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NSA ANNUAL REPORT 2009

Republic of Slovenia

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A. SCOPE OF THE REPORT

To present the work of the Public Agency for Rail Transport of the Slovenian Republic in the field of safety in the Slovenian Republic and prepare an Annual Safety Report on safety on railway lines as required by the Safety Directive and The Railway Transport Act.

B. INTRODUCTORY SECTION

1. Introduction to the report

The Annual Safety Report contains data from the field of safety and safety management and is intended for all persons involved in the public railway system in Slovenia.

Data from the field of economic loss assessment from the point of view of loss of active years for people that died in an accident or were injured is not included. The economic loss will be assessed when the calculation methodology is adopted within the framework of the CSI.

The data on the costs of traffic rerouting, delays, disturbances, extra staff costs and the costs of the loss of future revenue are not collected. The data will be collected when the CSI and the CSI collecting methodology are confirmed by the Committee.

2. Railway Structure Information (***Annex A***)

- Network map (Annex A.1)
- List of Railway Undertakings and Infrastructure Managers (Annex A.2)

3. Summary – General Trend Analysis (e.g. trends in the development of railway safety¹, certification etc.)

In 2009 the number of accidents and incidents (133) decreased by 56% compared with 2008 (299).

The number of suicides decreased from 20 (2008) people to 10 (2009) for 50%.

Compared with 2008, the number of people who were injured in exceptional occurrences declined by 66%, whereas the number of people injured decreased by 27, the number being 14 in 2009.

The total number of people killed increased for 22%, from 9 (2008) to 11 (2009).

In order to enforce the measures for increasing safety and adjust the Regulations to the EU Regulations, the following rules were modified and amended:

- Act amending the Railway Transport Act,
- Act amending the Transport of Dangerous Goods Act,
- Decree on train path allocation and charge for the use of public railway infrastructure,
- Rules amending the Rules on brakes, safety devices and equipment on railway vehicles,

¹ General trend analysis in a few drops, the detailed trend analysis is to be developed in the paragraph D.

- Rules on professional qualifications of executive employees in the railway transport sector,
- Rules supplementing the Rules on the professional qualifications of employees directly engaged in railway transport,
- Rules on the safety measures against too high touch voltages on electrified railway lines,
- Rules of measures of protection against fire in the railway line and flammability belt railway lines and railway rolling stock with open combustion,
- Rules relating to the verification of workshop competence concerning the maintenance of railway,
- Rules on railway stations and stops facilities,
- Rules on checking the mental and physical abilities executive Railway workers.

C. ORGANISATION

1. Introduction to the organisation

Date of establishment: June 2007

Number of employees: 22 at the agency, 5 people responsible for the tasks of NSA.

Mission statement: Article 21 and Article 24 of the Railway Transport Act (See: Annex H)

Tasks of internal units: Are defined in the Rules on internal organisation and post classification of the Public agency for Rail Transport of the Republic of Slovenia which was adopted in August 2008. Detailed tasks are defined in the Annex G.

Internal organisation Chart: Presented in the Annex B.

2. Organisational flow – relationship (diagram) between the NSAs and other national bodies (such as National Investigation Bodies, National Regulatory Bodies, Ministry of Transport etc.) (**Annex F**)

Organisational flow and Mission Statement is presented in annex F and Annex H.

D. THE DEVELOPMENT OF RAILWAY SAFETY

1. Initiatives to maintain/improve safety performances

We received two recommendations of the National Investigation Body.

The first one refers to the change of procedures in the national safety regulations concerning the performance of longer-lasting works on the railway infrastructure.

The second recommendation refers to the Manager's safe management system with a view to reduce train speed on the Sevnica–Blanca railway line section, because the visibility necessary for passing the unprotected level crossing is not secured.

Safety measures derived from findings obtained in inspections specified in Paragraph 2, Article 17 of the Directive 2004/49/EC) is not in the domain of the NSA Slovenia, for the Transport Inspectorate is an independent body.

2. Detailed data trend analysis

Calculation methodologies and definitions:

- Data on accident and incidents are in line with Regulation (EC) No 91/2003 of the European Parliament and of the Council of 16 December 2002 on rail transport statistics.
- Costs of all accidents are calculated on a basis of actual cost for replacement or repair damaged rolling stock and railway infrastructure.

Trend analysis:

In 2009, 18.208 million train kilometres were recorded, 840.171 million of which were made by passenger trains.

Altogether there were 19 accidents:

- One train collision
- Eleven accidents at level crossings
- Two accidents through the movement of railway vehicles
- Five accidents classified under other accidents

There were ten suicides, two injured passengers, two injured employees and 10 injured other persons.

Safety indicators for the year 2009 are more favourable, as they are lower than in the year 2008 and lower than the five-year average. Compared with the previous year, the number of accidents has decreased by 17 accidents, and there were 149 less incidents than in the previous year.

The number of people who were injured has also decreased from 41 people in the year 2008 to 14 people in 2009. The total number of people killed has increased from 9 deaths in the year 2008 to 11 deaths in the year 2009.

In the case of incidents, an increase in the amount of damage to railway tracks and defects on safety devices has been recorded. The reason for the increased number of defects on safety devices and the increased amount of damage to railway tracks is the state of the Infrastructure, which will be updated by the operator in the coming years on the basis of repeated failures.

More detailed data are presented in Annex C.

3. Results of safety recommendations

- As a result of a detailed definition of procedures to be performed in longer rehabilitation works on the railway line, a modification of the Traffic Rules has been prepared, which requires a mutual coordination between the Manager's operating service and the provider of works.
- Because the visibility necessary for passing the unprotected level crossing between the Sevnica-Blanca railway stations is not secured, the Manager will take into consideration reduced train speeds at this section in the preparation of the timetable, until the reconstruction, i.e. the protection of the level crossing is erected.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION

The Safety Directive is fully implemented in the Railway Transport Act (Ur.l. RS, No.:44/07, 58/2009)

Short description of implemented provisions:

The Railway Transport Act

The Act defines public notice of the description of the procedure and other necessary information for admission to the executive railway workers, edition, updating, providing duplicates, suspension and withdrawal of authorization to the executive railway workers, managing and updating a register of permits issued an executive railway workers and the register of executive railway workers, edition, suspending or withdrawing authorization to the executive railway workers, regular supervision on mental and physical fitness examinations and continuous professional training executive railway workers, It ensures that all activities related to training, assessment of skills and updating of licences and certificates are continuously supervised under the system of quality standards, except for activities which are already covered in the safety management system, control of licenses and certificates issued for the entire field of railway infrastructure in Slovenia.

The Act is the basis for the establishment of:

- A Regulatory Authority,
- An allocation body,
- A Safety Authority,
- An investigating authority.

F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

National legislation – Starting dates – Availability

- 1.1. The legal basis for the issuance of safety certificates in compliance with the Directive 2004/49 is the Railway Transport Act, which determines 5 June 2007 as the starting date for the issuance of safety certificates, as laid down in the Directive.

All applications for Safety Certificates filed with the Safety Authority after this date relate only to the issuance of the safety certificates in compliance with the Directive 2004/49.

- 1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC

The starting date of the issuance of the safety certificates complying with the Directive 2004/49 is the same as the date of the issuance of the safety certificates, which have been issued in compliance with the Directive 2004/49.

- 1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)

Relevant legislation is available on following websites:

- www.azp.si (Official website of the Public Agency for Rail Transport of RS)
- www.uradni-list.si (Official website of Official Gazette of the Republic of Slovenia)

2. Numerical data (*Annex E*)

In 2009 the safety certificates in compliance with the Directive 2004/49/EC were issued to the following transport operators:

- Slovenske železnice, d.o.o., Kolodvorska ul. 11, SI-1506 Ljubljana
Publication date: 26 Feb. 2009; Validity period expires on: 25 Feb. 2014
- Adria transport d.o.o., Vojkovo nabrežje 38, SI-6501 Koper
Publication date: 1 Dec. 2009; Validity period expires on: 30 Nov. 2014
- Luka Koper, d.d., pristaniški in logistični sistem, Vojkovo nabrežje 38,
SI-6501 Koper
Publication date: 15 Dec. 2009; Validity period expires on: 14 Dec. 2014

All the three transport operators were issued new safety certificates, consisting of Part A and part B.

3. Procedural aspects

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company)

In 2009 only new safety certificates consisting of Part A were issued.

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The waiting period for the issuance of a safety certificate for none of the applicants was longer than 4 months from the date, when the application was completed.

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State

No inquiries by other safety authorities were received in connection with safety certificates.

3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate

No problems were noticed with any of transport operators or with the Safety Authority.

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)

The charging fee in 2009 was 1418 EUR, raised for other procedural costs.

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service

No problems were noticed.

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

No problems were noticed.

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate

No problems were noticed.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

On its web page the Safety Authority published the procedures required to be observed by Managers or Transport Operators for registering any change in regulations. According to our legislation the Ministry of Transport as a second instance authority is obliged to make decisions on appeals against the decisions of the Safety Authority.

3.2. Safety Certificates Part B

3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.)

In 2009 only safety certificates consisting of Part B were issued.

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

The waiting period for the issuance of a safety certificate for none of the applicants was longer than 4 months from the date, when the application was completed.

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)

The charging fee in 2009 was 1418 EUR, raised for other procedural costs.

3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service

No problems were noticed.

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.

No problems were noticed.

