

**RAILWAY REGULATORY AUTHORITY**  
**820 05 BRATISLAVA, Miletičova 19, SLOVAKIA**

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**Annual Report on Railway Safety**  
**in the Slovak Republic**  
**for the year 2007**

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## **A. Scope of the Report**

This report contains indicators of the rail transport safety on the rail infrastructure of the Slovak Republic (hereinafter referred to as „SR“) for the year 2007 and information on activities of the Railway Regulatory Authority (hereinafter referred to as „URZD“) in the field of rail transport safety.

## **B. Introductory Section**

### **1. Introduction**

The obligation to elaborate the report on safety is set in the Article 48a (a) and Article 48b (3) of the Act of the National Council of the Slovak Republic No. 164/1996 Coll. on Railroads and on amendments of the Act No. 455/1991 Coll. on Small Trade Business (The Trade License Act) as amended, as amended by later regulations (hereinafter referred to as “Act on the Railroads”) and Article 18 of the Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety of the Community’s railways and amending Council Directive 95/18/EC on the licensing of the railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as “Safety Directive”).

### **2. Information on Rail Infrastructure of the Slovak Republic**

The rail infrastructure in the Slovak Republic (excluding sidings) is owned by state. The manager and operator of the rail infrastructure is the company Railways of the Slovak Republic (hereinafter referred to as “ŽSR”). The rail infrastructure for the purpose of this report contains nationwide and regional railroads of the Slovak Republic, the total length of operated tracks is 3 629 km, thereof 2 610 km are the single-tracks and 1 019 km are double- or multiple tracks. Normal gauge lines are 3 480 km long, wide gauge lines are 99 km long and narrow gauge lines are 50 km long.

### Building Track Length

The total building track length is 6 831 km, thereof main track lines 4 645 km and other station track lines 2 186 km. Total number of point-switches is 8 657 and the number of point-switch units is 9 627.

### Bridges

There are 2 282 bridges within the rail infrastructure, thereof steel bridges 456 and massive bridges 1 826. Total length of the bridges is 50 282 meters.

### Tunnels

There are 75 tunnels on the rail infrastructure, thereof 68 single-track line tunnels and 7 double track-lines tunnels. Total length of the tunnels within the railway network is 43 229 meters.

### Level crossings

The most critical parts, as far as the safety of railway operation is concerned, are the level crossings. Total number of level crossings on the rail infrastructure is 2 307. 1 222 level crossings are without protection and 1 085 are with protection, thereof 123 level crossings are equipped with the mechanical barriers and 962 with lighting protection.

### Track protection

The total length of tracks equipped with automatic block is 564 km, thereof direct automatic block 129 km and bi-directional automatic block 435 km. Tracks of length 411 km are equipped with automatic line block system. Tracks of length 736 km are fitted with semiautomatic block, thereof relay system on 593 km and block system on 143 km of tracks. Total length of tracks with telecommunication installations serving for protection of transport is 1 533 km.

### Station signaling equipment

Altogether 234 railway stations in Slovakia are equipped with the simplest system, the mechanic station signaling equipment.

Electromechanical station signaling equipment is used in 96 railway stations. There are 123 operating posts with contactor signaling equipment, 25 with other signaling

equipment and 17 with electronic signaling equipment. Remote-controlled signaling equipment operated by the traffic controller control 259 km of tracks.

#### Gravity (hump) signaling equipment

Together 93 track brakes are used for functioning of the gravity signaling equipment. There are 8 mechanised gravity yards. Semi-automatic gravity yards are not used within the ŽSR network. Only one automatic gravity yard has been built. Gravity signaling equipment use for its activities compressor stations in the following proportions:

- mobile packed spatial            9 pc
- mobile packed screwed        2pc
- stationary halls                    12 pc

#### Electrified tracks

1 578 kilometres of tracks, out of the total track length, are electrified by the system:

- AC 25 000 V/50 Hz with length of                    ...759 km,
- DC 3 000 V (1500V, 600 V) with length of        ...819 km.

Total length of unreel traction wire is 4 763 km, thereof the total length of (single-phase) altering current traction wire is 2 212 km and total length of direct current traction wire is 2 551 km.

#### Feeder and track sectioning posts

There are 90 feeder and track sectioning posts on the rail infrastructure of SR, thereof 11 single-phase traction feeder posts and 37 direct traction rectifier stations. There are 3 „supporting“ traction rectifier stations. There are 18 single-phase track sectioning posts and 18 direct track sectioning posts, as well. There are 3 movable traction rectifier stations.

#### Operating control posts

There are 1 003 control posts on the rail infrastructure of SR, thereof 409 operated by employees and 594 with no employees. From the total number of operated control posts there are 322 stations and 87 other control posts (block, junction point, passing point, control post on track with simplified traffic control etc.).

Corridor tracks on the Slovak rail infrastructure:

**Corridor IV in sector:** (ČD) – Kúty – Bratislava – Štúrovo – (MÁV) (220 km)

**Corridor V in sector:** Bratislava – Žilina – Košice – Čierna nad Tisou - (UZ)(544 km)

**Corridor VI in sector:** Žilina – Čadca – Skalité – (PKP) ( 57 km)

**Corridor IX in sector:** (MÁV) – Čaňa – Košice – Prešov – Plaveč – (PKP) (118 km)

The total lengths of the corridor tracks on the railway infrastructure of the Slovak Republic is 939 km.

### **ŽSR network map**

The map of ŽSR (infrastructure manager) rail network is referred in the Annex A1. Given information on the railway infrastructure is from the ŽSR database.

