda 66 040 01 Košice	www.zelstavby.sk	1/2003BOD 03.04.2003		01.05.2003	freight	5	0	41/126	3	0	0
Trnavská stavebná spoločnosť	Bratislavská 4 917 02 Trnava	www.tss.sk	14/2003/BOD 23.04.2003	SK 112009007 SK 122009008	23.04.2003	freight	6	0	0 / 141	5		45 409
LTE Slovakia	Kopčianska 1 851 01 Bratislava	lte@lte.sk	6/2003/BOD 09.04.2003		01.04.2004	freight	3	-	-	4	0	410 770
BRKS	Dôstojevského 1 811 09 Bratislava	www.brks.sk	22/2003/ BOD 19.06.2003		10.04.2003	freight	2	0	0	8	0	509 428
Prvá Slovenská železničná	Ružová dolina 10 821 09 Bratislava	psz@psz.sk	16/2003/ BOD 04.07.2003	SK 1120090005 SK 1220090005	24.04.2008	freight	3	0	0/265	5	0	3 476,5
Hornonitrianske bane zamestnanecká, a.s..	Matice Slovenskej 10 971 01 Prievidza	www.hbp.sk	BO-07/2006/SR 26.06.2006	SK 1120090001 SK 1220090001	31.01.2005	freight	8	0	0/136	26	0	4 700
ŽDD, a.s.	Cukrova 14 811 08 Bratislava	kostelnik@okd-doprava.cz	30/2004/ BOD 26.04.2004		26.07.2004	freight	2	0	0/40	1	0	119 678
Slovenská železničná	Na Štepnici 1379/1 960 01 Zvolen	www.szds.sk		SK 1120080008 SK	09.04.2004	freight	8	0	0/0	31	0	215 000

Name	Address	Website	Safety certificate 2001/14/EC (number/date)	Safety certificate A-B 2004/49/EC (number/date)	Start date of commer- cial activity	Traffic type (freight, etc.)	Number of loco- motives	Number of railcars – multiple unit sets	Number of coaches/ wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
dopravná spoločnosť				1220080008								
Elektrizácia železíc Kysak, a.s.	Rosinská cesta 1/8223 010 08 Žilina	www.ezkysak.sk		SK 1120070002 7.01.2008	20.01.1998	freight	5	0	0/37	5	0	69 956
INVESTEX GROUP, s.r.o.	Na Štepanci 1379/1 960 01 ZVOLEN	www.investex-group.sk	34/2004/ BOD 04.01.2005	-	10.01.2006	freight	4	0/0	0/4	2	0	4 910
Železničná spoločnosť Slovensko	Rožňavská 1 832 72 Bratislava	www.slovakrail.sk	37/2005/ BOD 29.04.2005		01.01.2005	passenger	215	241	1207/0	1 302	2 246.6 mil	-
Železničná spoločnosť Cargo Slovakia	Drieňova 24 820 09 Bratislava	www.zscargo.sk	36/2005/ BOD 03.05.2005		01.01.2005	freight	741	0	0/14 377	1 621	0	33 790 284
LOKO RAIL	Horárska 12 821 09 Bratislava	www.lokorail.sk		SK 1120090002 SK 1220090002	05.10.2004	freight	11	0	0/46	28	0	930 888
GJW Praha	Medzitřařová 137 198 21 Praha 9	www.gjw-pha.cz	1/2006/BOD 08.02.2006	CZ 122008 0014	01.03.2006	freight	5	0	0/5	0	0	0
OKD Doprava, a.s.	Nádražní 93/2967 702 62 Ostrava	www.okd-doprava.cz	2/2006/BOD 01.03.2006		19.11.2006	freight	91	0	0/70	14/2	0	27 760
OHL ŽS, a.s.	Bureřova 937/17 660 02 Brno	www.ohlzs.cz	3/2006/BOD 08.03.2006	CZ 1120080012	01.03.2006	freight	0	0	0/10	5	0	0
RailTransport, s.r.o.	Spartakiádní 1979/4 356 01 Sokolov	www.railtrans.info		SK 1120080010	22.10.2003	fright passenger	6	6/0	2/0	10/1	0	7 257 901
Třařová strojní společnost, a.s.	Jičínska 1605 501 01 Hradec Křálové	www.tssas.cz		CZ 1120080011 SK 1220080006 27.11.2008	1.2006	freight	12	0	0/877	28	0	1 314 946
Ostravská dopravní společnost, a.s.	U Tiskárny 616/9 702 00 Ostrava	www.odos.cz		CZ 1120080016 SK1220080005		freight	27	0	0/0	1	0	0
Železničné stavebníctvo Bratislava, a.s.	Furmanská 8 841 03 Bratislava	www.zs-ba-as.sk	11/2003BOD 27.11.2003		01.01. 2004	freight	1	0	0/8	1	0	0
Express Rail, s.r.o.	Rusovská	www.express-mp.sk		SK 11200900004	1. 7.2009	freight	3	0/0	0/0	8	0	464 500