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate

No problems were noticed.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints

On its web page the Safety Authority published the procedures required to be observed by Managers or Transport Operators for registering any change in regulations. According to our legislation the Ministry of Transport as a second instance authority is obliged to make decisions on appeals against the decisions of the Safety Authority.

3.3. Safety Authorisations

No safety Authorisations issued, amended or revoked in 2009.

3.3.1. Reasons for updating/amending Safety Authorisations

Not applicable (explanation is presented at the beginning of the chapter)

3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

Not applicable (explanation is presented at the beginning of the chapter)

3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations

Not applicable (explanation is presented at the beginning of the chapter)

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

Not applicable (explanation is presented at the beginning of the chapter)

3.3.5. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints

Not applicable (explanation is presented at the beginning of the chapter)

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

No administrative cost set in Public Administrative Act, because infrastructure manager tasks are executed as public service.

G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

Safety measures which derive from findings from inspections (paragraph 2, article 17 of Directive 2004/49/EC) not in the domain of NSA Slovenia, because the Transport Inspectorate is an independent body.

1. Description of the supervision of Railway Undertakings and Infrastructure Managers

The overview was attended by five employees of the Safety Authority, who conducted an supervision over eight working days during their regular working hours.

The Safety Authority kept Minutes of every supervision made, in which all the deficiencies that the operator and carriers must remedy were recorded. All parties in the proceedings were informed of the content of the Report.

2. Description of the coverage of the legal aspects within the annual reports from the Infrastructure Managers and Railway Undertakings – Availability of the annual reports before 30 June (according to Article 9(4) of the Railway Safety Directive)

INSPECTIONS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of inspections of RUs/IMs for 2009	planned	-	-	-	-
	unplanned	-	-	-	-
	carried out	-	-	-	-

AUDITS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 2009	planned	-	-	1	-
	carried out	-	-	1	-

H. REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT

Slovenia is in the phase of implementation of the Directive 2008/57 EC, as well as the Regulation 352/2009 and the Commission Decision 2009/460 EC.

I. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

General safety assessment

Considering the presented data, general safety in the railway transport system in the Slovenian Republic was estimated as satisfactory.

J. SOURCES OF INFORMATION

- *Report on emergency events in 2009, Slovenske železnice d.o.o., Ljubljana, June 2010.*

K. ANNEXES

ANNEX A: Railway Structure Information

ANNEX B: Organisation chart(s) of the National Safety Authority

ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

ANNEX E: The development of safety certification and authorisation – Numerical Data

ANNEX F: Institutional framework in 2007

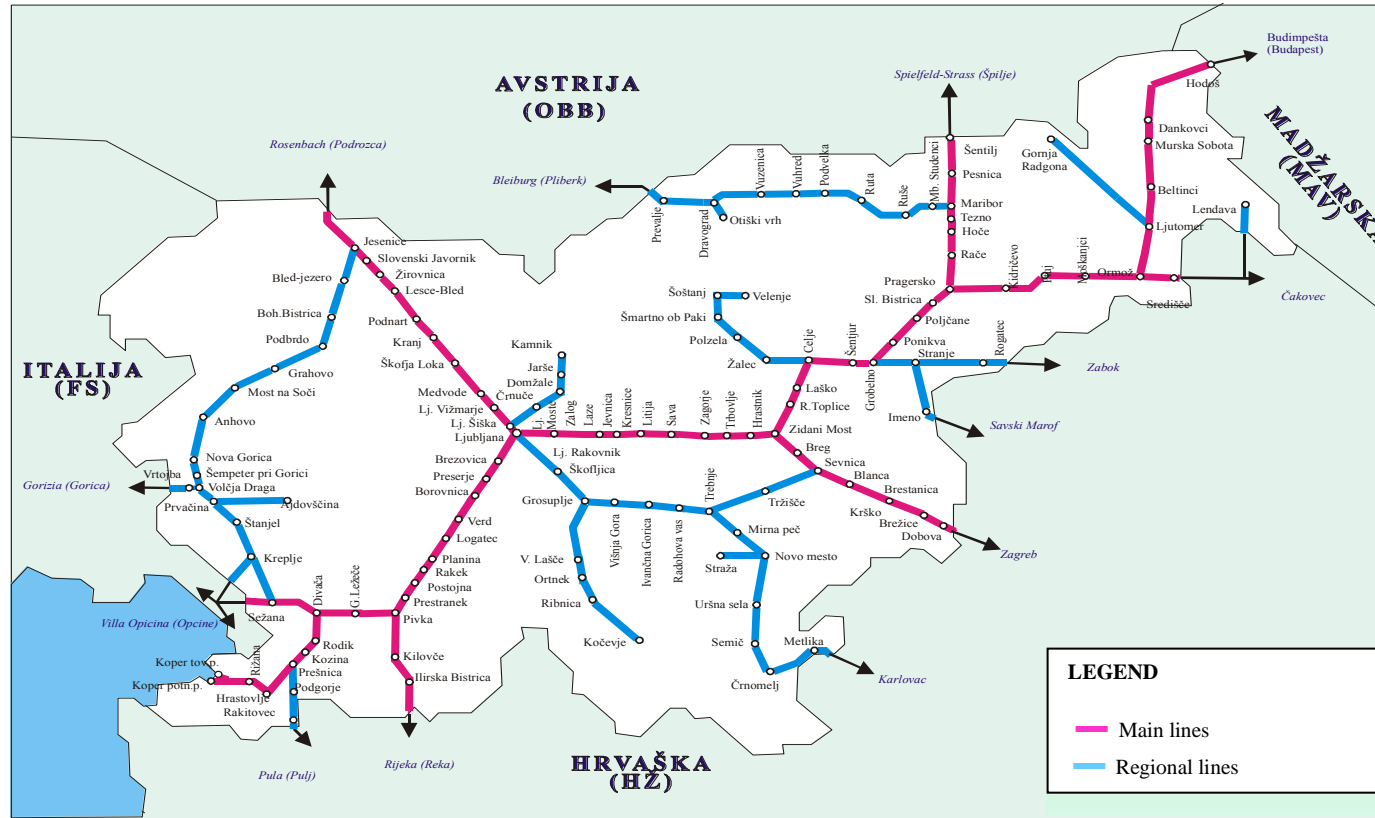
ANNEX G: Description of tasks of NSA Departments (valid from August 2008)

ANNEX H: Mission Statement of Agency

ANNEX A: Railway Structure Information

Institutional setup is described in the annex F.

A.1. Network map



A.2. List of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure Manager(s)

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
SŽ, d.o.o.	Kolodvorska ulica 11 1506 Ljubljana	www.slo-zeleznice.si/	37502-1/2007-1/24.5.2008	/	1229/1435	503/3KV AC	330/898	/	Indusi I-60	944	/

A.2.2. Railway Undertaking(s)

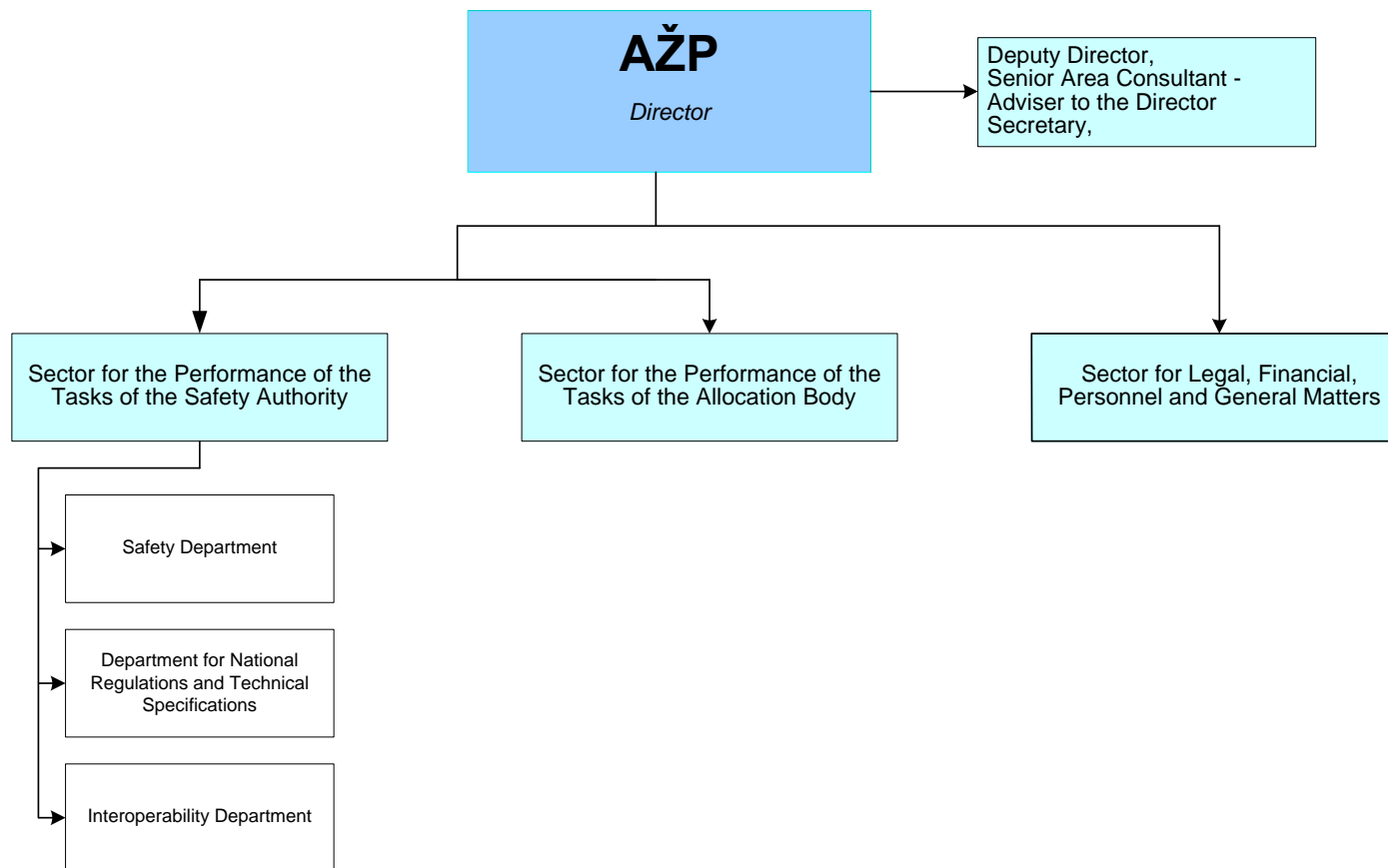
Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
SŽ	Kolodvorska ulica 11 SI-1506 Ljubljana	www.slo-zeleznice.si		SI 11 2009 0001 26.2.2009 SI 12 2009 0001 26.2.2009	/	Freight / passenger	149	0/267	138/4465	982/1669	> 200 mil	> 500 mil
ADT	Vojkovo nabrežje 38 SI-6501 Koper	www.adria-transport.com		SI 11 2009 0002 01.12.2009 SI 12 2009 0002 01.12.2009	/	Freight	3	/	0/60	5/0	/	< 500 mil
LK	Vojkovo nabrežje 38 SI-6501 Koper	www.luka-kp.si		SI 11 2009 0003 15.12.2009 SI 12 2009 0003 15.12.2009	/	Freight / Shunting only	1	/	/	3/7	/	/
RCA	Erdberger Lände 40-48 1030 Wien	http://www.railcargo.at/	003/2008 22.04.2008	/	/	Freight	24	/	/	7/1	/	/
GKB	Köflacher Gasse 35-41 A-8021 Graz	http://www.gkb.at/	002/2008 27.02.2008	/	/	Freight	1	/	/	1/1	/	/

Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)

ATP = Automatic Train Protection

LC = Level Crossing

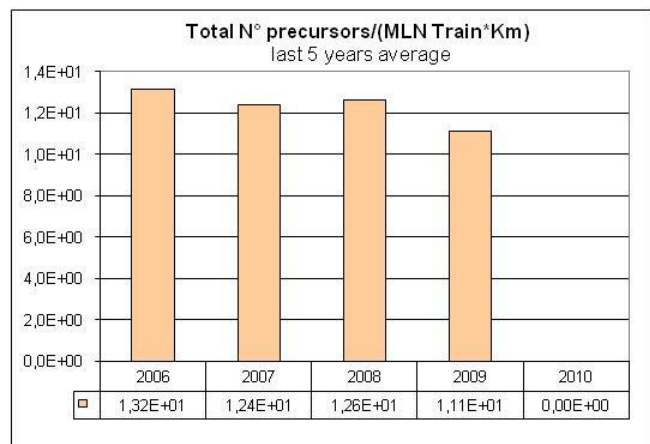
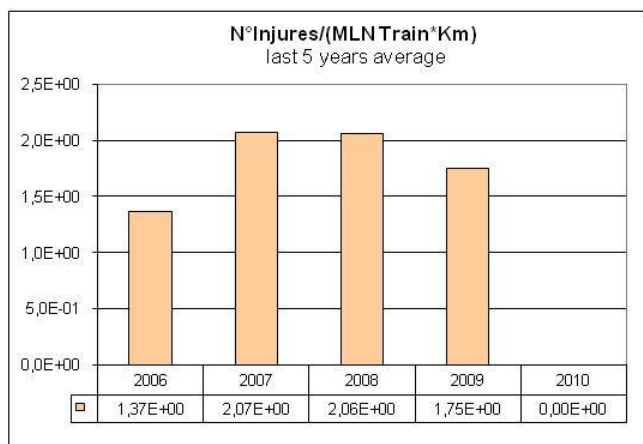
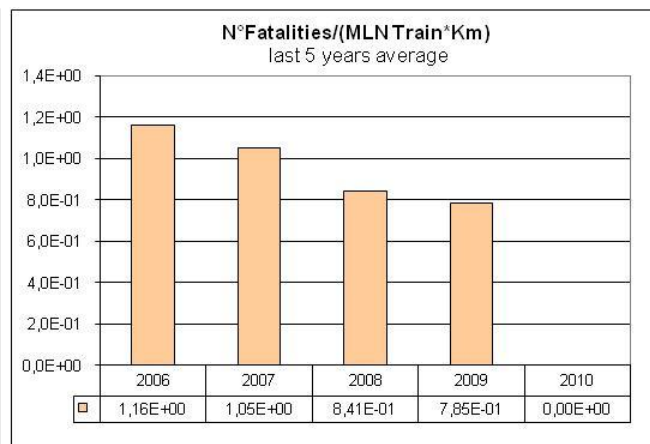
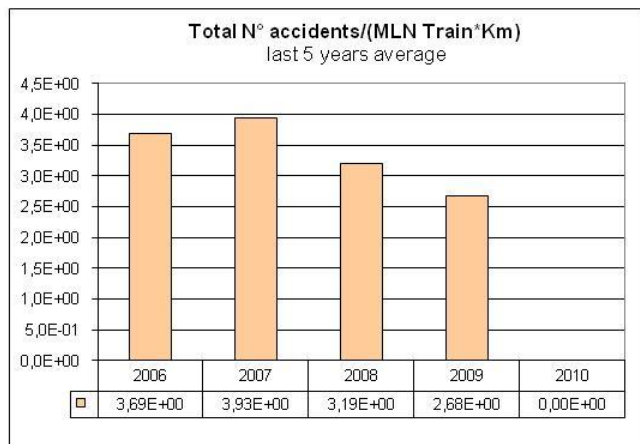
ANNEX B 1: Organisation chart(s) of the National Safety Authority (valid from August 2008)