### **List of railway undertakings and infrastructure managers**

The list of railway undertakings (carriers), who operated transport on railway infrastructure of the Slovak Republic in the year 2007, is referred in the Annex A2. The only railway infrastructure manager in the Slovak Republic (for the regional as well as nationwide railroads) is Railways of the Slovak Republic (Železnice Slovenskej republiky, ŽSR).

## **3. Summary**

Ensuring safety of the railway transport and its development is the main task of the infrastructure manager and railway undertakings (carriers) providing transport on the rail infrastructure. This obligation is also given by the relevant measures of the Act on the Railroads.

One of the main tasks of the URZD within its competence as railroad safety authority is to monitor safety of the rail transport, monitor prevention from accidents and to ensure observance of legal regulations in the field of the rail transport safety.

#### **4. Implementation of the Safety Directive**

The Safety Directive has been fully transposed into the legal system of the Slovak Republic by the Act No. 109/2007 Coll. (of February 9, 2007) amending the Act on the Railroads, coming into force on April 1, 2007.

For this reason, in 2007 the activity of URZD in the field of rail transport safety has been performed within the scope set by relevant provisions of the Act on the Railroads.



## C. Organisation

### 1. Introduction

Railway Regulatory Authority (Úrad pre reguláciu železničnej dopravy, URZD) was established on November 1, 2005 according to the Act No. 109/2005 Coll. of February 9, 2005, amending the Act of the National Council of the Slovak Republic No. 164/1996 Coll. on railroads and on amendments of the Act No. 455/1991 Coll. on small trade business (the Trade License Act) as amended by later regulations and on amendments of the Act No. 725/2004 Coll. on conditions of vehicle operations in the road traffic and on amendments of some acts, as amended by Act of the National Council of the Slovak Republic No. 466/2005 Coll. of September 23, 2005, amending the Act No. 175/1999 Coll. on some regulations concerning preparations of essential investments and on amendments of some acts as amended by later regulations and on amendments of some acts.

The URZD headquarters: Miletičova 19, 820 05 Bratislava, Slovakia.

Activities of the URZD are determined by the Setting document No. 2340/M-2005 of October 28, 2005 and by the Act on the Railroads. Details on organization, aim and tasks of the URZD are laid down in the “Office Status No. 2680/M-2005” dated on 9 December 2005 issued by the Ministry of Transport, Posts and Telecommunications of the Slovak Republic (hereinafter referred to as „MDPT SR“) under the No. 224 dated on 9 December 2005.

The Authority is managed by Chairman, who accounts responsible for its activities. He is appointed and recalled by the Government of the Slovak Republic.

The internal organisation levels, management system and levels, the scope of competences and responsibilities of the chiefs are set in the Internal Rules of Organisation.

On August 1, 2007, new URZD Rules of Organisation came into force. Supplement 1 to the URZD Rules of Organisation was issued on November 1, 2007. Within the year 2007, five organisational changes took place, thereof one with effectivity since January 1, 2008. The URZD organisational chart reflects these changes.

In the year 2007, scheduled number of employees of the state budgetary and allowance (non-profit) organisations has been reduced by 20 %, thus performing the task laid down by the Resolution of the Government of the Slovak Republic No. 856 of October 11, 2006, point C.15. The purpose of the task was to save finances within the state budget chapters and ensure more effective use of public funds within the budgetary envelopes of URZD, as well as rationalisation of activities within URZD and their effective financing.

The number of employees within URZD for the year 2007, namely 85, was set in a schedule. URZD has, according to the task No. 8 of the „Action Plan“- task C.15 of the Resolution of the Government of the Slovak Republic No. 856 of October 11, 2006, taken the following measures:

- by December 1, 2007, URZD cut the number of working places by 7 (thereof 6 working places for civil servants and 1 place designated for employees working in public interest). On December 31, 2007, the real number of employees was 66. By January 1, 2008, an organizational change took place, which resulted in decrease of 1 working place, i.e. on January 1, 2008, the scheduled number of employees was 77, what is in compliance with the plan of the MDPT SR.

The counts of employees of URZD as to the December 31, 2007 were following: the Department of foreign relations together with the Chairman's secretariat: 5, Railway regulatory section: 11, Safety and the state supervision on the railroads section: 8, State technical professional supervision and monitoring section: 19, Special building authority section: 15, Personal office, economy and organization sector: 8.

## **2. NSA Organisation**

Since April 1, 2007, the URZD acts, among other activities, as a rail safety authority and rail investigation body in accordance with Article 64 of the Act on the Railroads.

URZD is within its activities as the safety authority and investigation body independent, as it is required by the Safety Directive. MDPT SR has, in accordance with the Article 65 (1), letter o) of the Act on the Railroads, appointed upon the proposal of URZD the chief

accident investigator. The competences of rail investigation body are, in accordance with the Article 64 (4) of the Act on the Railroads, assigned to the Safety and the state supervision on the railroads section.

ŽSR informs URZD regularly of the development of rail transport safety. It submits, in accordance with Art. 80 of the Ordinance of MDPT SR No. 250/1997 Coll., setting the railroad order, the accident statistics and reports on the results of accident investigations to URZD. In addition, URZD is regularly informed of setting up the operative commissions, which discuss results of investigation of accidents and the causes of their occurrence.

URZD competences and fulfilling of its obligations in the field of rail transport safety are assigned mainly to the Safety and the state supervision on the railroads section. This section ensures monitoring in the field of interoperability and subsystems of the rail network forming the European railway system on the area of the Slovak Republic, as well.