Name	Address	Website	Safety certificate 2001/14/EC (number/date)	Safety certificate A-B 2004/49/EC (number/date)	Start date of commercial activity	Traffic type (freight, etc.)	Number of loco- motives	Number of railcars – multiple unit sets	Number of coaches/ wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
	cesta 1 851 01 Bratislava			12200900004								
Slezsko- moravská dráha, a.s	Michálkovicá 86/1942 Slezská Ostrava	www.slezskomoravskadraha.cz		CZ 1120080032 SK 1220090007	14.08.2009	freight	5	0/0	0/0	1	0	0
BF Logisics, s.r.o.	Beranových 65 Praha 9	www.bfl.cz		CZ 1120070003 SK 1220080004	01.09.2009	freight	5	0/0	0/0	1	0	2 334
REGIO RAIL, s.r.o	Nitrianska 1 917 00 Trnava	www.regiorail.sk		SK 1120090003 SK 1220090006	22.01. 2009	freight	*2	*2	*2	*2	*2	*2

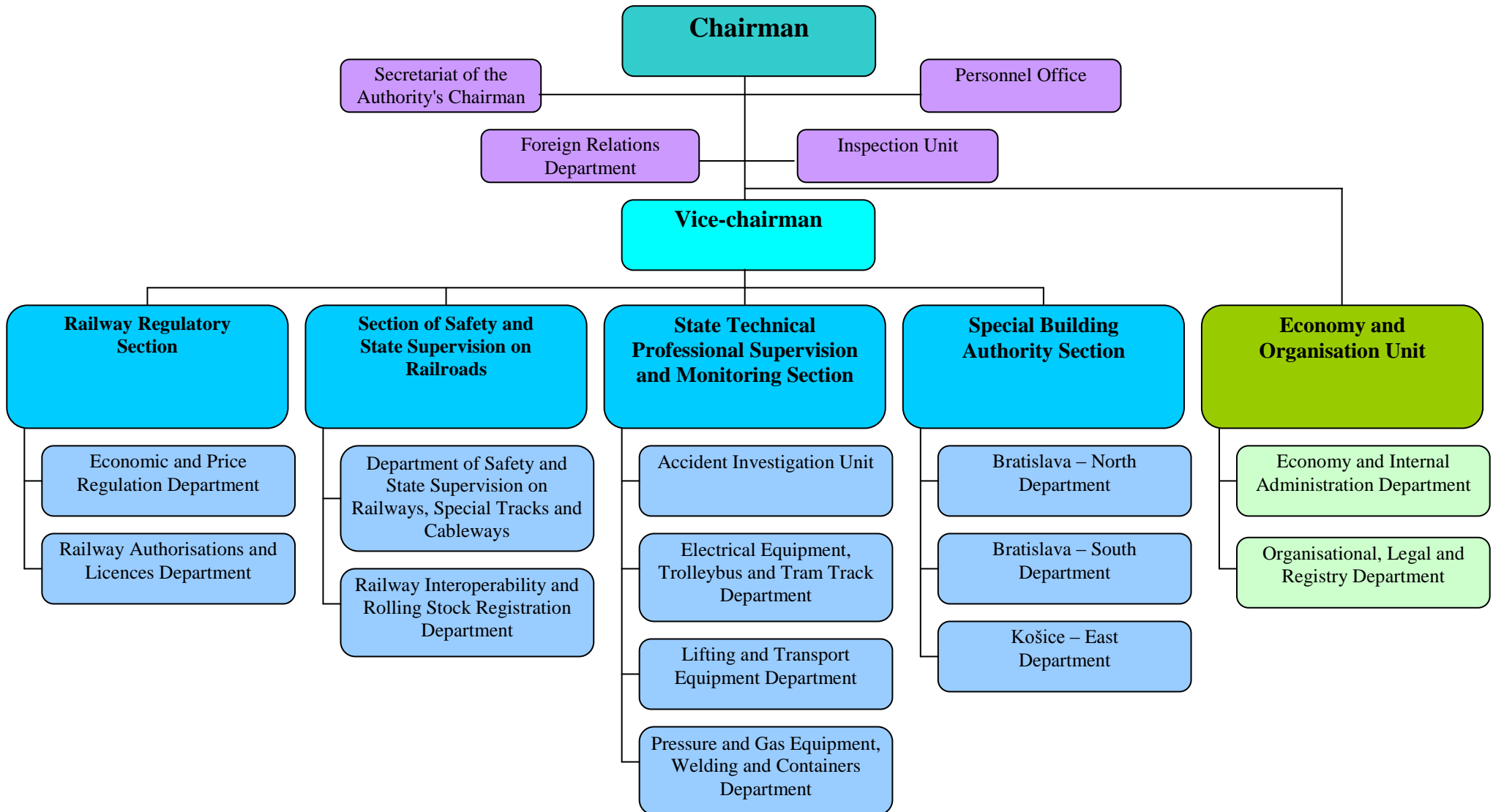
Abbreviations: HSL = High Speed Line
ATP = Automatic Train Protection
LC = Level Crossing

*1 REGIO RAIL did not report data

*2 LTE Logistic und Transport Graz did not report data

Organisation chart of the Authority

Annex B



Common Safety Indicators data – tables

Annex C is a separate (electronic) attachment to this report.

