



**Public Agency of the Republic of  
Slovenia for Railway Transport**

# **ANNUAL SAFETY REPORT 2011**



**September 2012**







# ***CONTENT***

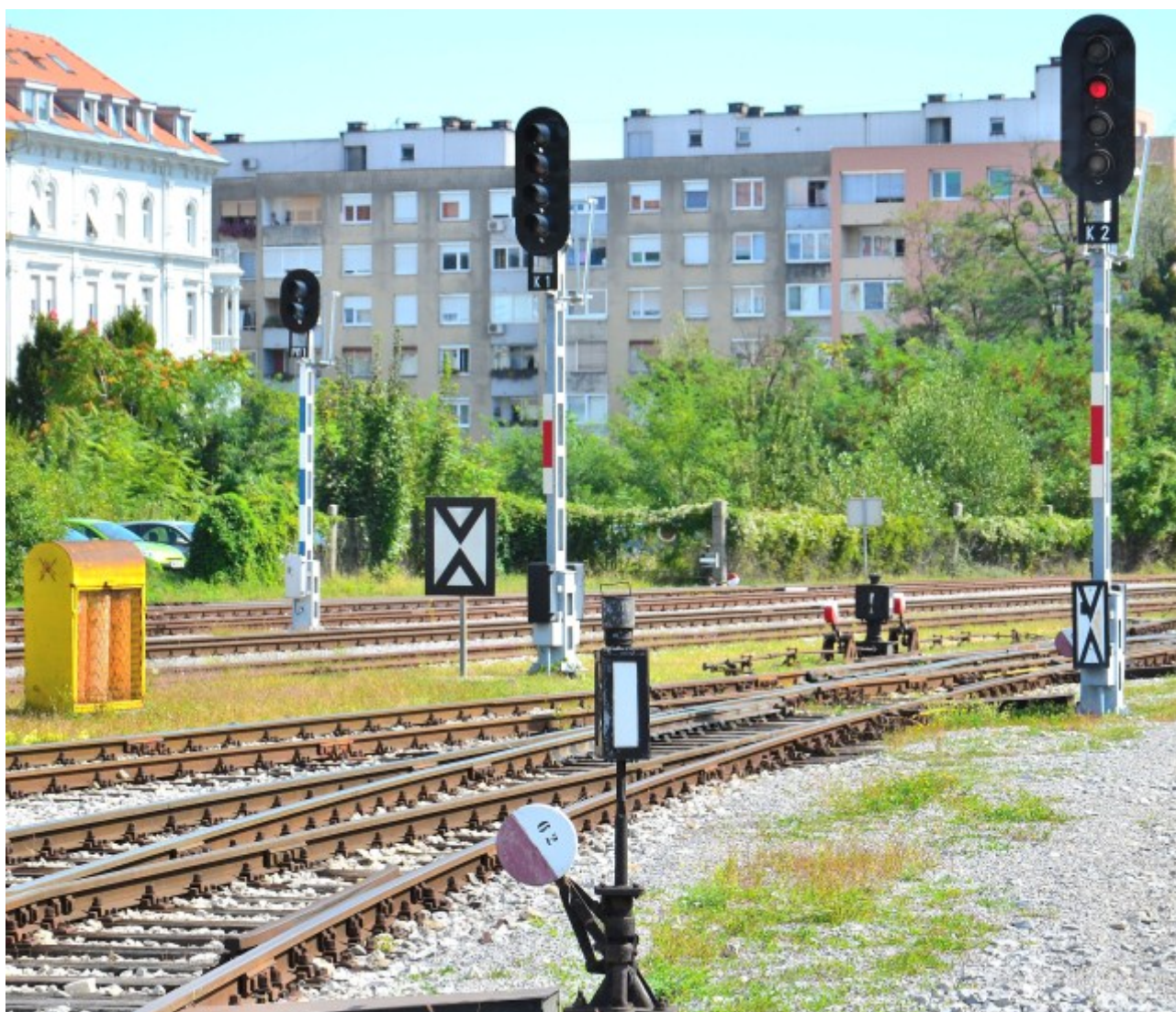
<b>A.</b>	<b>SCOPE OF THE REPORT</b>	<b>4</b>
<b>B.</b>	<b>INTRODUCTORY SECTION</b>	<b>5</b>
<b>C.</b>	<b>ORGANISATION</b>	<b>7</b>
<b>D.</b>	<b>THE DEVELOPMENT OF RAILWAY SAFETY</b>	<b>12</b>
<b>E.</b>	<b>IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS</b>	<b>18</b>
<b>F.</b>	<b>THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION</b>	<b>19</b>
<b>G.</b>	<b>SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS</b>	<b>24</b>
<b>H.</b>	<b>REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT</b>	<b>27</b>
<b>I.</b>	<b>ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME</b>	<b>28</b>
<b>J.</b>	<b>NSA CONCLUSIONS ON THE REPORTING YEAR - PRIORITIES</b>	<b>28</b>
<b>K.</b>	<b>SOURCES OF INFORMATION</b>	<b>29</b>
<b>L.</b>	<b>ANNEXES</b>	<b>30</b>



## A/ SCOPE OF THE REPORT

The Annual Safety Report for 2011 presents the result of Public Agency of the Republic of Slovenia for Railway Transport (AŽP) in the area of railway safety in Slovenia as it is demanded from Directive 2004/49/EC, Directive 2009/149/EC, Commission Regulation 352/2009, Commission Regulation 653/2007 and the Railway Transport Act.

The report is based on the template developed by the European Railway Agency (ERA), and contains all the items indicated in Article 18 of the Directive 2004/49/EC.



## **B/ INTRODUCTORY SECTION**

### **1/ Introduction to the report**

Annual safety report includes data from the area of safety and safety management for all participants that are involved in public railway system of Slovenia.

In accordance to Directive 2009/149/EC the Annual Safety Report 2011 contains »Indicators to calculate the economic impact of accidents« based on the study HEATCO.

To calculate the economic impact of accidents the report uses following costs of:

- fatalities and seriously injured,
- train delays,
- material damages to rolling stock or infrastructure.

In the report there are no costs of the environmental damage, because the appropriate methodology for the calculation is not yet developed.

### **2/ Railway Structure Information (Annex A)**

#### **Network map (Annex A.1.)**

The attached maps are showing the entire railway network in the Republic of Slovenia.