ANNEX C: CSIs data – Definitions applied

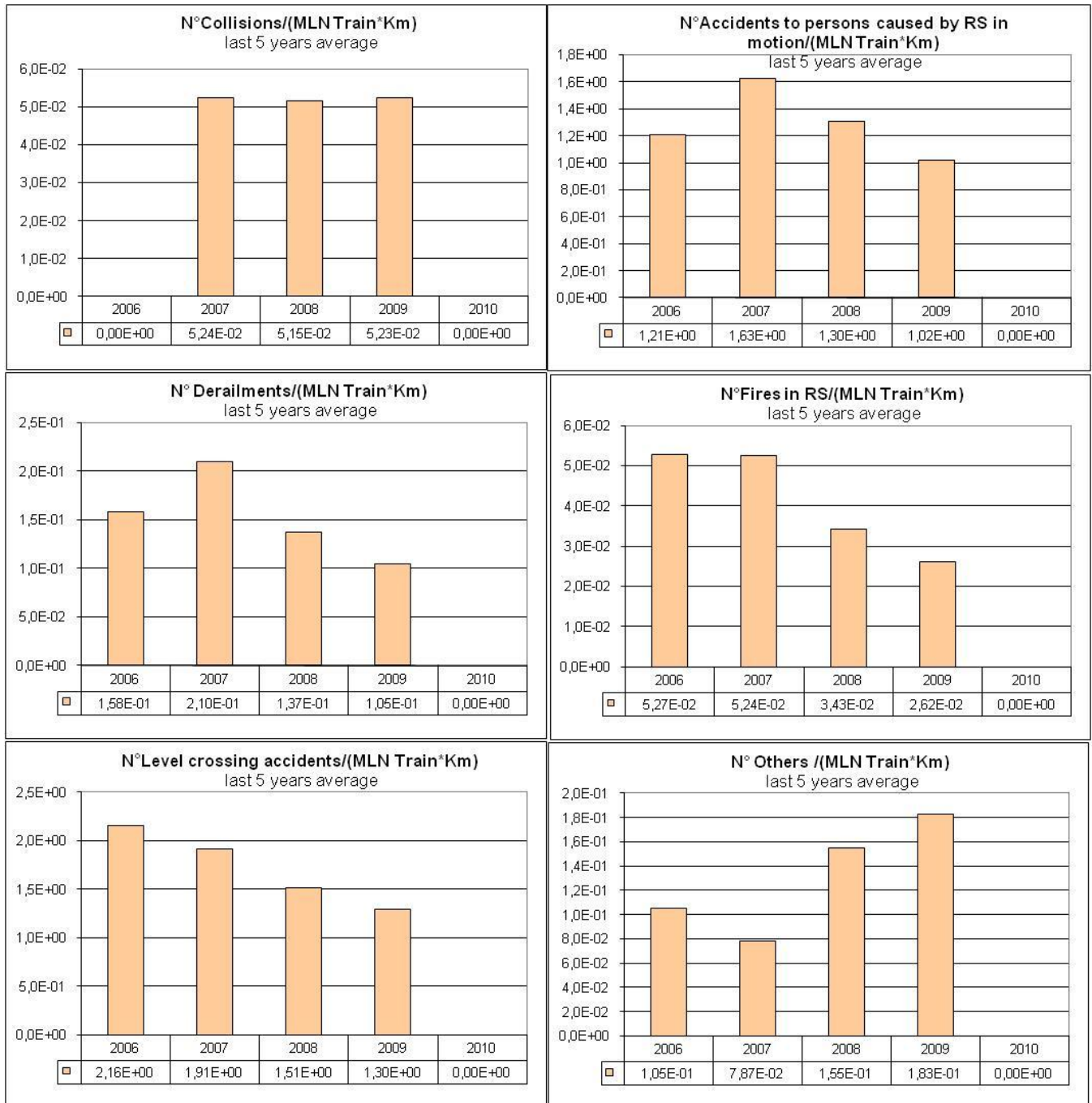
C.1. CSIs data²

Performances at a glance

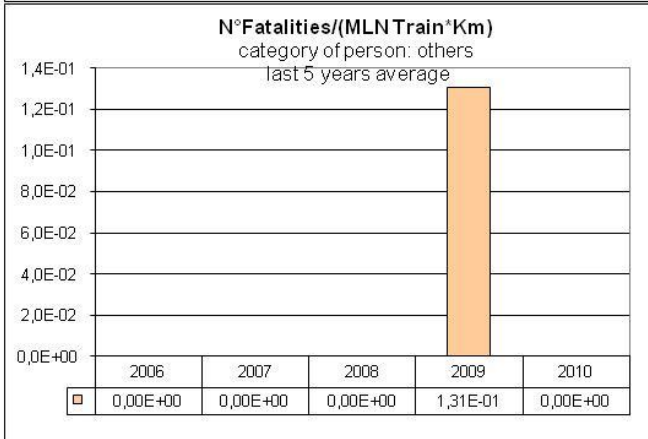
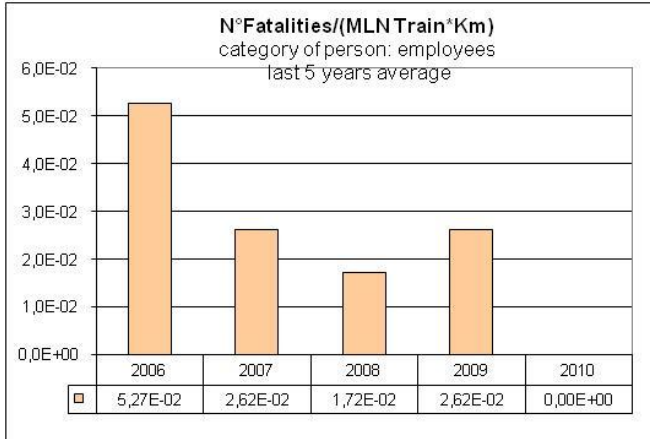
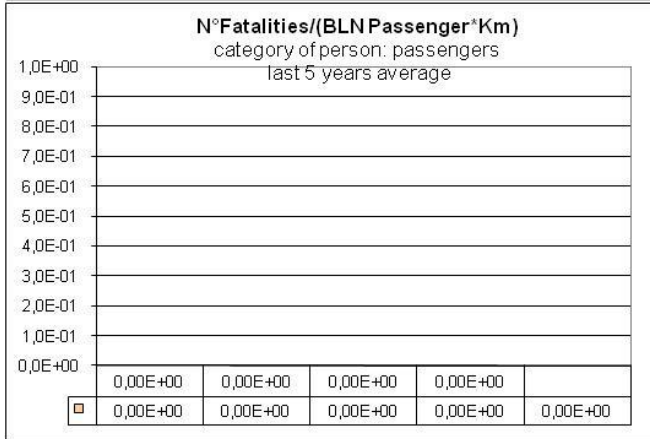
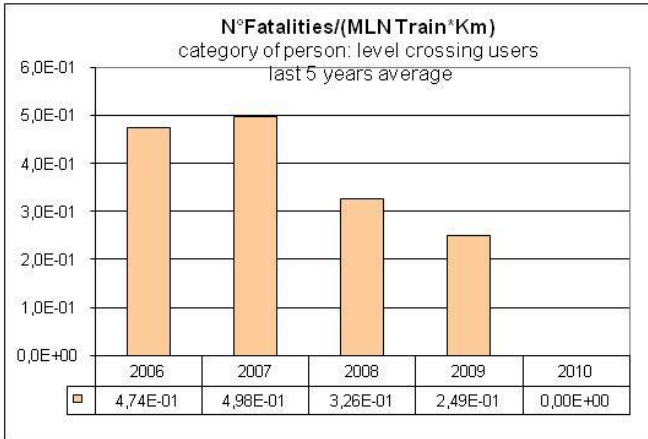
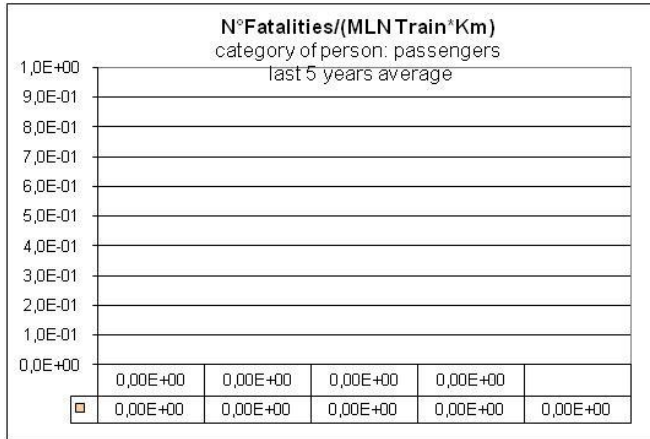


² Data in charts are just examples.

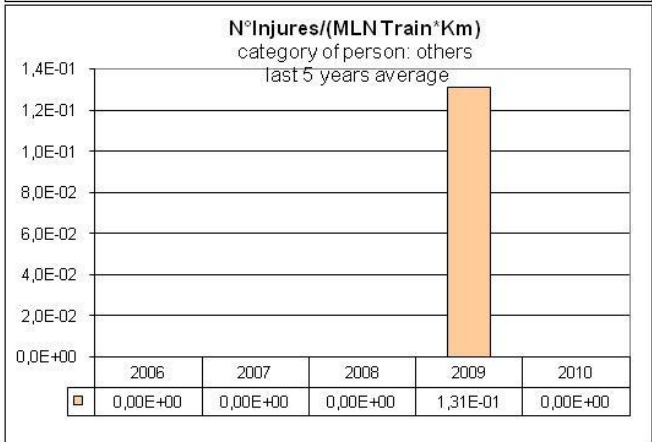
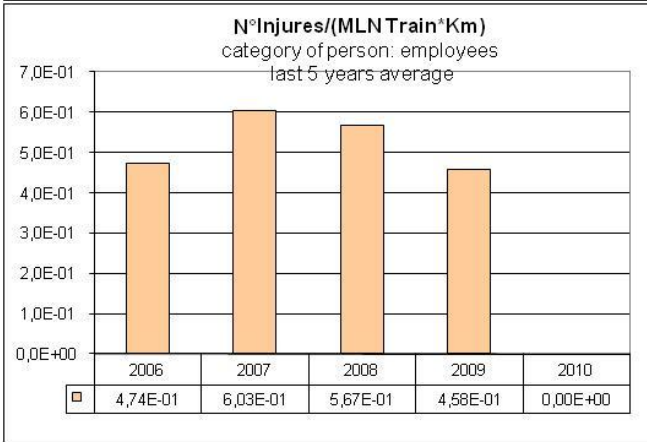
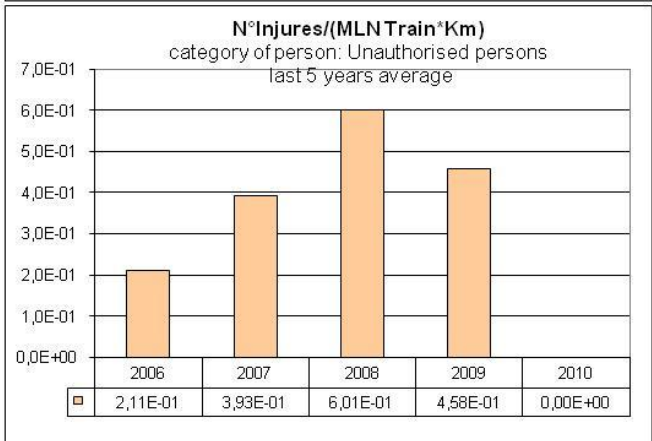
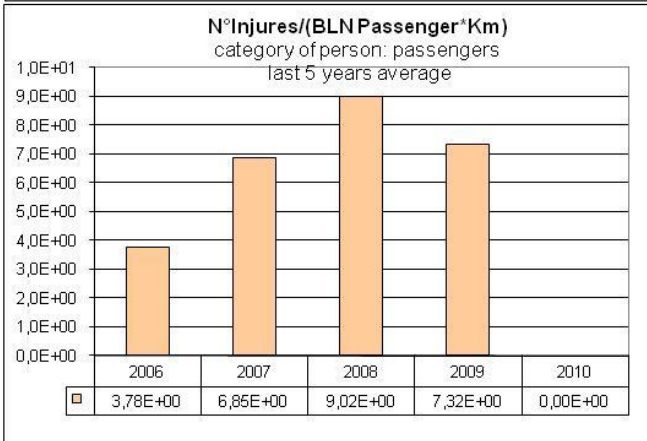
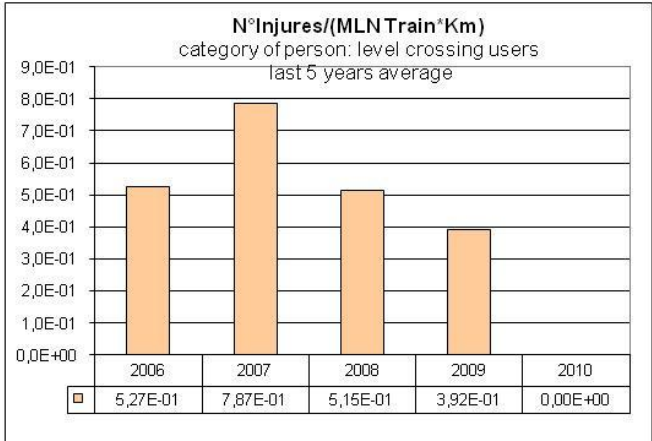
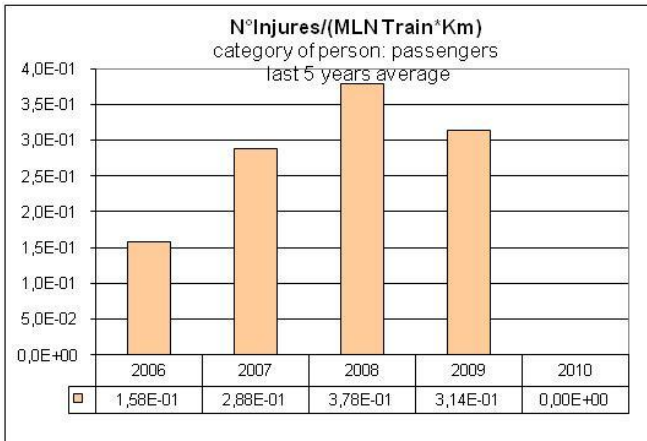
Accidents divided by type