The issue of ensuring the rail transport safety is also linked to issuing of authorisations for railroad operation and granting of licenses for railroad transport operation. Within the URZD, the mentioned activities are ensured by the Railway Regulatory Section.

In 2007, the Safety and the state supervision on the railroads section was active mainly in the field of issuing of safety certificates for carriers and granting certificates to organisations, which design, manufacture, assemble or repair the rail vehicles and other interoperability subsystems.

Rail vehicles evidence is being realised by the step-by-step preparation of creating the national vehicle register. This section is also responsible for the assigning of rail vehicle owner codes, approving the technical capability of rail vehicles for operation, assigning of registration numbers to rail vehicles and approval of the types of rail vehicles and their substantial changes.

Information for rail vehicle owners concerning the registration, assigning, reservation or revocation of the rail vehicle owner code, i.e. VKM - VEHICLE KEEPER MARKING (hereinafter referred to as „VKM“), approving the technical capability of rail vehicles for

operation, assigning of registration numbers to rail vehicles and approval of the types of rail vehicles and their substantial changes, including the authorisation for placing the rail vehicles of foreign railways in service on the infrastructure of ŽSR, is published on the URZD website and is regularly updated.

Total number of applications for assigning of VKM code, received in the year 2007, was 33, out of which one VKM code was not recommended and one was revoked, i.e. the total number of approved VKM codes was 31.

Next task of the URZD Safety and the state supervision on the railroads section for the year 2007 was to prepare for the taking over the rail vehicles evidence and to assign registration numbers to rail vehicles. On October 30, 2007, URZD took over the database of registration numbers assigned to freight rail vehicles from the company ZSSK Cargo Slovakia, a.s.- the largest carrier. Specific guidelines and instructions have been introduced for all the activities.

The information for carriers is published at the URZD website. In the field of rolling stock evidence, the expected final state means creating the national vehicle register of all rail vehicles in the Slovak Republic.

For the future, it will be important to focus on activities concerning state professional supervision on the railroads, accident investigation on the nationwide and regional railroads, complex processing of the rail vehicles data to create the national rail vehicle register. Furthermore, it will be necessary to complete, in the cooperation with MDPT SR, the matters concerning issuing and withdrawing the certificates for driving the railways and special track vehicles.

In the field of transport road installations evidence, the expected final state means creating the national rail infrastructure register. This activity will be transposed into the real life more precisely only after publishing the relevant regulations by the European Railway Agency (hereinafter referred to as „ERA“).

During the year 2007, the negotiations with the Safety and Inspection Unit of the General Headquarters of the ŽSR took place. The negotiations dealt in particular with cooperation

in the field of accident and incident investigations and regulation of the railway transport safety.

In the field of accident investigation, the main objective is to create conditions to ensure investigation of serious accidents on the nationwide and regional railways.

In the field of the state professional supervision on the railroads, the objective is to elaborate and prepare directive containing new legislation requirements in the field of safety regulation.

In the field of issuing the safety certificates for carriers on the nationwide and regional railroads and safety authorizations for the infrastructure managers, it will be needed to complete the guideline setting the instructions and requirements for submitting the applications, including the requirements related to the content of the safety management system applied while carrying out their activities related to railroad operation and operation of the transport on the railroad.

Railway safety is also connected to some of the activities performed by the State technical professional supervision and monitoring section and Special building authority section.

State technical professional supervision and monitoring section ensures supervision over the technical safety and operation of so called determined technical equipment constructed, manufactured or serving for railroad operation and railroad transport operation, as well as over so called determined activities.

Special building authority section verifies, before issuing the document on authorization for putting a newly built or upgraded railway forming a part of the European railway system into service, fulfilling of the requirements concerning verifying the structural subsystems before putting them into service.

URZD, being a budgetary organization, is through the financial relations directly coupled with the state budget by the means of a budgetary chapter of the MDPT SR, in particular in relation to the number of employees, which is subject to the decision of MDPT SR.

### **3. Organization chart**

Organisation chart of URZD valid on December 31, 2007 is referred in Annex B.

## D. The development of railway safety

### 1. Initiatives to maintain / improve safety performances

Railway safety has been, during the year 2007, observed in sense of the Safety Directive and relevant provisions of the Act on the Railroads. Indicators of the railway safety development, as well as the statistics of monitored accidents, which indicates the range of accident events, are referred in Annex C.

*Table D.1.1 - Safety measures triggered by accidents/precursors to these*

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	Place
0	0	0	0

### 2. Detailed data trend analysis

Individual categories of accidents in numeric values:

- Number of accidents 222
- Number of fatalities 105
- Number of injures 35
- Number of precursors to accidents 93
- Costs of accidents / hours worked on safety 460 hrs.

### Comparison to the year 2006 (regarding the accidents)

The number of accidents caused by the employees of infrastructure manager or by railroad installation decreased by 22 cases. The number of accidents caused by the carriers increased by 25 cases and number of accidents caused by unauthorised persons on railway premises by 5 cases. The number of accidents on level crossings increased by 11 cases.

Based on the information gained from ŽSR, the most serious problems connected with the occurrence of accidents seem to be:

- unauthorized persons in the clearance gauge of the nationwide and regional railroads
- very frequent disrespecting of warning signals of the level crossing protection or road traffic signs and the rules of the road transport.

The indicators relating to accidents, elaborated in details for the year 2007, are given in the tables of Annex C provided by ERA.