The rail network in the Republic of Slovenia is divided into:

- main and regional lines,
- single and double track lines,
- electrified and non-electrified lines.

#### **List of Railway Undertakings (RUs) and Infrastructure Managers (IMs) (Annex A.2.)**

The annex provides Railway Undertakings which had a valid Safety Certificate part A and part B and the Infrastructure Manager which had a valid Safety Authorisation in 2011.



### 3/ Summary—General Trend Analysis (e.g. trends in the development of railway safety, certification, etc.)

In the year 2011 the number of accidents and incidents (107) decreased for 33,5% in accordance to the year 2010 (161).

The number of suicides increased from 15 in the year 2010 to 25 in 2011 which is 66,6% more.

The number of persons who were seriously injured remained at level of year 2010 (12 persons).

In year 2011 the total number of fatalities decreased for 71,4%, because in 2010 there were 14 fatalities and in 2011 there were 4.

In accordance with the Railway Transport Act, which implemented the provisions of Directive 2004/49/EC and Commission Regulation 653/2007, which provides for issuing Safety Certificates Part A and Part B for Railway Undertakings in 2011 was amended Safety Certificates Part B for Railway Undertakings Adria Transport and RCA AG.



## C/ ORGANISATION

### 1/ Introduction to the organisation

Current organization of AŽP lasts from 31st of July 2007. AŽP is a public institution for Safety Authority Tasks and Allocation Authority Tasks in Slovenia.

AŽP has had (in year 2011) 32 employees, 13 were employed in Safety Authority.

AŽP legal duties based on:

- The Railway Transport Act,
- The Railway Traffic Safety Act,
- Decision of establishing Public Agency for railway traffic
- Law on Public Agencies,
- Decree on train path allocation and charge for the use of Public Railway Infrastructure,
- Decree on the qualification procedure for licensing of railway undertakings, the withdrawal of a licence or extension of its validity, and the notification procedure of foreign licensing authorities,
- Law about organization and systematization of employment in AŽP,
- Commission Regulation No. 653/2007 of 13 June 2007 on the use of a common European format for safety certificates and application documents in accordance with Article 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC,
- Budget of the Republic of Slovenia for 2010-2011.

In the year 2011 AŽP performed also the task among other additional activities, project leading of working package N.4 in the area of the South Eastern European Transport Axes Cooperation (SEETAC), which explores the different possibilities of establishing a sustainable transport system South-eastern Europe (coordination work package leads Director AŽP).

The organizational structure of AŽP was in 2011 adapted to new responsibilities and tasks on the basis of the Act Amending the Railway Transport Act..

AŽP consists three (3) divisions:

- division for Implementation of Allocation Authority Tasks;
- division for Implementation of Safety Authority Tasks;
- division for Legal, Financial, Personnel and General Affairs.

In the role of Allocation Authority AŽP is based on national law:

- delivers train paths,
- determines methodology for calculating the usage,
- calculates and gathers the usage for using the Public railway infrastructure,
- enters into basic contracts with askers about the determination of characteristics at infrastructure capabilities,
- deals with the data for needs of calculating the usage,
- performs the checking at gathering the data for calculating the usage and performing of time tables network,
- checking at realization of payments of usage,
- performs checking at realization of approved train paths,
- makes, excepts and publishes time table of network by cooperating with Allocation Authorities and infrastructure managers of railway networks of other countries to complete the task of coordinated allocation train paths,
- cooperates in international and other organizations due to the efficient and rational allocation of train paths,
- cooperates at preparing and changes the Network Statement of Republic of Slovenia.

In the role of Allocation Authority, AŽP is also a member of international cooperation of Infrastructure managers and Allocation Authorities – RailNetEurope (RNE) with its representative in administrative board of RNE.



Division for Implementation of Safety Authority Tasks in accordance with the Railway Transport Act performs the tasks of national safety authority for railway sector. For performing the tasks of national safety authority AŽP consists three sections with defined tasks.

Organizational sections are:

- Safety Section;
- Section for National Regulations and Technical Specifications;
- Interoperability Section.

Safety Section:

- surveillance over the up keeping of the railway transport safety level and over its continuous improvement,
- issuing, extending, amending and revoking definite parts of the safety certificates of railway undertakers,
- issuing, extending, amending and revoking definite parts of the safety authorisations of railway infrastructure managers,
- issuing, extending, amending, invalidating or temporary withdrawal of the railway undertakers' licenses,
- managing and updating of a register of issued licenses, safety certificates and safety authorisations in the framework of the European railway Agency,
- organisation, preparation and development of procedures for professional technical audit of the workshops for maintenance of railway vehicles and/or particular components and devices,
- issuing, extending, amending, invalidating and temporary withdrawal of the authorisations of the workshops for maintenance of railway vehicles and/or particular components and devices,
- managing and updating of the register of the workshops, authorised for maintenance of railway vehicles and/or particular components and devices,
- preparation of annual reports on safety conditions and safety indicators related to the railway system in the Republic of Slovenia,
- official publication of the procedure and other information necessary for the acquirement of a license for a railway operative employee,
- issuing, updating, providing of duplicates, temporary revocation and withdrawal of a licence of a railway operative employees,
- managing, publication and updating of the register of licences, issued to operative railway employees, and the register of training entities,
- issuing, temporary revocation or withdrawal of authorisations of entities performing the training of railway operative employees,
- supervision of the performance or regular tests of psychical and physical capabilities and permanent technical training of railway operative employees,
- providing of permanent supervision over the activities in the field of quality standards related to the training and assessment of employees' capabilities, as well as updating of licensing and certificates, with exception of those activities, included within the Safety Management System,
- checking of issued licenses and certificates in the entire territory of the railway infrastructure of the Republic of Slovenia.

#### Section for National Regulations and Technical Specifications:

- preparation of by-laws in the field of railway transport safety and their harmonising from time to time, with the technical specifications for interoperability,
- monitoring, enhancing, putting into effect and fostering of the regulatory framework, inclusively the system of national regulations,
- participation in working groups of the ERA and EU Commission in the preparation of new TSIs or of the modifications and amendments of the existing TSIs for conventional and high speeds,
- incorporation of provisions of particular TSIs into national regulations,
- establishing, managing and updating of a register of national safety regulations in the field of railways.