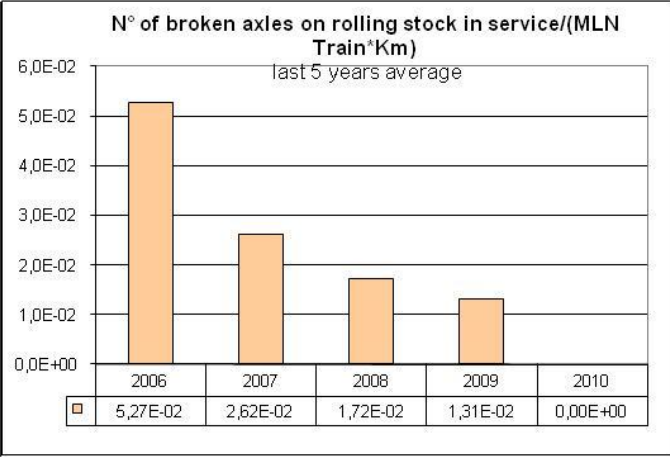
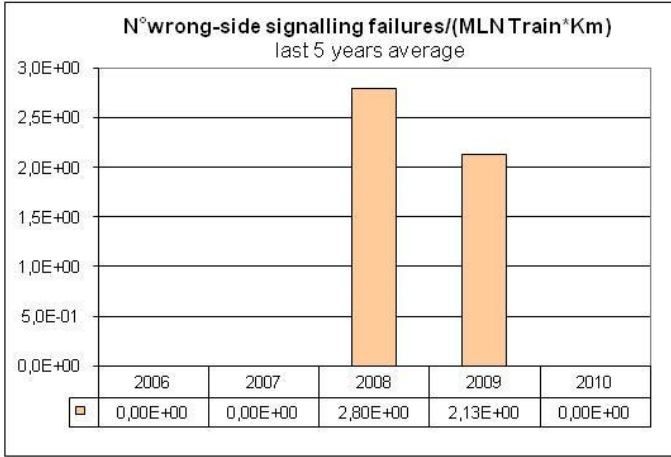
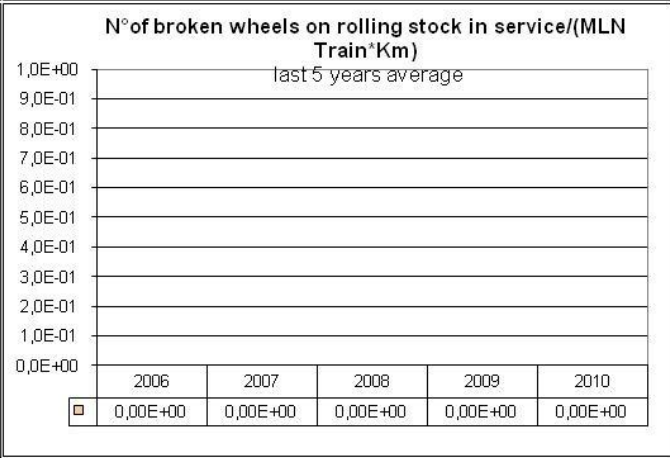
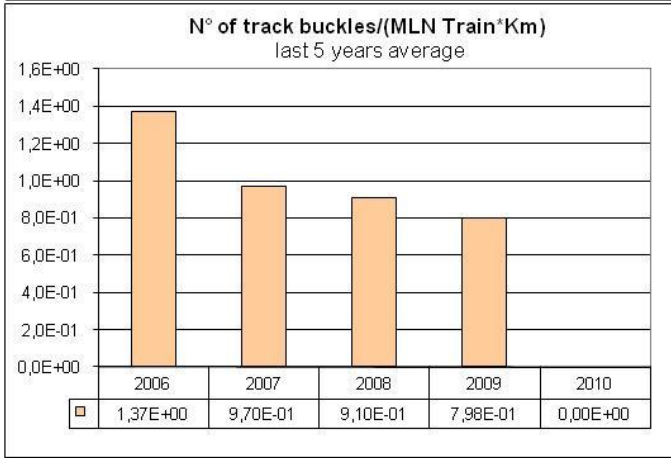
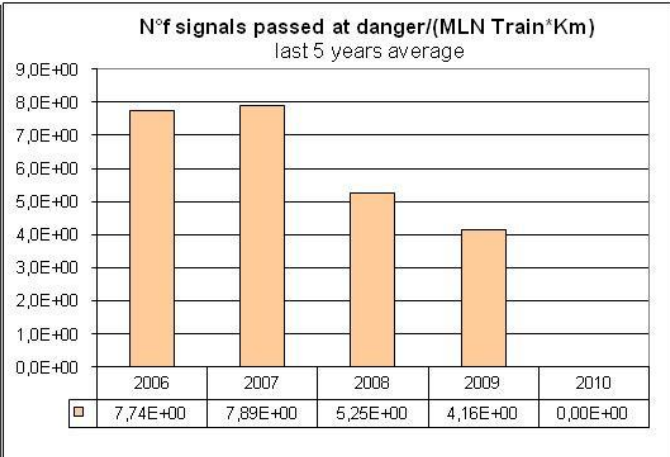
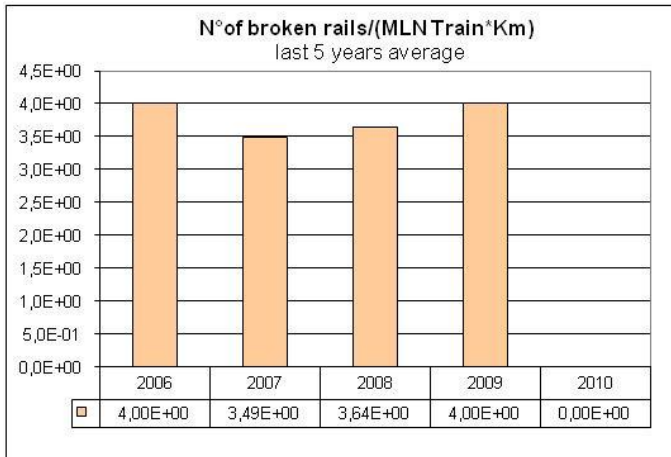
Fatalities divided by category of people involved