## **E. Important changes in legislation and regulation**

In 2007, important changes in legislation took place by the amendment of the Act on the Railroads and by adopting the Ordinance of MDPT SR No. 499/2007 Coll. of October 24, 2007 on health, sensory and psychological fitness of persons operating railroad and the transport on the railroad.

In connection with this, the updating of the rules concerning the safety on the rail infrastructure of the Slovak Republic, as well as the rule concerning accident investigation on the rail infrastructure of the Slovak Republic, was initiated.

## **F. The development of safety certification and authorisation**

### **1. National legislation**

#### **Issuing of safety certificates according to Art. 10 of the Safety Directive**

Procedure and requirements for issuing the safety certificates for the railway undertakings in the year 2007 were set by the Article 46a, 48d and by the Annex 5 of the Act on the Railroads. Safety Directive was fully transposed into the legal system of the Slovak Republic only on 1 April 2007 (see part B, point 4 of this report).

Conditions for issuing the safety certificates are laid down in the Article 46a of the Act on the Railroads. Since April 1, 2007, Article 46a of the Act on the Railroads lays down conditions for issuing of safety certificates separated into the part A and part B, requirements to elaborate a guideline for the applicants, obligation to inform on changes etc. Article 48d of the Act on the Railroads lays down requirements concerning the need to maintain and improve the operation safety and concerning the establishment of safety management system. Annex 5 of the Act on the Railroads sets requirements on the safety management system and its basic elements.

Issuing of safety certificates to carriers follows the mentioned provisions of the Act on the Railroads and the Regulation of the Commission No. 653/2007 of June 13, 2007.

#### **Issuing of safety authorisations for the infrastructure managers according to the Safety Directive**

Requirements and conditions for issuing of safety authorisations according to Article 11 of the Safety Directive were transposed into the legislation of SR by the amendment of the Act on the Railroads, which came into force on April 1, 2007. Concrete conditions concerning the issuing of safety authorisations are laid down in Article 46a of the Act on the Railroads.

## National safety rules

With effectivity since April 1, 2007, according to the Article 48e of the Act on the Railroads, it is within the competence of the MDPT SR to decide, which rules are “national safety rules” according to the Article 8 of the Safety Directive. The Ministry has notified these rules to the European Commission in November 2007.

Generally binding legal regulations, which are at the same time considered as the national safety rules, are registered in the Collection of Acts, and so available to the public by the means of the distribution network. Rules issued by the infrastructure manager are available via his “Logistic and Procurement Centre” organisational unit. On its website, some of the rules issued by ŽSR are published, as well.

## 2. The development of safety certification and authorisation - numerical data

### Safety certificates according to the Safety Directive

Number of safety certificates according to the Safety Directive issued by URZD in 2007 for the railway undertakings, which hold a licence issued	in Slovakia	1
	In other Member State	1

## 3. Procedural aspects concerning the issuing of safety certificates

### Safety certificates- Part A

Since April 1, 2007, the Act on the Railroads contains, in the sense of Article 10 of the Safety Directive, requirements, procedures and separation of issuing and withdrawing of safety certificates into part A and part B and also lays down, that:

- time limit for issuing the safety certificate is 4 months, starting on the day when application has been submitted
- carrier is obliged to inform without delay of the major changes to the conditions
- administrative fee is 3 000,- Sk

### Safety certificates- Part B

Similar provisions as for the safety certificates - Part A apply to the safety certificates - Part B.

### Safety authorisations

Since April 1, 2007, the Act on the Railroads contains requirement for the infrastructure managers to hold a safety authorisation from the day of commencement of railroad operation. In addition to this, it lays down, that:

- time limit for issuing of safety authorisation is 4 months, starting on the day when application has been submitted
- infrastructure manager is obliged to inform without delay of the major changes to the conditions

At the present, the Act of the National Council of the Slovak Republic No. 145/1995 Coll. on Administrative Fees of July 19, 1995 does not set the administrative fee for issuing the safety authorisation in accordance with Article 46a of the Act on the Railroads.

## **G. Supervision of Railway Undertakings and Infrastructure Managers**

### **1. Description of the supervision**

In 2007, the state professional supervision focused especially on determination of the level of railroad operation safety and safety of rail transport operation. Within this activity, mainly the observation of conditions and fulfilling of obligations, set by the Act on the Railroads and generally binding legal regulations, by carriers and the infrastructure manager was monitored. Fulfilling of conditions for due and safe railroad operation by the infrastructure manager in accordance with the issued authorisation and conditions for safe railroad transport by carriers in accordance with granted licences was monitored, as well.

State professional technical supervision in the field of the determined technical equipment and determined activities focused, on one hand, on verification of the technical safety and safe operation of the determined technical equipment constructed, manufactured or used for the railroad operation and railroad transport operation, and, on the other hand, it focused on execution of determined activities in relation to the determined technical equipment, welding and non-destructive testing of the railroad steel bridge constructions, constructions, rails, rail vehicles, filling the metal pressure vessels used on the railroads with gases, filling the car buffers and tank containers.

Special building authority section verifies fulfillment of conditions for submitting the documentation on performed verifications of the structural subsystems forming part of European rail system before putting into service, before the inspection decision on usage of the newly built or up-graded railway forming part of the European rail system is issued.

## **2. Submission of annual reports**

In accordance with the Act on the Railroads, Article 48b, the operator of nationwide and regional railroads and carriers operating on these railroads are obliged to submit to the URZD by June, 30 the Annual Report on Safety for the previous calendar year.