#### Interoperability Section:

- monitoring of the use of TSIs in the implementation of subsystems: railway rolling stock, infrastructure, power supply, supervision, control and signalling during the construction, upgrading and/or completion,
- conducting of procedures intended for issuing licenses for new or essentially modified railway vehicles,
- issuing of operating permits for structural subsystems, for which TSIs are still not available,
- issuing of operating permits for parts of the structural subsystems: infrastructure, power supply, supervision, control and signalling,
- establishing and managing of a national register of railway vehicles,
- carrying out of the registration and surveillance over the adequacy of the registration of the railway rolling stock in the national railway vehicle register and inspection of all safety parameters within the register.

In the role of Safety Authority AŽP is also a member of European Railway Agency (ERA), at which it cooperates at preparing some legal facts basically technical specifications of interoperability (TSI) and it participates ERA's activities.

Internal organizational chart is shown in Annex B.





## 2/ Organisational flow - relationship (diagram) between the national safety authority (NSA) and other national bodies, e.g. National Investigation Bodies, National Regulatory Bodies, Ministry of Transport, etc. (Annex B)

AŽP is organised in legal form of entities of public law in order to ensure the functioning of market and achieving EU safety standards in rail transport. It's a public authority which issues individual administrative acts, to decide on administrative matters within their competence.



# D/ THE DEVELOPMENT OF RAILWAY SAFETY

## 1/ Initiatives to maintain/improve safety performances

AŽP got six recommendations in 2011 from National Investigational Body (NIB) from which there:

- 2 based on completing the signalization and protecting the level crossings;
- 1 about leading traceability of maintaining work at locomotive;
- 1 about recording of qualified train drivers;
- 1 about completing signalization of the main signal;
- 1 relating to internal instructions for level crossing safety device.

Due to the rising number of accidents at level crossings in 2010, AŽP organized in September 2011 the Safety Conference to let the users of level crossings and public know about the dangers that can happen at level crossings.

*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	
-	-	-	-

*Table D.1.2 – Safety measures (or voluntary measures) with other triggers than accidents/precursors*

Description of the area of concern	Description of the trigger	Safety measure decided
<b>Railway level crossings in RS</b>	The increase in the number of accidents at level crossings on the network RS	Organized Safety Conference in 2011, cooperation with other authorities, who are responsible for safety on level crossings
<b>Unprotected level crossings on non-interoperable lines</b>	Better visibility of railway vehicles and better transparency area of level crossing	Installing security mirrors to unsecured level crossings on non-interoperable lines and flashing lights at the head of railway vehicles



## 2/ Detailed data trend analysis

### Calculation of the methodology and definitions

For the preparation of the analyse in the annual safety report following data are used:

- Data about the accidents and incidents, in accordance to Regulation (EC) No. 91/2003 of European Parliament and Count from the day of 16.December 2001 about the statistics of railway traffic,
- Cost of material damages to rolling stock or infrastructure, calculated on basis of real expenses for exchange of or repairing of damaged vehicles and railway structure,
- Calculation of economic impact of the accidents in accordance to methods from Directive 2009/149/EC

### Analyse of the trend

In the year 2011 there were made 20,333 million train km, among that passenger trains made 773,200 million passenger km.

There were eleven (11) accidents:

- One (1) collision of trains,
- Six (6) accidents at level-crossings,
- Three (3) accidents which were caused by rolling stock in motion,
- One (1) fire in rolling stock.

In 2011 there were 25 suicides.

Seriously injured persons were twelve (12):

- Five (5) passengers,
- One (1) employed,
- Five (5) level crossing users,
- One (1) unauthorised person.

Four (4) persons died:

- One (1) level crossing user,
- Three (3) unauthorised persons.

Safety indicators for the year 2011 are lower in comparative with year 2010 and lower than the five-year average. In comparison to last year the number of accidents decreased for 10 accidents which is 47,6 % of the decrease.

In 2011 there were 96 incidents which is 31,4% of decrease in comparison to the year 2010 (140 incidents).

Number of persons that were seriously injured is in the year 2011 on the same level as in 2010.

Number of fatalities decreased in 2011 for 71,4% (4 fatalities) as in the year 2010 (14 fatalities).

In the year 2011 there is increase of seriously injured passengers which consequence is not achieving the national reference values (NRV). The cause for increasing seriously injured passengers is the accident at the railway station Jesenice.

The accident happened on the 26th of August 2011 at 14:34 at the station Jesenice when the international freight train No. 48444 and the passenger train No. 4213 collided. In the accidents there were five seriously injured passengers and one employee. Due to the fact that this is single event we can expose the event from the calculation of the national reference values (NRV) for risk of the passengers and the employees that is allowed from the point 3.2.3. in Annex of Commission Decision 2009/460/EC.





### 3/ Results of safety recommendations

The time between the accident and performing the safety measure for preventing the formation of similar accident depends on the characteristic of the event. If the cause can be determined precisely and together with safety measures, the Infrastructure Manager and /or the Railway Undertaking start with the measurement immediately. In complicated cases it can last longer to determine the needed safety measures as it is necessary to perform the precise investigation and analyse.

In the year 2011 the National Investigation Body (NIB) published 6 recommendations:

<b>Date of the accident</b>	<b>Type of the accident</b>	<b>Place of the accident</b>	<b>Issued recommendations</b>
27.01.2010	Collision of the locomotive train into the car	Station Maribor Studenci	4
25.02.2010	Collision of the freight train into the car	Between the stations Dankovci and Murska Sobota	1
06.10.2010	Collision of the passenger train into the road freight vehicle	Between the stations Brezovica and Preserje	1



1. *Collision between locomotive train No.96366 and car at the level crossing on the station Maribor Studenci*

On the 27th of January 2010 the locomotive train No.96366 at 20:45 passing thru signal of US-C station Maribor Studenci and at the level crossing NPR-Ljubljanska ulica collided into the car that was crossing at that time.

Issued recommendations with measures:

1. At every regular or exceptional maintenance of the traction vehicles, especially their vital components such as systems of braking and safety devices, it is necessary to ensure the traceability that has to be precisely prescribed with the internal rules for each type of the vehicle.

The performed measure:

The Railway Undertaking completed the operative rule that is about keeping the notes of the repairing the elements of the braking systems.

2. The Railway Undertaking completed the evidence of knowledge of the infrastructure EV-41 together with the section 30-34 Tezno-Maribor Studenci.

The performed measure:

The Railway Undertaking completes the operative rule that is about keeping the notes of the qualification of the driver and their knowledge about the infrastructure.