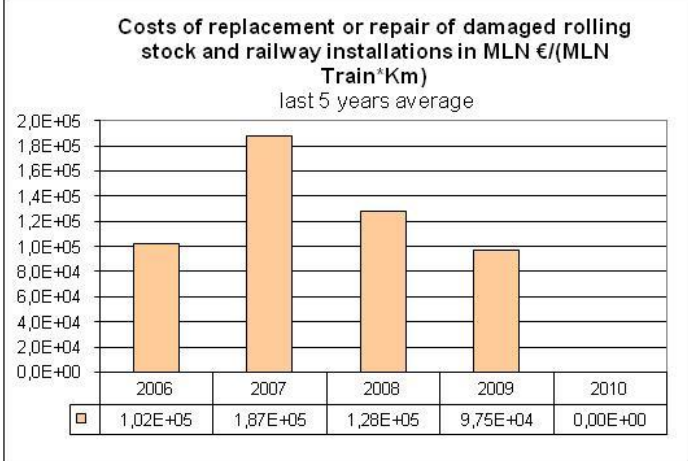
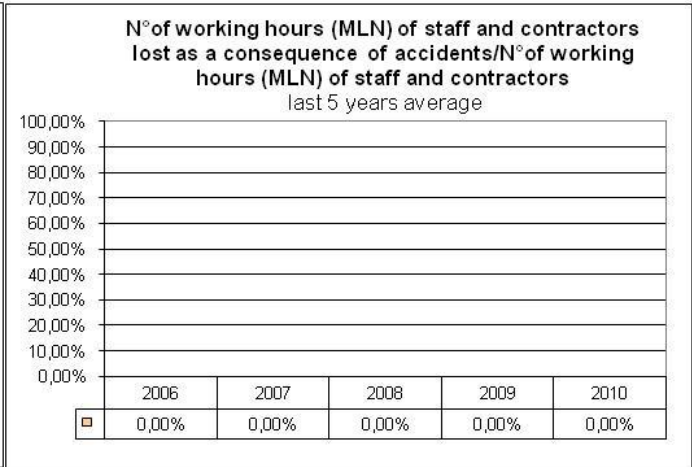
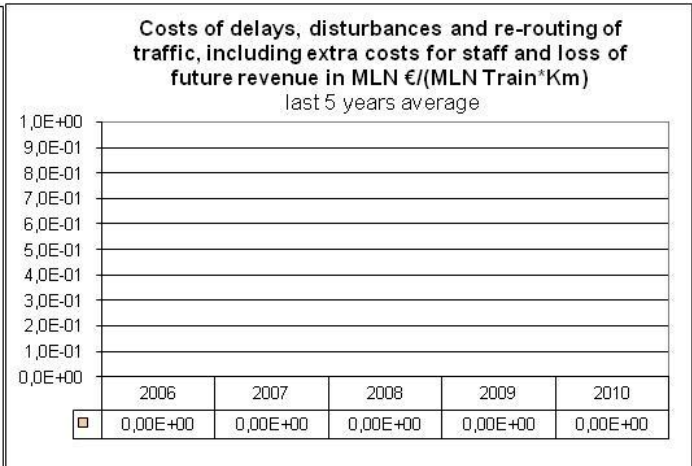
Injures divided by category of people involved



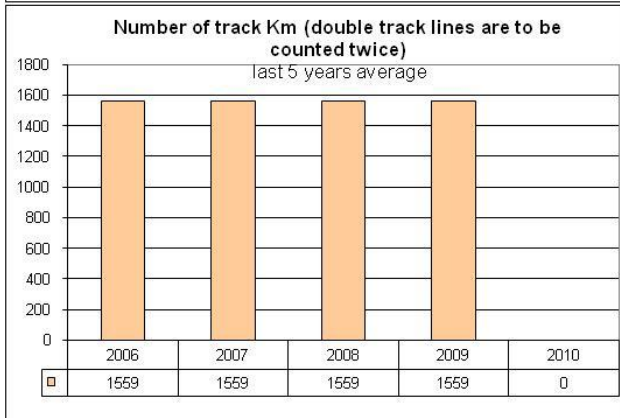
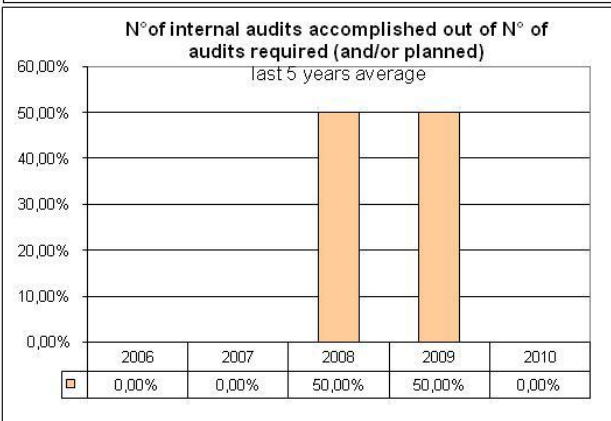
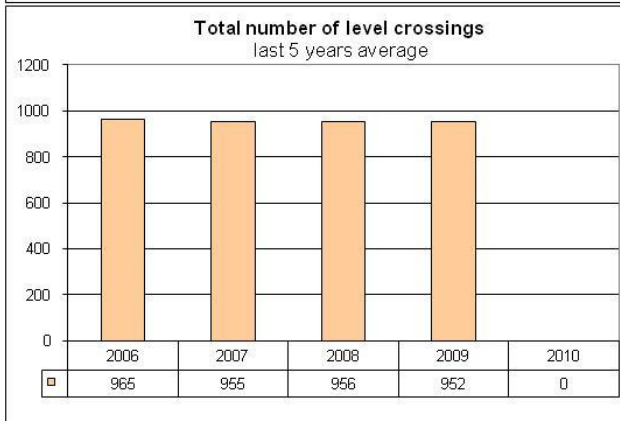
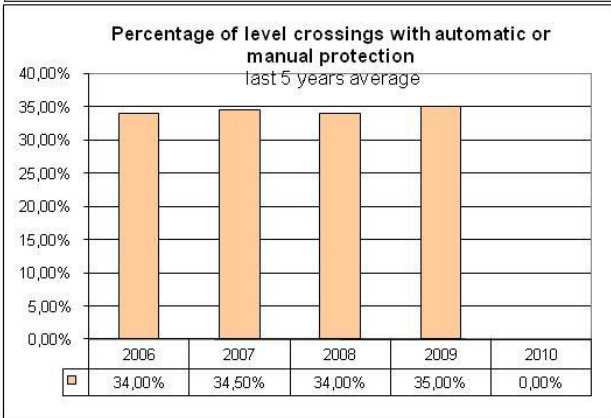
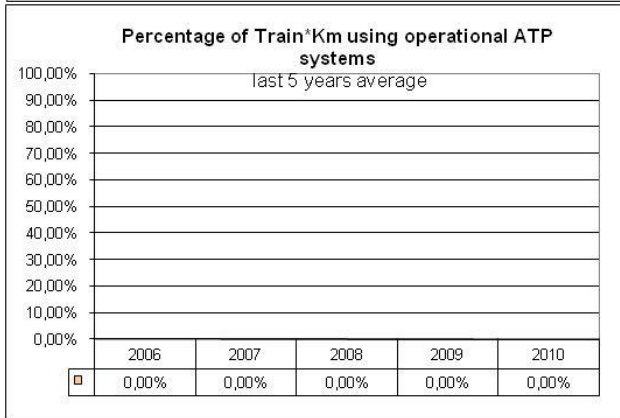
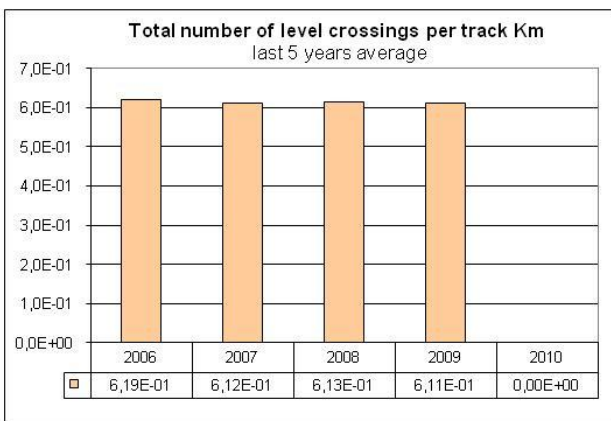
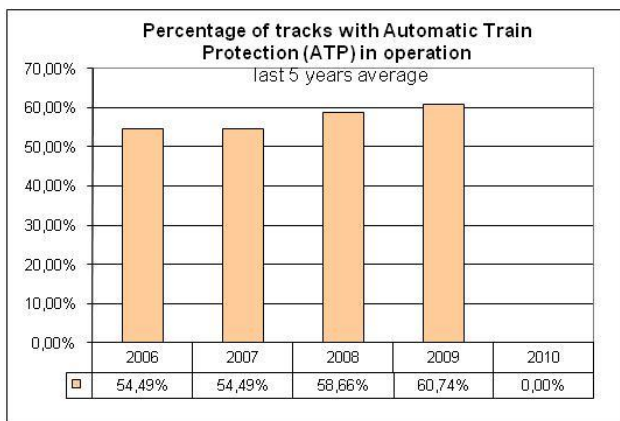
Precursors to accidents



Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents



Technical safety of infrastructure and its implementation, management of safety



C.2. Definitions used in the annual report

C.2.1. Definitions in Regulation 91/03 to be applied:

deaths (killed person)

means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides

injuries (seriously injured person)

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

passenger-km

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account

rail passenger

means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included

suicide

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority

significant accident

means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded

train

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

train*Km

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account

C.2.2. National definitions

Directive 2004/49/EC lays down in Annex 1, point 6:

“Definitions

The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and calculation methods in use shall be explained in an Annex to the annual report described in Article 18.”

National definitions and methods to calculate costs concerning the items listed in the Annex 1 to Directive 2004/49/EC are to be reported in this paragraph, whether not defined in this legal act and in the Reg.91/03.