The majority of carriers has fulfilled the obligation to submit these reports in accordance with the Act on the Railroads. The carrier „*BRKS – Bratislavská regionálna koľajová spoločnosť, a.s.*“ did not submit the report in specified time limit. The report was submitted only after 2 written notices and with a 1,5- month delay.

URZD will, in order to unify data submitted in the annual reports, publish the template of report content or a list of further data, that have to be referred, on its website.

## **3. Results and experience with the supervision**

In the year 2007, URZD performed safety monitoring within the “safety regulation” in the sense of relevant regulations of the Act on the Railroads. For this objective, the procedures and methods of safety monitoring in the sense of the requirements of the Safety Directive were elaborated. In the year 2007, no special, or serious findings were inspected within the safety monitoring.

## **H. Conclusion**

### **Priorities, results of safety recommendations**

The main priority in the field of safety is the train transport safety and passengers transport safety. Consistent observance of all the legal regulations concerning the rail transport safety is a must.

The annual report on safety has been elaborated in accordance with the relevant regulations of the Act on the Railroads, Safety Directive and in accordance with the ERA methodology.

## **I. Annexes**

**A 1 ŽSR network map**

**A 2 List of Railway Undertakings**

**A 2.1 The infrastructure manager**

**A 2.2 Railway Undertakings**

**B Organisation chart**

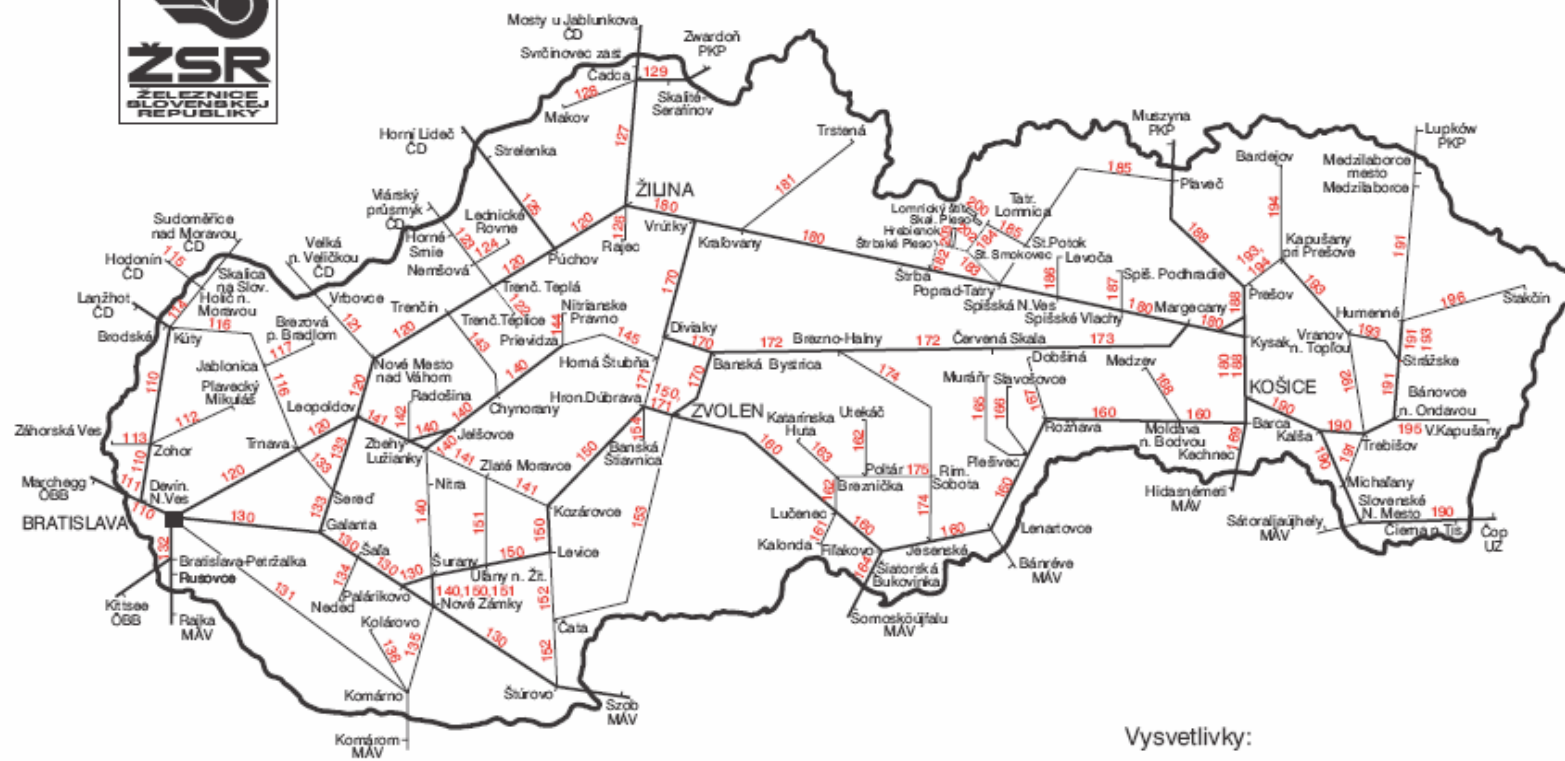
**C The accident statistics and indicators specified by ERA - charts  
(individual supplement)**