3. Warning signal of the station Maribor-Studenci needs to be marked prescriptive with the signal sign 25: »marking the warning signal« which is built at the distance that is up to 5% shorter that the distance of the breaking.

The performed measure:

The Infrastructure Manager completes the marking of the warming signal with the appropriate signal mark.

4. For the devices at level crossings with the barriers or half barriers that are raise or left by the worker manually with the devices on the tweak (spindle with the chain transfer) the manual needs to be written with the precise description of the device and its way of working.

The performed measure:

The Infrastructure Manager completed the operative rule that is about the description of the device, its handling and the way of working.



2. *Collision of the freight train N.42083 into the car at the level crossing protected with half-barriers between the stations Dankovci and Murska Sobota*

On the 25th of February 2010 the freight train N.42083 collided into the car at 11:14 at the level crossing NPr- 44+4 between the stations Dankovci and Murska Sobota in the area named Puconci in km of the line 44+435.

Issued recommendations with measures:

1. The protection of the level crossing NPr-Puconci 2, in km 44+435 between the stations Murska Sobota in Dankovci, needs to be completed because of the micro location of the crossing and noise fences. That the level crossing will be protected with half-barriers from both sides.

The performed measure:

The Infrastructure Manager prepares the appropriate technical solution for protection of the level crossing.

3. *Collision of the passenger train No.2615 into the road freight vehicle at the level crossing protected with half-barriers between the stations Brezovica and Preserje*

On the 10th of June 2010 the passenger train No. 2615 collided into the freight vehicle at 18:45 at the level crossing NPr-575+5 between the stations Brezovica and Preserje in the village Vnanje Gorice in km lines 575+460.

Issued recommendations with measures:

1. The protection of these types of the level crossings (protected with half-barriers) need to be completed step by step with the half-barriers for both road lines from both directions or with the barriers in the whole wideness of the road.

The performed measure:

The Infrastructure Manager prepares the appropriate technical solution for protection of the level crossing.



## **E/ IMPORTANT CHANGES IN LEGISLATION, REGULATIONS AND ADMINISTRATIVE PROVISIONS**

For making the measures more efficient to increase the safety and adjust the legislation and regulations of EU, the following changes were amended and changed in the year 2010:

- Rules on technical accordance's of railway vehicles;
- Rules amending the Signalling Rules;
- Traffic Rules;
- Rules on professional qualifications of executive employees in the railway transport sector;
- Regulation Amending the Regulation on the classification of lines.

Description of important changes is in Annex D.





# F/ THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

## **1/ National legislation - starting dates - availability**

1.1. Starting date for issuing Safety Certificates according to Article 10 of the RSD /1/ (if necessary, distinguish between Part A and Part B).

The legislation basis is the Railway Transport Act which determines 5.July 2007 as the starting date for issuing the Safety Certificates which is determined in Directive. It determines also all the already issued Safety Certificates to be updated in accordance to Directive 2004/49/EC not later than 31.12.2010.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of the RSD /1/.

Starting date for issuing Safety Authorisations according to Directive 2004/49/EC is the same as the date of issuing the Safety Certificates, which is 5.July 2007.

1.3. Availability of national safety rules (NSR) or other relevant national legislation to RUs and IMs (website, paper documentation on request, etc.).

Relevant legislation is available on following websites:

- [www.azp.si](http://www.azp.si) (Official website of the Public Agency for Rail Transport of RS ),
- [www.uradni-list.si](http://www.uradni-list.si) (Official website of Official Gazette of the Republic of Slovenia).

## 2/ Numerical data (Annex E)

Number of valid Safety Certificates in the end of year 2011:

- Slovenske železnice, d.o.o., Kolodvorska ul. 11, SI-1506 Ljubljana;
- Adria transport d.o.o., Vojkovo nabrežje 38, SI-6501 Koper;
- Luka Koper, d.d., pristaniški in logistični sistem, Vojkovo nabrežje 38, SI-6501 Koper;
- RCA – Rail Cargo Austria AG, Edberger Lände 40-48, A-1030 Wien.

Number of valid Safety Authorisations in the end of year 2011:

- Slovenske železnice, d.o.o., Kolodvorska ul. 11, SI-1506 Ljubljana.





## 3/ Procedural aspects

### 3.1. Safety Certificates Part A

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

No Safety Certificates Part A issued, amended or revoked in 2011.

3.1.2. Main reasons for cases when the issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

No Safety Certificates Part A issued, amended or revoked in 2011.

3.1.3. Overview of the requests from other NSAs to verify/access information relating the Part A Safety Certificate of a RU that has been certified in your country but applies for a Part B certificate in the other MS.

We did not get any demands of other National Safety Authorities.

3.1.4. Summary of issues with the mutual acceptance of the Community-wide valid Part A Safety Certificate.

No problems were noticed in 2011.

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

The charging fee in 2011 was 1.680,61 EUR.

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

No problems were noticed in 2011.

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

No Safety Certificates Part A issued, amended or revoked in 2011.

3.1.8. Summary of the issues mentioned by RUs when applying for a Part A Safety Certificate.

No Safety Certificates Part A issued, amended or revoked in 2011.

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

In the year 2011 we did not get any suggestions from the Railway Undertakings.

## 3.2. Safety Certificates Part B

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

There was an update Safety Certificate Part B due to the change in volume of using the public railway infrastructure at Railway Undertakings Adria Transport and RCA AG.

3.2.2. Main reasons for cases when the issuing time for Part B Safety Certificates (restricted to those mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

Waiting period of issuing and changing the Safety Certificates Part B was not longer than 4 months from the received the demand.

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

The charging fee in 2011 was 1.680,61 EUR.

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

No problems were noticed in 2011.

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

No problems were noticed in 2011.

3.2.6. Summary of the issues mentioned by RUs when applying for a Part B Safety Certificate.

No problems were noticed in 2011.

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

In the year 2011 we did not get any suggestions from the Railway Undertakings.



### 3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations.

No Safety Authorisations issued, amended or revoked in 2011.

3.3.2. Main reasons for cases when the issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information) exceeded the 4 months foreseen in Article 12(1) of the RSD /1/.

No Safety Authorisations issued, amended or revoked in 2011.

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

No Safety Authorisations issued, amended or revoked in 2011.

3.3.4. Summary of the issues mentioned by IMs when applying for a Safety Authorisation.

No Safety Authorisations issued, amended or revoked in 2011.