Important changes in legislation and regulation

Annex D

	Legal reference	Date legislation comes into force	Reasons for introduction (specify new law or amendment to existing legislation)	Description
National rules concerning railway safety	NONE			
Legislation concerning the national safety authority	Railways Act No 164/1996 as amended	17.05.1996		Operating and traffic rules for railways, Railway Regulatory Authority
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
National rules concerning railway safety				
Rules concerning national safety targets and methods	Railways Act No 164/1996 Ministry of Transport, Posts and Telecommunications (MTPPT) Decree No 250/1997	17.05.1996 19.06.1997	109/2007 MTPPT Decree	Operating and traffic rules for railways Railway traffic code
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE			
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE			
Rules concerning requirements for wagon keepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	Railways Act No 164/1996 MTPPT Decree No 250/1997	17.05.1996 19.06.1997	MTPT Decree	
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	P 1 – PTPŽ – Railway Technical Operating Rules Ž 1	01.01.1978 11.12.2005	A ŽSR regulation A ŽSR regulation	Railway technical operating rules Marking of equipment in railway yard, signals, train rides, train timetable, traffic management
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	D 22	01.01.1978	A ŽSR regulation	Conduct of transport operations and activities on the railway in extraordinary circumstances
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Bz 1 Staff safety OK 2 Testing and training rules for railway employees MTPT Decree No 499/2007 Coll.	01.01.2004 01.02.2008 15.11.2007	Safety regulation – ŽSR Competence and training regulation Medical, sensory and mental competence	Safety when entering and working in the railway yard and tracks and when performing other activities related to transport
Rules concerning the investigation of accidents and incidents including recommendation	Z - 17 (D 17)	09.12.2007 December 2009	A ŽSR regulation Amendment No 1, including change of number to Z 17, effective from 01.01.2010	Accidents and emergencies
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	Annex 5 to Railways Act No 164/1996			Safety indicators
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossings, platforms, etc.)	NONE			

Development of safety certification and authorisation – numerical data

E.1. Safety certificates according to Directive 2001/14/EC

Number of Safety Certificates issued by the Authority according to Directive 2001/14/EC, held by Railway Undertakings in 2009	licensed in Slovakia	0
	licensed in another Member State	0

E.2. Safety certificates according to Directive 2004/49/EC

		New	Updated/amended	Renewed
E.2.1. Number of valid Safety Certificates Part A, held by railway undertakings in 2009	registered in Slovakia	9	0	0
	registered in another Member State	0	0	0

		New	Updated/amended	Renewed
E.2.2. Number of valid Safety Certificates Part B, held by railway undertakings in 2009	registered in Slovakia	0	0	0
	registered in another Member State	1	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by railway undertakings in 2009	registered in Slovakia	New certificates	6	0	1
		Updated/amended certificates	1	0	0
		Renewed certificates	0	0	0
	registered in another Member State	New certificates	0	0	0
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

			A	R	P
E.2.4. Number of applications for Safety Certificates	registered in Slovakia	New certificates	6	0	1
		Updated/amended certificates	1	0	0

Part B submitted by railway undertakings in 2009		Renewed certificates	0	0	0
	registered in another Member State	New certificates	1	0	2
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

A = accepted applications, certificate is already issued

R = rejected applications, no certificate was issued

P = case is still pending, no certificate has been issued so far

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

E. 3 Safety authorisations according to Directive 2004/49/EC

	New	Updated/amended	Renewed		
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers being registered in Slovakia in 2009	0	0	0		
			A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers being registered in Slovakia in 2009	New authorisations		0	0	1
	Updated/amended authorisations		0	0	0
	Renewed authorisations		0	0	0

A = accepted application, certificate is already issued

R = rejected applications, no certificate was issued

P = case is still pending, no certificate has been issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Updated/amended	Renewed
Mean time (after having received all necessary information) between the receipt of an application and the final delivery of a Safety Certificate Part A in 2009 for Railway Undertakings holding	a licence issued by your Member State	4 months	0	0
	a licence issued by another Member State	0	0	0

E.5. Procedural aspects – Safety Certificates part B

		New	Updated/amended	Renewed
Mean time (after having received all necessary information) between the receipt of an application and the final delivery of a Safety Certificate Part B in 2009 for Railway Undertakings holding	a licence issued by your Member State	0	0	0
	a licence issued by another Member State	4 months	0	0

E.6. Procedural aspects – Safety Authorisations

		New	Updated/amended	Renewed
Mean time (after having received all necessary information) between the receipt of an application and the final delivery of a Safety Authorisation in 2009 for Infrastructure Managers holding	a licence issued by your Member State	0	0	0
	a licence issued by another Member State	0	0	0