**D Important changes in legislation**

**E The development of safety certification and authorisation- numerical  
data**



## SIĽ ŽELEZNÍC SLOVENSKEJ REPUBLIKY



### Vysvetlivky:

- trate, na ktorých jazdia vlaky EC, IC, Ex, R, ER, Zr
- trate, na ktorých jazdia len osobné vlaky
- úzkorozchodné trate
- lanové dráhy
- 110 čísla uvedené na mape udávajú čísla príslušných traťových úsekov



### List of Railway Undertakings

In the year 2007, following carriers have operated transport on the railway infrastructure of the Slovak Republic:

Counter	Name of the carrier	Website
1	U.S. Steel Košice, s.r.o.	<a href="http://www.usske.sk">www.usske.sk</a>
2	LTE Logistic und Transport , GmbH - Graz	<a href="http://www.lte.at">www.lte.at</a>
3	TSS Bratislava, a.s. – Bratislava	<a href="mailto:tss.@internet.sk">tss.@internet.sk</a>
4	LOKO TRANS, s.r.o. – Brno	<a href="http://www.lokotrans.cz">www.lokotrans.cz</a>
5	Železničné stavby, a.s. – Košice	<a href="http://www.zelstavby.host.sk">www.zelstavby.host.sk</a>
6	Trnavská stavebná spoločnosť, a.s. – Trnava	<a href="http://www.trnavska-spolocnost.sk">www.trnavska-spolocnost.sk</a>
7	LTE Slovakia, s.r.o. – Bratislava	<a href="mailto:lte.@lte.sk">lte.@lte.sk</a>
8	Bratislavská regionálna koľajová spoločnosť, a.s. – Bratislava	<a href="http://www.brks.sk">www.brks.sk</a>
9	Prvá Slovenská železničná, a.s. – Bratislava	<a href="http://www.psz.wdt.sk">www.psz.wdt.sk</a>
10	Hornonitrianske bane, zamestnanecká spoločnosť – Prievidza	<a href="http://www.hbp.sk">www.hbp.sk</a>
11	Železničné stavebníctvo Bratislava, a.s. – Bratislava	<a href="http://www.zs-ba-as.sk">www.zs-ba-as.sk</a>
12	ŽDD, a.s. – Bratislava	–
13	Slovenská železničná dopravná spoločnosť, a.s. – Bratislava	<a href="http://www.szds.sk">www.szds.sk</a>
14	Elektrizácia železníc, Kysak, a.s. – Kysak	<a href="http://www.ezkysak.sk">www.ezkysak.sk</a>
15	Technická ochrana a obnova železníc, Žilina – Žilina	<a href="http://www.tooz.sk">www.tooz.sk</a>
16	INVESTEX GROUP, s.r.o. – Zvolen	<a href="http://www.investex-group.sk">www.investex-group.sk</a>
17	Železničná spoločnosť Slovensko, a.s. – Bratislava	<a href="http://www.slovakrail.sk">www.slovakrail.sk</a>
18	Železničná spoločnosť Cargo Slovakia, a.s. – Bratislava	<a href="http://www.zscargo.sk">www.zscargo.sk</a>
19	LOKO RAIL, a.s. – Bratislava	<a href="http://www.lokorail.sk">www.lokorail.sk</a>
20	GJW Praha, s.r.o. – Praha	<a href="http://www.gjw-pha.sk">www.gjw-pha.sk</a>
21	OKD, Doprava, a.s. – Ostrava	<a href="http://www.okd-doprava.cz">www.okd-doprava.cz</a>
22	OHL ŽS, a.s. – Brno	<a href="http://www.ohlzs.cz">www.ohlzs.cz</a>
23	RAILTRANS, s.r.o. – Sokolov	<a href="http://www.railtrans.info">www.railtrans.info</a>
24	Traťová strojní společnost, a.s. – Pradubice	<a href="http://www.tssas.cz">www.tssas.cz</a>
25	Ostravská dopravní společnost, a.s. – Ostrava	<a href="http://www.odos.cz">www.odos.cz</a>

## Annex A 2.1

### The infrastructure manager

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
ŽSR	Klemensova 8 813 61 Bratislava	<a href="http://www.zsr.sk">www.zsr.sk</a> <a href="http://www.zsr.sk/generate_page.php?page_id=1266">http://www.zsr.sk/generate_page.php?page_id=1266</a>	none	1/1/2002	3 629 / gauge1435 mm	1 578 V/50Hz – 759km V 1500, 600V – 819 km	Simple Track – 2 610km Double Track – 1 019km	0	Automatic block Semi-automatic block Automatic line block system	2 307	9 360