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

In the year 2011 we did not get any suggestions from Infrastructure Manager.

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**

## **1/ Description of the supervision of RUs and IMs**

### **1.1. Audits/Inspections/Checklists**

For supervision of the Railway Undertakings and Infrastructure Manager there are three persons responsible to obtain them by Safety Authority in Slovenia. Supervision is going on by the following order:

- Call in for the Railway Undertakings and/or Infrastructure Manager to deliver needed data about the area of supervision;
- Checking the data that were sent by the Railway Undertakings and/or Infrastructure Manager;
- Review of evidence and missing documentation, conducting interviews and taking minutes;
- corrective action plan or measures and recommendations.

In the year 2011 there were the following supervision made by AŽP:

- supervision 19.04.2011 at the Railway Undertaking for Part B,
- supervision 22.06.2011 at the Infrastructure Manager,
- supervision 21.10.2011 at the Railway Undertaking for Part A.

### **1.2. Vigilance aspects/sensitive points to be followed by the NSA**

At the supervision the following things were checked:

- Traction performance of the locomotives of the Railway Undertaking at regular working, towing equipment limitations, actual weight of the locomotives, measures that are accepted in cases of deviations from operational personnel regulations;
- Eligibility for a Safety Authorisation issued in areas by contractors involved in the safety management system of the Infrastructure Manager;
- Eligibility for the Safety Certificate issued by the Railway Undertaking with emphasis on passenger services.

## 2/ Description of the coverage of the legal aspects within the annual reports from the RUs and IMs - availability of the annual reports before 30 June according to Article 9(4) of the RSD /1/

AŽP received an annual report to 30 June 2012 from:

- Four (4) Railway Undertakings;
- One (1) Infrastructure Manager.

## 3/ Number of inspections of RUs/IMs for 2011

Inspections		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of inspections	Planned	/	/	/	/
	Unplanned	/	/	/	/
	Carried out	/	/	/	/

## 4/ Number of audits of RUs/IMs for 2011

Audits		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of audits	Planned	1	1	1	/
	Carried out	1	1	1	/



## **5/ Summary of the relevant corrective measures/ actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections**

At supervision there were the following recommendations and the corrective measures published:

- order of the Railway Undertaking published to the locomotive drivers and dispatchers as a warning to the consistent implementation of operative rules;
- alignment operative proceedings with the procedures of the Infrastructure Manager and contractors' vehicles from crossing sidings on public infrastructure and the way back;
- preparing operative proceedings for the contractor that was included in the Infrastructure Manager's safety management system;
- change of the operative rules of the Railway Undertaking by identifying which perform safety tasks and define the people that would be responsible for accepting operative decisions for these jobs;
- harmonization operative rules of the Railway Undertaking and the Infrastructure Manager with the requirements safety rules which relate to professional capability of the executive railway workers;
- change of the proceedings in operative rules of the Railway Undertaking which relate to realizing recommendations of the Investigation Body and Safety Authority.

## **6/ Short summary/description of the complaints from IMs concerning RUs related to conditions in their Part A/Part B Safety Certificate**

None

## **7/ Short summary/description of the complaints from RUs concerning IMs related to conditions in their Safety Authorisation**

None

## **H/ REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT**

### **1/ NSA experiences of the use of CSM on risk assessment**

After the issuing of Regulation 352/2009 AŽP organized meeting with the Railway Undertakings and the Infrastructure Manager in order to inform them with proceedings that will be used in AŽP for issuing operational permit.

The experiences with usage CSM from Infrastructure Manager risking that the IM do risk assessment too late and all needed assessment is done by AŽP. National legislation does not predict an independent assessor and authority to determine compliance with national legislation. That tasks are done by AŽP which does not have enough employees to perform independence in process of authorisation for placing into service.

### **2/ Is there any procedure that allow RUs and IMs to express their experiences on the EC regulation on CSM on risk assessment**

The Infrastructure Manager and the Railway Undertakings share its opinions in the Annual Report.

### **3/ Compliance with the requirements of Regulation 352/2009 of the CSM on risk assessment in the national safety regulations**

In the year 2011 the Rules on Railway signalling-safety devices (Official Gazette of RS, no. 85/2010), which requires the Infrastructure Manager to apply in determining the level of safety, risk and methods used in the Regulation referred.

## I/ ALTERNATIVE MEASURES THROUGH DEROGATIONS REGARDING ECM CERTIFICATION SCHEME

Not applicable in 2011.

## J/ NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

Annual Safety Report is a presentation of basic data about safety at public railway infrastructure in Slovenia and also monitoring the development in each year. The methodology of collecting and processing of the data is based on common safety indicators, using the methods and recommendations of ERA. The same methodology is used by all national safety authorities at the whole area of EU.

In the year 2011 there were made 20,333 million train km, 11,311 million km were made by passenger trains and 9,022 million km by freight trains.

Public Railway Infrastructure had 840 level crossings on the 31st of December 2011 and from those:

- 281 protected with automatic user-side protection and warning;
- 21 protected with automatic user-side warning;
- 25 protected with manual user-side protection and warning;
- 8 protected with manual user-side protection;
- 505 protected with road signs.

According to the number of the accidents at level crossings in 2010 AŽP organized Safety Conference in 2011 titled »Safety at level crossings«. The conference was on the 27th and 28th of September 2011 in Maribor.



The purpose of the conference was to improve the safety at level crossings and AŽP managed to invite the professionals from all over the areas of railway sector in EU, ERA, national safety authorities of each country, Infrastructure Managers, Railway Undertakings, producers and business international commissions. At the conference the experiences were exchanged from the professionals that are dealing with safety at level crossings. Such exchanging of the experiences and knowledge can help European traffic sector for concerted action and therefore has impact to improve the safety at traffic and better awareness of the users the level crossings.

Comparison of the data about the accidents in the years 2010 and 2011 show that the number of accidents in Slovenia decrease every year. In comparison of the accidents at level crossings which had the most activities last year about improving the indicators. Number of the accidents decreased which indicate the awareness of the level crossings users about dangers.

On the basis of safety indicators there are common safety targets for each country of the EU and for Slovenia they are the criterion for reaching safety level. On basis of comparison the indicators for the year 2011 and national reference values the safety level stays at the level of the last year and getting better at specific indicators (from 2007).