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 ⁶
BLN	10 ⁹
NSA	National Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager
NIB	National Investigation Body

ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
Legislation concerning the National Safety Authority				
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	Uredba o dodeljevanju vlakovnih poti in uporabni na javni železniški infrastrukturi (OG RS, no.: 113/2009)	01.01.2010	Adjustment of the Decree with Art. 15, Para. 9 of the Act amending the Railway Transport (Ur.l. RS, No 58/2009) The Decree replaces the Decree on train path allocation and charge for the use of public railway infrastructure (Ur. l. RS, No 58/2009).	Decree on train path allocation and charge for use of public railway infrastructure
National rules concerning railway safety				
Rules concerning national safety targets and methods				
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	Pravilnik o ukrepih varstva pred požarom v progovnem in v požarnovarnostnem pasu železniške proge in na tirnih vozilih z odprtim kuriščem (OG RS, no.: 72/2009)	04.10.2009	Adjustment with Art. 25 and 27 of the Fire Protection Act (Ur. l. RS, No 3/07) and Art. 69 of the Railway Transport Safety Act (Ur. l. RS, No 61/07): The Rules replace the Rules on fire protection measures in the protective line area and railway line area). (Ur. l. RS, No 37/02)	Rules of measures of protection against fire in the railway line and flammability belt railway lines and railway rolling stock with open combustion
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	Pravilnik o varnostnih ukrepih pred previsoko napetostjo dotika na elektrificiranih progah (OG RS, no.: 47/2009)	09.07.2010	Adjustment with Art 58 of the Railway Transport Safety Act (Ur. l. RS, No 61/07): the Rules replace the Rules on the safety measures against too high touch voltages on electrified railway lines (Ur. l. RS, No. 11/02).	Rules on the safety measures against too high touch voltages on electrified railway lines
	Pravilnik o ukrepih varstva pred požarom v progovnem in v požarnovarnostnem pasu železniške proge in na tirnih vozilih z odprtim kuriščem (OG RS, no.: 72/2009)	04.10.2009	Adjustment with Art. 25 And 27 of the Fire Protection Act (Ur. l. RS, No 3/07) and Art. 69 of the Railway Transport Safety Act (Ur. l. RS, No 61/07): the Rules replace the Rules on fire protection measures in the protective line area and railway line area). (Ur. l. RS, No 37/02)	Rules of measures of protection against fire in the railway line and flammability belt railway lines and railway rolling stock with open combustion
Rules concerning requirements for wagon keepers			Adjustment	
Rules concerning requirements for maintenance workshops	Pravilnik o preverjanju usposobljenosti delavnic za vzdrževanje železniških vozil	16.03.2009	Adjustment with Art. 26 of the Railway Transport Safety Act (Ur. l. RS, No 61/07: The Rules replace the	Rules relating to the verification of workshop competence concerning the maintenance of

	(OG RS, no.: 16/2009)		Rules relating to the verification of workshop competence concerning the maintenance of railway vehicles (Ur. I. RS, No 82/06).	railway
Rules concerning requirements for the authorisation of placing in service and the 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	Pravilnik o spremembah in dopolnitvah Pravilnika o zavorah, varnostnih napravah in opremi železniških vozil (OG RS, no.: 30/2009)	15.05.2009	On the basis of Art 66 of the Railway Transport Safety Act (Ur. I. RS, No 61/07) the Rules modify and amend the Rules on brakes, safety devices and equipment on railway vehicles (Ur. L. RS, No. 82/06)	Rules amending the Rules of brakes, safety devices and equipment on railway vehicles
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures				
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	Pravilnik o opremljenosti železniških postaj in postajališč (OG RS, no.: 72/2009)	05.10.2009	Adjustment with Art. 54 of the Railway Transport Safety Act (Ur. I. RS, No 61/07) the Rules modify and amend the Rules on railway stations and stops facilities (Ur. I. RS, No 53/02).	Rules on railway station and stops facilities
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Pravilnik o strokovni usposobljenosti izvršilnih železniških delavcev (OG RS, no.: 02/2009)	13.01.2009	Adjustment with Art. 75, Para. 2 of the Railway Transport Safety Act (Ur. I. RS, No 61/07)	Rules on professional qualifications of executive employees in the railway transport sector
	Pravilnik o dopolnitvah Pravilnika o strokovni usposobljenosti izvršilnih železniških delavcev (OG RS, no.: 32/2009)	25.04.2009	Art. 44 and 45 of the Rules are supplemented with the Rules on the professional qualifications of employees directly engaged in railway transport (Ur. I. RS, No. 02/09).	Rules supplementing the Rules on the professional qualifications of employees directly engaged in railway transport
	Pravilnik o postopkih preverjanja duševne in telesne zmožnosti izvršilnih železniških delavcev (OG RS, no.: 79/2009)	24.09.2010	Adjustment with Art. 81, Para. 5 of the Railway Transport Safety Act (Ur. I. RS, No 61/07): The Rules replace the Rules on checking the mental and physical abilities of executive Railway workers directly engaged in railway transport (Ur. I. SFRJ, No 38/79).	Rules on checking the mental and physical abilities executive Railway workers
Rules concerning the investigation of the accident and incidents, including recommendation				
Rules concerning requirements for national safety indicators, including how to collect and analyse the indicators				
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)				

ANNEX E: 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 2009	being licensed in your Member State	0
	being licensed in another Member State	2

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 the year 2009	being registered in your Member State	3	0	0
	being 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 the year 2009	being registered in your Member State	3	0	0
	being registered in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway Undertakings in year 2009	being registered in your Member State for	new certificates	0	0	1
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	being registered 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 Part B submitted by Railway Undertakings in year 2008	being registered in your Member State for	new certificates	0	0	1
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	being registered 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 your Member State have obtained their Safety Certificate Part A

No applicant for Safety certificates for part B which have valid part A certificate from another MS.

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 2009 being registered in your Member State	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2009 being registered in your Member State	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 Part A in year 2009 for Railway Undertakings	being registered in your Member State	N/A	N/A	N/A
	being registered in another Member State	N/A	N/A	N/A

E.5. Procedural aspects – Safety Certificates part B

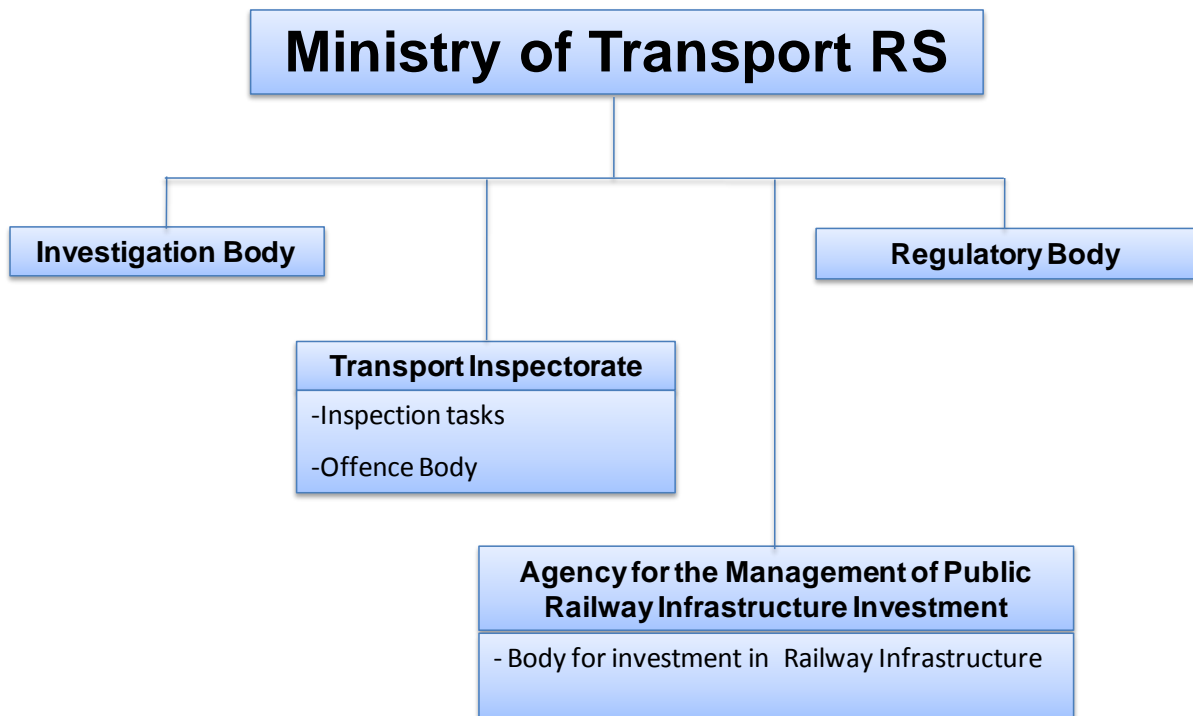
		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2009 for Railway Undertakings	being registered in your Member State	N/A	N/A	N/A
	being registered in another Member State	N/A	N/A	N/A