## Annex A 2.2

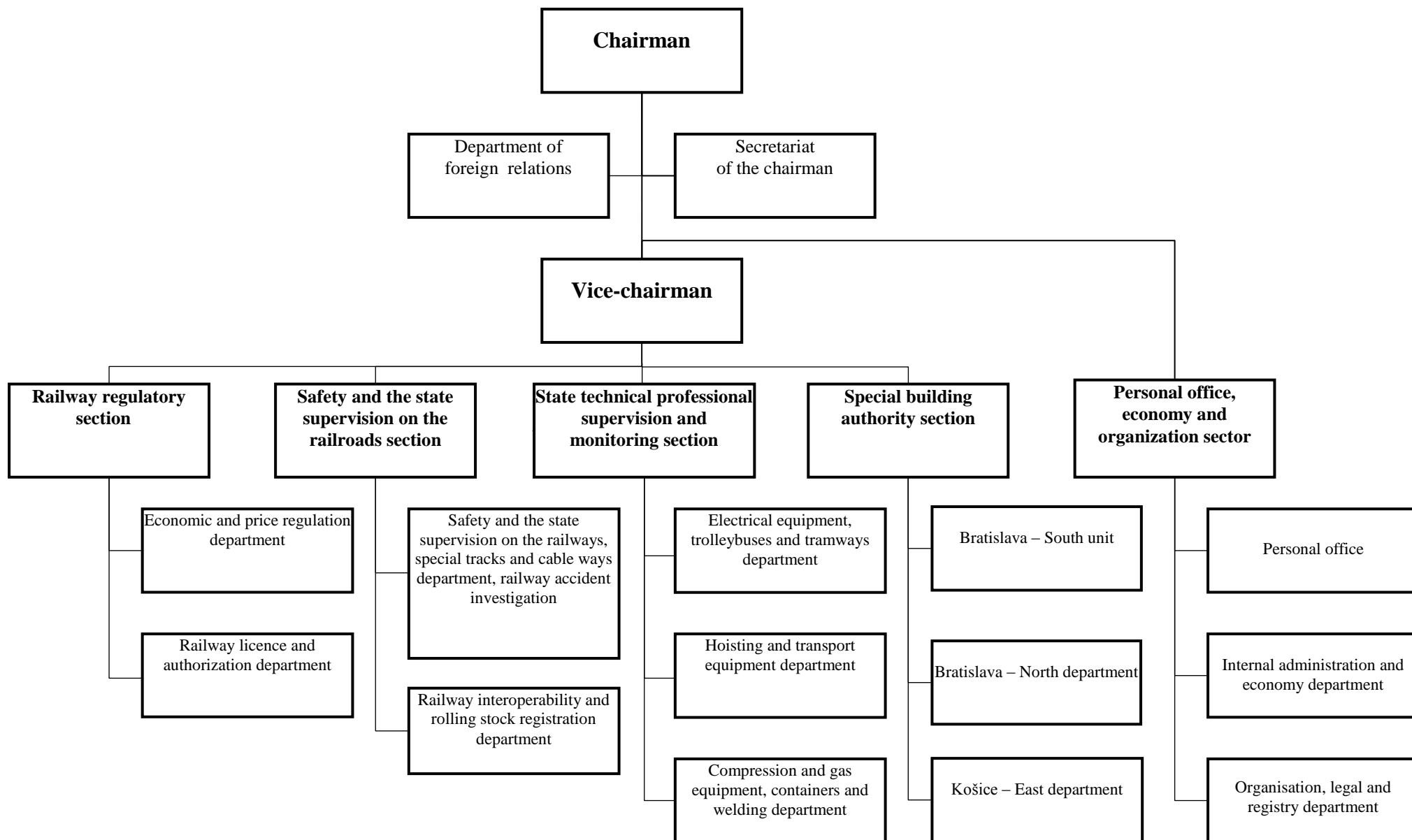
## Railway Undertakings

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight, ...)	Number of Locomotives	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	DZ Doprava, Vstupný areál  044 54 Košice	<a href="http://www.usske.sk">www.usske.sk</a>	8/2003/BOD 15.12.2003			freight						
LTE Logistic und Transport	Reininghausstrasse 3A  8020 Graz	<a href="http://www.lte.at">www.lte.at</a>	BO- 08/2006/SR 14.12.2006			freight						
TSS Bratislava	Za stanicou 3  832 52 Bratislava	<a href="mailto:tss@isternet.sk">tss@isternet.sk</a>	2/2003/BOD 9.04.2003			freight						
LOKO Trans	Voříškova 2 623 00 Brno	<a href="http://www.lokotrans.cz">www.lokotrans.cz</a>		Sk 1220070001 26.11.2007		freight						
Železničné stavby	Južná trieda 66  040 01 Košice	<a href="http://www.zelstavby.sk">www.zelstavby.sk</a>	1/2003BOD 3.04.2003			freight						
Trnavská stavebná spoločnosť	Bratislavská 4  917 02 Trnava	<a href="http://www.trnavska-spolocnost.sk">www.trnavska-spolocnost.sk</a>	14/2003/BOD 23.04.2003			freight						
LTE Slovakia	Lombarginiho 22b 831 03 Bratislava	<a href="mailto:lte@lte.sk">lte@lte.sk</a>	6/2003/BOD 9.04.2003			freight						

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
BRKS	Nevädzova 5 821 01 Bratislava	<a href="mailto:brks@brks.sk">brks@brks.sk</a>	22/2003/BOD 19.06.2003			freight	9			21		
Prvá Slovenská železničná	Ružová dolina 10 821 09 Bratislava	<a href="mailto:psz@psz.sk">psz@psz.sk</a>	16/2003/BOD 4.07.2003			freight						
Hornonitrianske bane ťamestnanec ká, a.s..	Matice Slovenskej 10 971 01 Prievidza	<a href="http://www.hbpsk.sk">www.hbpsk.sk</a>	BO-07/2006/SR 26.06.2006			freight						
ŽDD, a.s.	Cukrova 14 811 08 Bratislava	<a href="mailto:kostelnik@okd-doprava.cz">kostelnik@okd-doprava.cz</a>	30/2004/BOD 26.04.2004			freight						
Slovenská železničná dopravná spoločnosť	Račianska 96 830 03 Bratislava	<a href="http://www.szds.sk">www.szds.sk</a>	32/2004/BOD 9.07.2004			freight						
Elektrizácia železíc	Rosinská cesta 1/8223 010 08 Žilina	<a href="http://www.ezky.sak.sk">www.ezky.sak.sk</a>		SZ 1120070002 7.01.2008		freight						
Technická ochrana a obnova železníc	Sad SNP 667/10 P.O. BOX B – 27 010 11 Žilina	<a href="http://www.tooz.sk">www.tooz.sk</a>	39/2005/BOD 27.10.2005			freight						
INVESTEX GROUP	Na Štepnici 1379/1 960 01 ZVOLEN	<a href="http://www.investexgroup.sk">www.investexgroup.sk</a>	34/2005/BOD 4.01.2005			freight						
Železničná spoločnosť Slovensko	Rožňavská 1 832 72 Bratislava	<a href="http://www.slovakrail.sk">www.slovakrail.sk</a>	37/2005/BOD 29.04.2005			passenger				1 324		28