## K/ SOURCES OF INFORMATION

The content of the annual safety report for the year 2011 consists of:

- Report on emergency events in 2011 ;
- Data from the Infrastructure Manager and the Railway Undertakings;
- Report of the Investigation Body for 2011;
- Internal information.



# L/ 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

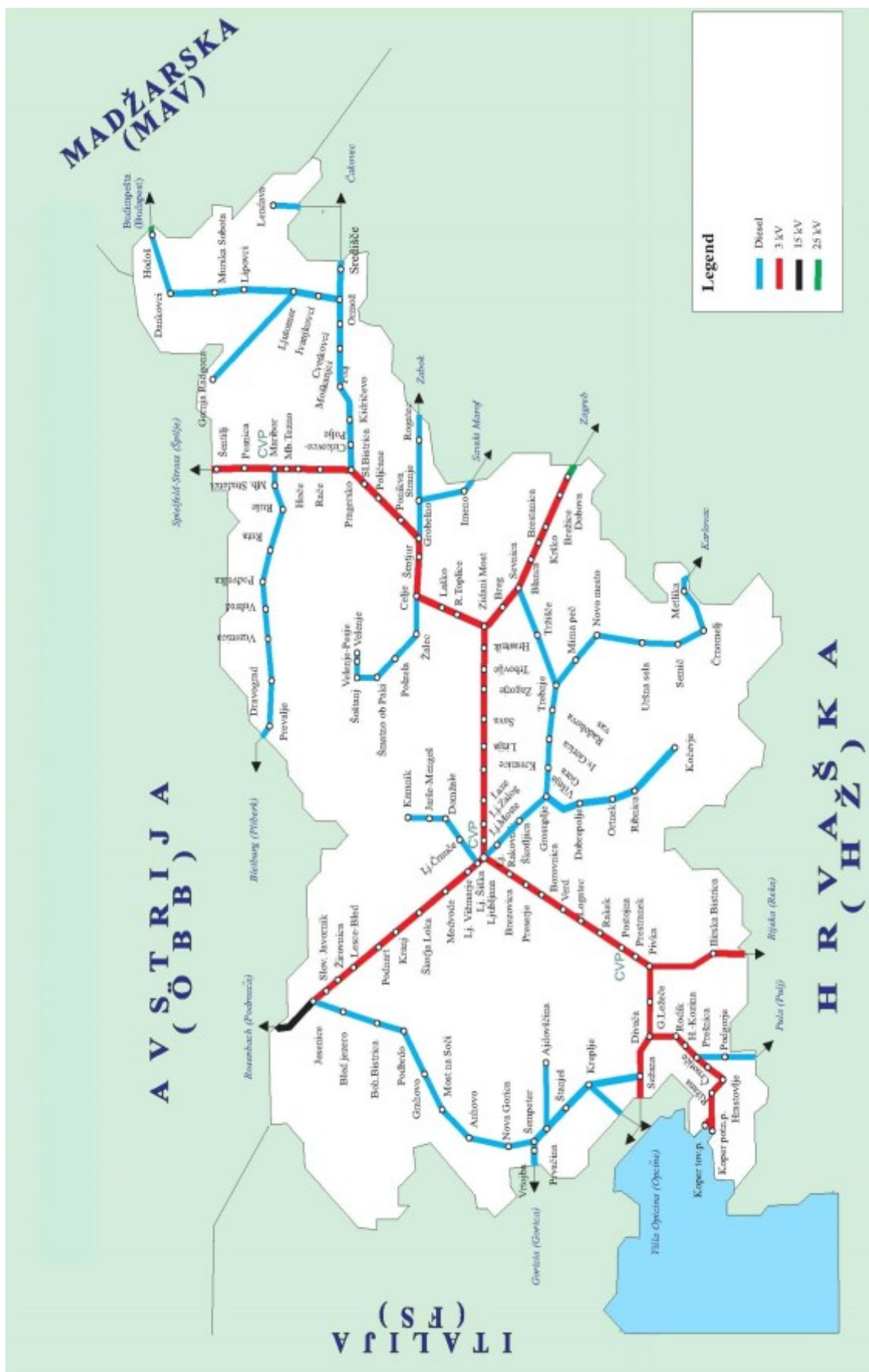
Annex E: The development of safety certification and authorisation – numerical data











## A.2. List of Railway Undertakings (RUs) and Infrastructure Managers (IMs)

### A.2.1. Infrastructure Managers

Name	Address	Website/ Network Statement Link	Safety Au- thorisation (Number/ Date)	Start date com- mercial activity	Total Track Length/ Gauge
SŽ, d.o.o.	Kolodvorska ulica 11 1506 Ljubljana	www.slo- zeleznice.si/	37502- 1/2007- 1/24.5.2007	/	1209/1435

### 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 com- mercial activity
SŽ	Kolodvorska ulica 11 SI-1506 Ljub- ljana	www.slo- zeleznice.si	/	SI 11 2009 0001 26.2.2009 SI 12 2009 0001 26.2.2009	/
ADT	Vojkovo nab- režje 38 SI-6501 Koper	www.adria- tran- sport.com	/	SI 11 2009 0002 01.12.2009 SI 12 2009 0002 01.12.2009	/
LK	Vojkovo nab- režje 38 SI-6501 Koper	www.luka- kp.si	/	SI 11 2009 0003 15.12.2009 SI 12 2009 0003 15.12.2009	/
RCA	Erdberger Lände 40-48 1030 Wien	http:// www.railcarg o.at/	/	AT 11 2009 0004 23.12.2009 SI 12 2010 0002 23.12.2010	/