E.6. Procedural aspects – Safety Authorisations

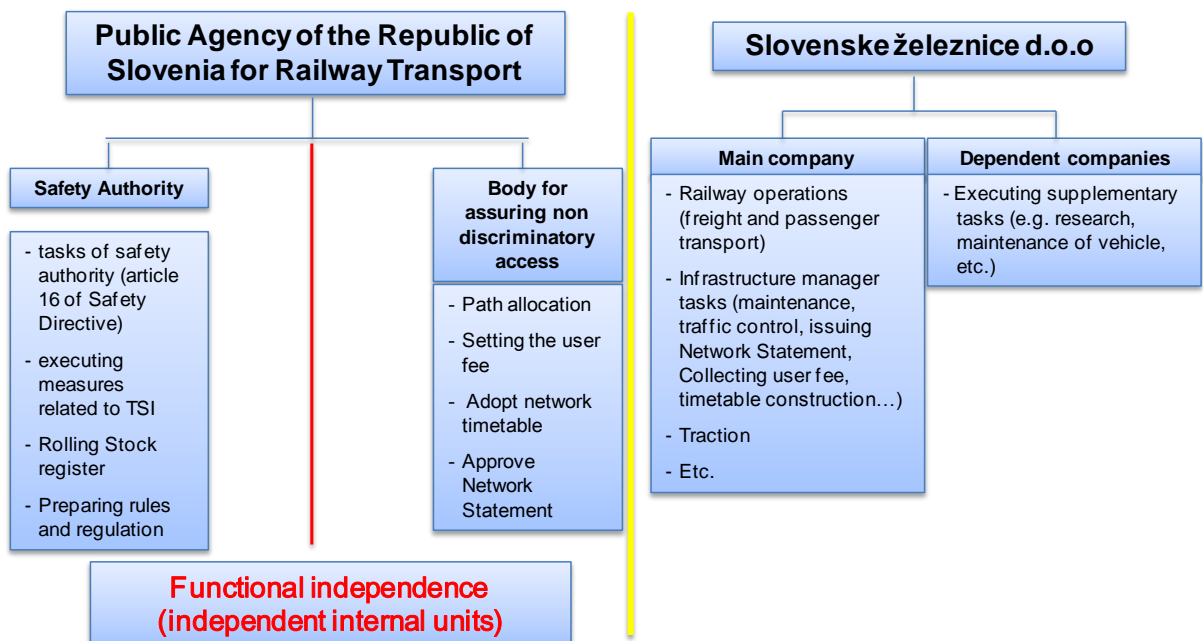
		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2009 for Infrastructure Managers	being registered in your Member State	N/A	N/A	N/A
	being registered in another Member State	N/A	N/A	N/A

Annex F: Institutional framework in 2009

Governmental level



Public/Non governmental level



Annex G: Description of the tasks of NSA Departments (valid from August 2008)

The field of work of the Sector for performing the tasks of the Safety Authority is planning, performing and controlling the working process and the implementation of corrective actions connected with the development and the management of safety.

Its tasks comprise:

The Safety Department

- The implementation of and control of the adequacy of the registration of the railway vehicle fleet in the national register of railway vehicles and the control of all safety parameters in the register,
- Control over the preservation of the safety level in the railway transport system and its constant improvement,
- Issuing, extending, modifying and revocation of the appropriate parts of the Safety Certificate for transport operators in the railway transport system,
- Issuing, extending, modifying and revocation of the appropriate parts of the Safety Authorisation for Managers of the railway infrastructure,
- Issuing, extending, modifying and temporary withdrawal of Licences for Transport Operators in the railway transport system,
- Issuing, extending, modifying, and revocation or temporary withdrawal of authorisations for workshops for maintaining railway vehicles and their constituent parts,
- Creating and managing the register of authorised workshops for the maintenance of railway vehicles and their constituent parts and
- Preparing an annual report on the safety situation and safety indicators of the railway system in the Slovenian Republic.

The Department for national regulations and technical specifications

- Preparing the implementing regulations from the field of safety in the railway transport system and their respective adjustment to the technical specifications for interoperability.
- Monitoring, enhancing and developing the safety regulatory framework, including the national regulations system,
- Organising, preparing and developing the procedures for the professional technical judgement of workshops for the maintenance of railway vehicles and/or particular components,
- Cooperation with the ERA working bodies and the European Commission in preparing new and modifying and amending the existent TSI for high and conventional speed trains.
- Implementation of provisions of a particular TSI in the national safety regulations and
- Creating and managing the register of national safety regulations from the railway field,
- Creating and managing the register of national technical regulations from the railway field and
- Creating and managing the national register of railway vehicles.

The Interoperability Department

- Monitoring the implementation of the application of TSI in the implementation of subsystems of the railway vehicle fleet, maintenance, telematic applications for passenger and freight transport during the implementation of upgrading and/or in completions.
- The implementation of procedures for issuing Operating Licences for considerably modified railway vehicles,
- Issuing Operation Licences for structural subsystems, for which TSI do not yet exist.
- Monitoring the implementation of the application of TSI in the implementation of subsystems of infrastructure, power, control, management and signalling, managing the railway transport system and telematic applications for passenger and freight transport during the implementation of upgrading and/or in completions.
- The implementation of procedures for issuing Operating Licences for new railway lines,
- Issuing Operation Licences for structural subsystems, for which TSI do not yet exist.

Annex H: Mission Statement of Agency

Railway Transport Act (Official Gazette of the Republic of Slovenia, No 44/07)

Article 21

(Public Railway Transport Agency and its tasks)

(1) The government shall found the Public Railway Transport Agency to perform the tasks laid down hereunder.

(2) The Agency shall issue general acts for the implementation of public authorisations which regulate legal relations in its area of work and which chiefly concern the Agency's official records, the collection and delivery of data from its area of work, and other issues connected with the fulfilment of the Agency's tasks. The Agency shall issue administrative decisions of first instance on the basis of this Act and of the law governing railway transport safety, which the ministry shall issue until the founding of the Agency.

(3) The Agency shall perform tasks aimed at ensuring non-discriminatory access to the railway infrastructure, which include:

- allocation of train paths;
- setting the user fee;
- ensuring the efficiency of international train paths;
- ensuring the competitiveness of international freight transport;
- granting, revoking or suspending licences;
- supervision of the validity of licences, approved train paths and the fulfilment of conditions relating thereto,
- adopt the network timetable

The tasks referred to in the first and the second indent shall be carried out by the independent organisational unit of the Agency that is not connected with the performance of the tasks of the safety authority.

(4) The Agency shall also perform the following functions:

- tasks of the safety authority;
- implementing measures regarding the application of TSI.

(5) The Agency shall decide in administrative matters in its area of competence in accordance with the act governing the general administrative procedure, unless otherwise determined by this Act.

(6) To ensure the Agency's independence of the operator and the carriers, the members of the Agency's Council may not be the persons employed with or the persons for whom there exists a conflict of personal and public interests pursued by the Agency due to their connections with the operator or the carriers. The act on the establishment of the agency shall lay down more specific conditions to be fulfilled by the members of the Agency's Council.

Article 24

(Safety authority)

- (1) The safety authority shall carry out the following tasks:
- issuing, revoking or suspending the carrier's safety certificates;
 - issuing, revoking or suspending the operator's safety authorisations;
 - monitoring the validity of safety certificates and safety authorisations;
 - issue authorisations for the beginning of the operation of structural sub-systems which represent the Pan-European railway system in accordance with Article 14 of the Directive 96/48/EC and Article 14 of the Directive 2001/16/EC and regular checking whether these systems operate and are maintained in accordance with the essential requirements;
 - monitoring the compatibility between interoperability components and the key requirements Directive 96/48/EC and Directive 2001/16/EC;
 - issuing permits for the beginning of operation of significantly modified rail vehicles which are not yet included in TSI;
 - monitoring the adequacy of registration of rail vehicles and the accuracy and up-to-datedness of safety information in the national register established in accordance with Directive 96/48/EC and Directive 2001/16/EC;
 - monitor, promote, enforce and develop the safety and regulatory framework and the system of national safety regulations, including the preparation of the proposed secondary regulations in the field of railway traffic safety;
 - writing annual reports on its work for the European Railway Agency.

The authorisation from the fourth indent can also be issued after obtaining the EC declaration of verification which is issued by the notified authority in accordance with the law regulating railway traffic safety. The authorisation from the sixth indent can also be issued under the terms and conditions stipulated by the law regulating railway traffic safety.

- (2) The tasks of the safety authority may not be transferred or subcontracted to another person or body. The safety authority must be independent from any railway carrier, railway infrastructure operator, the applicant and the supply services in terms of organisation, financial and legal aspects and when adopting decisions.
- (3) The safety authority shall carry out its tasks in an open, non-discriminatory and transparent manner. In carrying out its tasks, it may request technical assistance from a railway infrastructure operator, a railway undertaking or other agencies with relevant capability.
- (4) The safety authority shall enable all those involved to issue a statement and explain their positions. The safety authority shall immediately answer the requirements and the applications and communicate its requests regarding the information needed for the adoption of decisions. The safety authority shall adopt all its decisions within four months of submitting all the requested information.
- (5) During the process of developing the safety regulations framework, the safety authority shall consult all those involved and interested, including the operator, the railway carriers, the maintenance staff, the users and the employee representatives.
- (6) Appeal shall be allowed against the decisions of the safety authority in accordance with Article 18d hereof.
- (7) In order to harmonise its decision-making criteria with the criteria applicable in the European Community, the safety authority shall co-operate with the safety authorities of other Member States of the European Community. The aim of such co-operation is to harmonise and coordinate the granting of safety certificates to railway carriers that have been assigned international train paths in accordance with the procedure laid down in Article 15 of Directive 2001/14/EC.
- (8) Each year the safety authority shall publish the annual report in respect of its activities in the previous year and send it to the European Railway Agency by no later than 30 September. The report must contain data on:
- a) development of safety on the railway, including the combining of common safety indicators from Annex I to Directive 49/2004/EC at the level of the Member States of

the European Community;

- b) important changes to the legislation and regulation of railway safety;
- c) changes in the granting of a safety certificate and safety authorisation;
- d) results and experience connected with the supervision of the railway infrastructure operators and railway carriers.

(9) The tasks of safety authority shall be carried out by the Agency.