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
Železničná spoločnosť Cargo Slovakia	Drieňova 24 821 09 Bratislava	<a href="http://www.zscargo.sk">www.zscargo.sk</a>	36/2005/BOD 3.05.2005			freight				1 843		
LOKORAIL	Horárska 12 821 09 Bratislava	<a href="http://www.lokorail.sk">www.lokorail.sk</a>				freight						
GJW Praha	Kováčska 4 831 04 Bratislava	<a href="http://www.gjw-pha.sk">www.gjw-pha.sk</a>	1/2006/BO 8.02.2006			freight						
OKD Doprava, a.s.	Nádražní 93/2967 702 62 Ostrava	<a href="http://www.okd-doprava.cz">www.okd-doprava.cz</a>	2/2006/BO 1.03.2006			freight						
OHL ŽS, a.s.	Burešova 938/17 660 02 Brno	<a href="http://www.ohlzs.cz">www.ohlzs.cz</a>	3/2006/BO 8.03.2006			freight						
RAILTRANS, s.r.o.	Spartakiádní 1979/4 356 01 Sokolov	<a href="http://www.railtrans.info">www.railtrans.info</a>	BO – 04/2006/SR 12.06.2006			freight						
Traťová strojní společnost, a.s.	Hlaváčova 206 530 02 Pradubice	<a href="http://www.tssas.cz">www.tssas.cz</a>	BO – 06/2006/SR 21.06.2006			freight						
Ostravská dopravní společnost, a.s.	Poděbradova 843/28 702 00 Ostrava	<a href="http://www.odos.cz">www.odos.cz</a>	BO – 05/2006/SR 21.06.2006			freight						

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



**The accident statistics and indicators specified by ERA - charts**

Annex C is an individual (electronic) attachment to this report.

## Important changes in legislation and regulation

## Annex D

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
<b>General national railway safety legislation</b>	NONE			
Legislation concerning the national safety authority	Act No.164/1996 on the Railroads  Act No. 109/2007- amendment of the Act on the Railroads	17/05/1996  09/02/2007		The rules of railroad operation and operation of the transport on the railroad, URŽD
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE			
<b>National rules concerning railway safety</b>				
Rules concerning national safety targets and methods	Act No.164/1996 on the Railroads  The Ordinance of the MDPT SR No. 250/1997	17/05/1996  19/06/1997	109/2007  The ordinance of MDPT SR	The rules of railroad operation and operation of the transport on the railroad  Railroad transport order
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 wagonkeepers	NONE			
Rules concerning requirements for maintenance workshops	NONE			
Rules concerning requirements for the autorisation 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	Act No. 164 on the Railroads The Ordinance of the MDPT SR No. 250/1997	17/05/1996 19/06/1997	The Ordinance of the MDPT SR	
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	P 1 – PTPŽ Regulation  Ž 1 Regulation	01/01/1978  11/12/2005	Rule set by IM  Rule set by IM	The rules of technical operation of railways  Marking of installations on the rails, signals, train running, GVD, 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 Regulation	01/01/1978	Rule set by IM	Traffic operation and activities on railway under degraded mode
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Bz 1 Regulation concerning the safety of employees	01/01/2004	Rule set by IM	The safety of work and movement on the rails and on the track and safety of carrying out other activities related to traffic



Rules concerning the investigation of the accident and incidents including recommendation	D 17 Regulation	01/09/1999	Rule set by IM	Accident investigation
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	NONE			
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE			

## The development of safety certification and authorisation- numerical data

### E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2007 being licensed	in SR	7
	in another Member State	8

### E.2. Safety Certificates according to Directive 2004/49/EC

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates <b>Part A</b> held by Railway Undertakings in the year 2007 being registered	in SR	0	0	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates <b>Part B</b> held by Railway Undertakings in the year 2007 being registered	in SR	0	0	0
	in another Member State	1	0	1

			A	R	P
E.2.3. Number of applications for Safety Certificates <b>Part A</b> submitted by Railway Undertakings in year 2007 being registered	in SR	new certificates	0	0	1
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	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 <b>Part B</b> submitted by Railway Undertakings in year 2007 being registered	in SR	new certificates	1	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued  
R = Rejected applications, no certificate was issued  
P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in SR 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 in the year 2007 being registered in SR	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2007 being registered in SR	new authorisations	0	0	0
	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued  
R = Rejected applications, no authorisation was issued  
P = Case is still pending, no authorisation was 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 <b>Part A</b> in year 2007 for Railway Undertakings holding	a licence released by your Member State	0	0	0
	a licence released 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 <b>Part B</b> in year 2007 for Railway Undertakings holding	a licence released by your Member State?	0	0	0
	a licence released 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 year 2007 for Infrastructure Managers holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	0	0	0