\* sensitive economic information



## Abbreviations:

HSL = High Speed Line (definition according to Directive 2008/75/EC) /7/

ATP = Automatic Train Protection

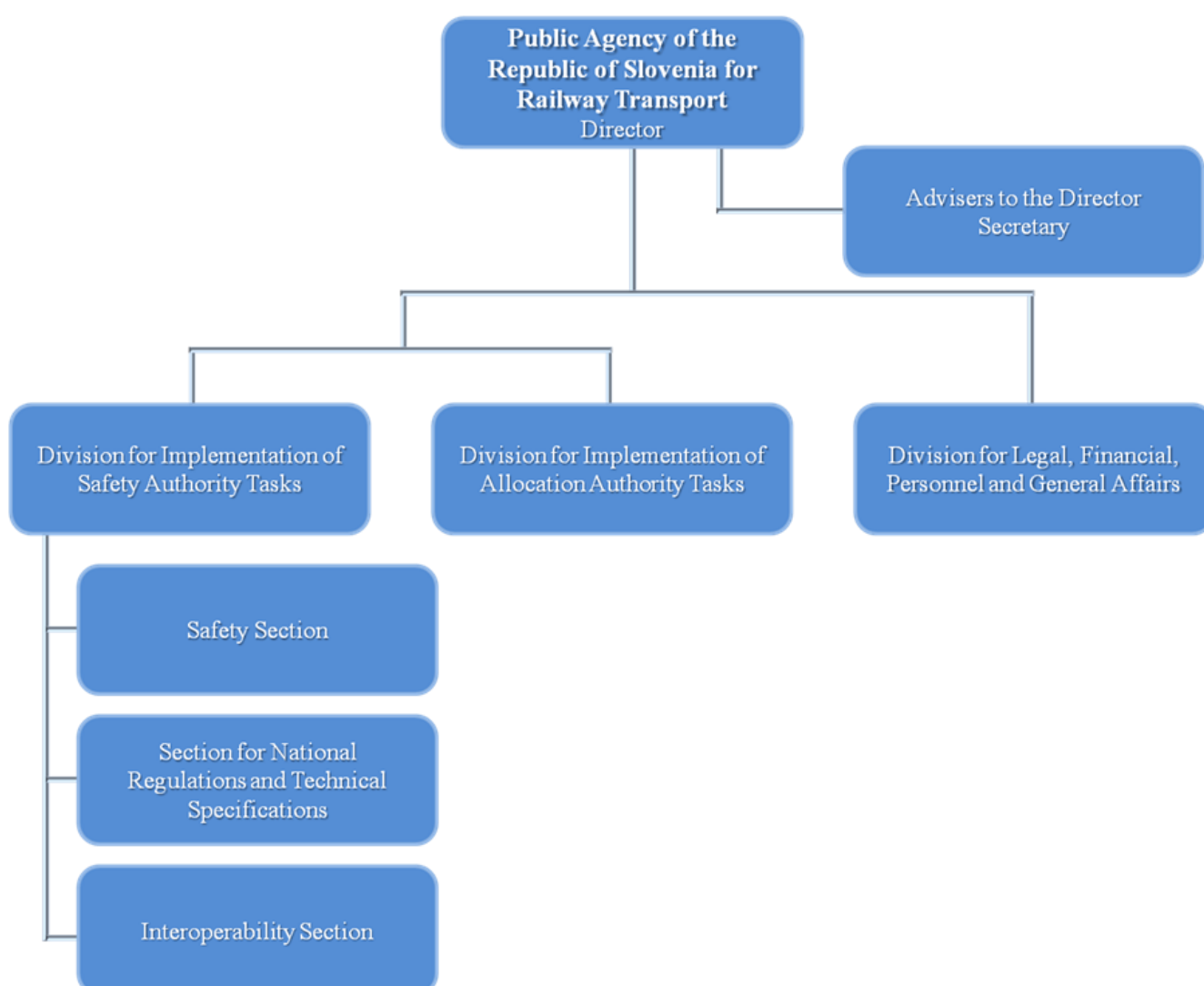
LC = Level Crossing

<b><i>Electrified Track Length/ Voltages</i></b>	<b><i>Total Double/ Simple Track Length</i></b>	<b><i>Total Track Length HSL</i></b>	<b><i>ATP equip- ment used</i></b>	<b><i>Number of LC</i></b>	<b><i>Number of main (light) signals</i></b>
503/3KV AC	330/879	/	Indusi I-60	840	/

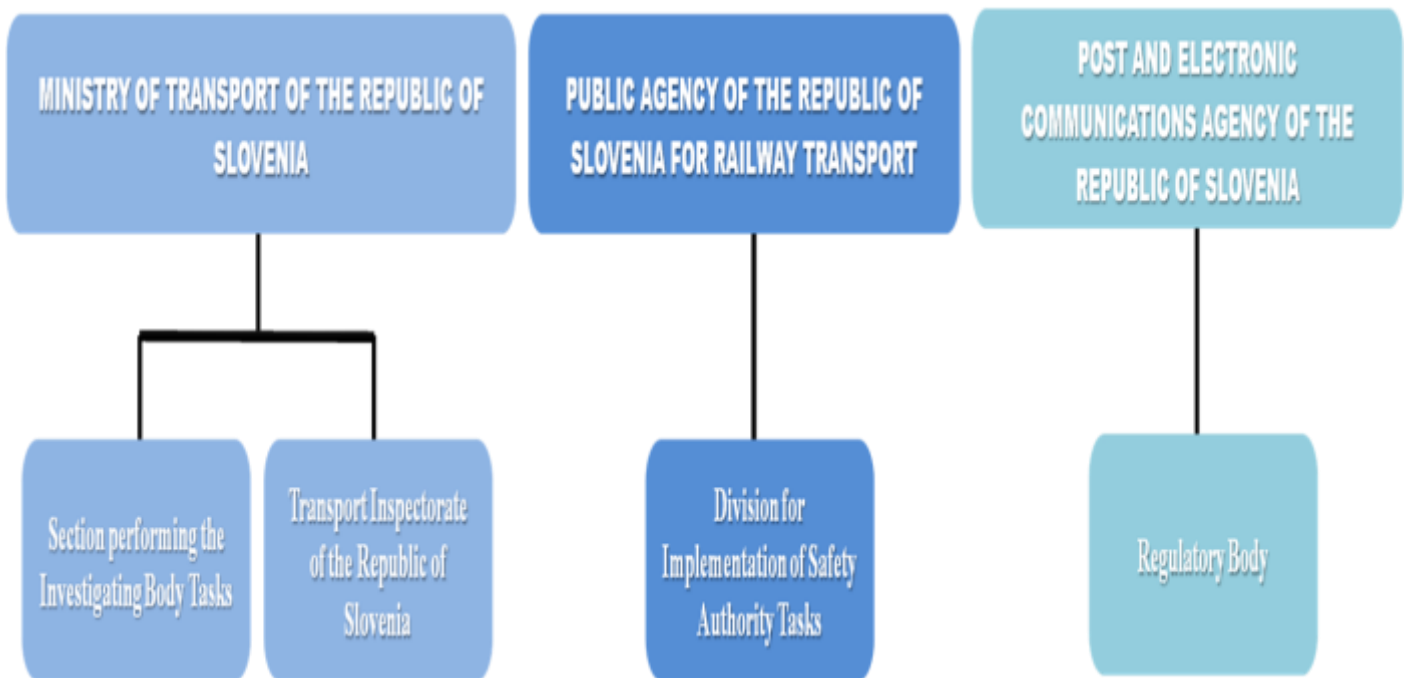
<b><i>Traffic Type (freight, etc.)</i></b>	<b><i>Number of Locomo- tives*</i></b>	<b><i>Number Of Railcars/ Multiple Unit-sets*</i></b>	<b><i>Number of Coach- es/ Wagons*</i></b>	<b><i>Number of train drivers/ safety crew*</i></b>	<b><i>Volume of passen- ger transport</i></b>	<b><i>Volume of freight transport</i></b>
Freight/ Passenger	/	/	/	/	> 200 mil	> 500 mil
Freight	/	/	/	/	/	< 500 mil
Freight/ Shunting only	/	/	/	/	/	/
Freight	/	/	/	/	/	< 500 mil

## Annex B: Organisation chart(s) of the NSA

### B.1. Chart: Internal organisation



## B.2. Chart: Relationship with other National Bodies

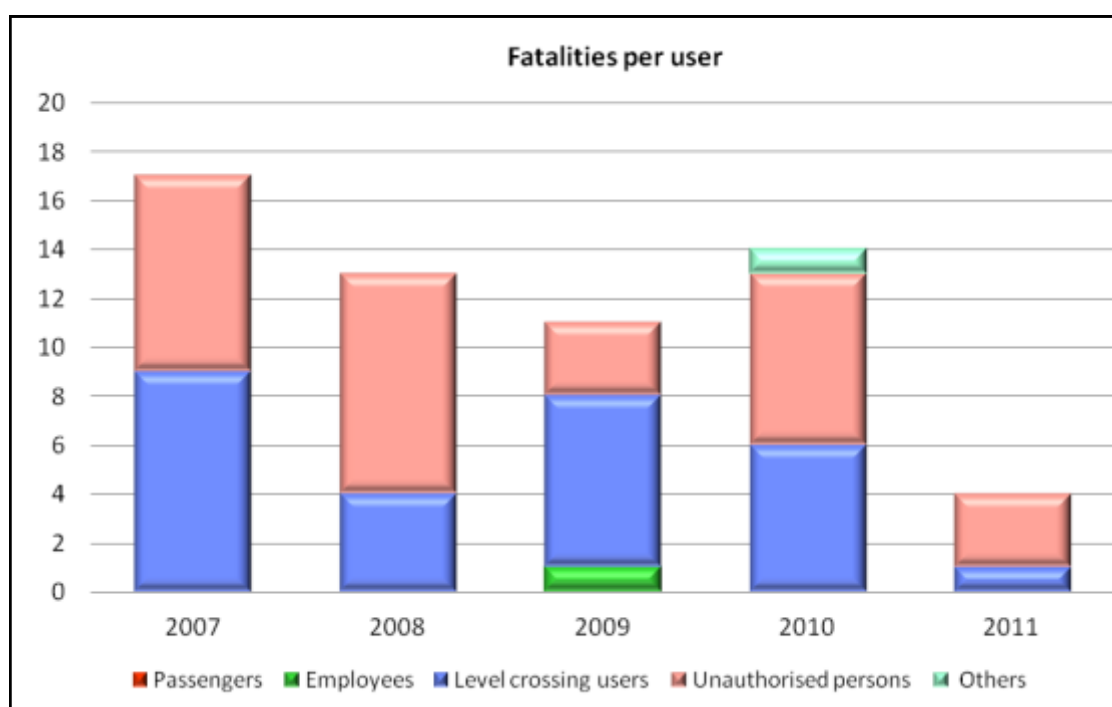
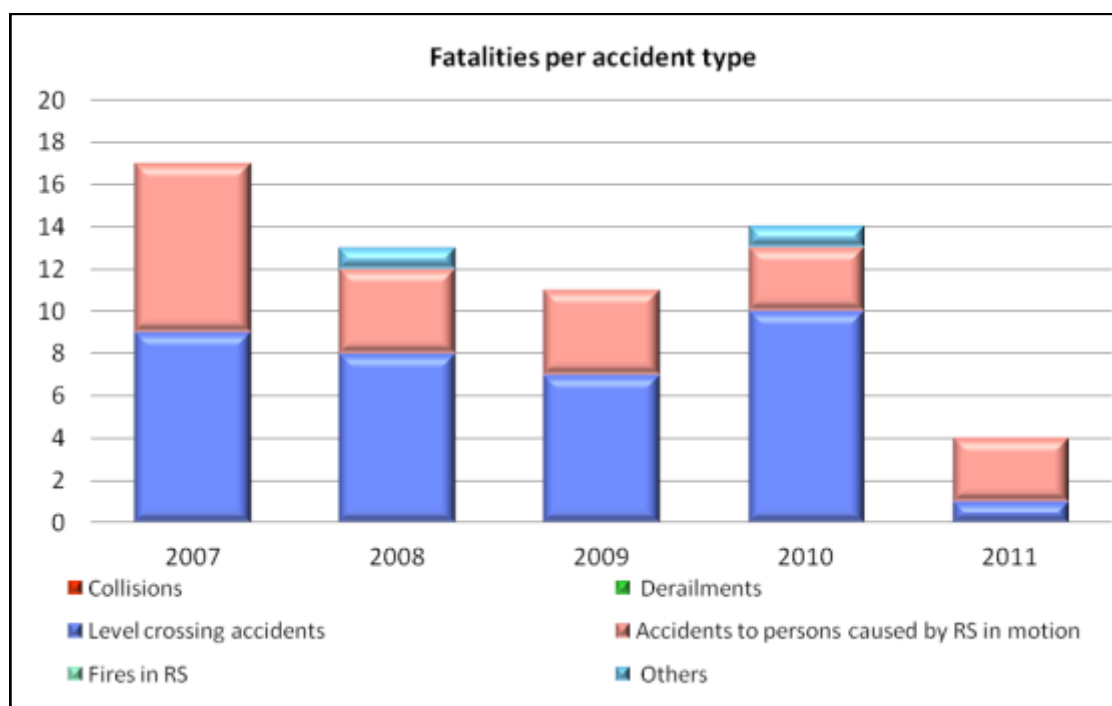


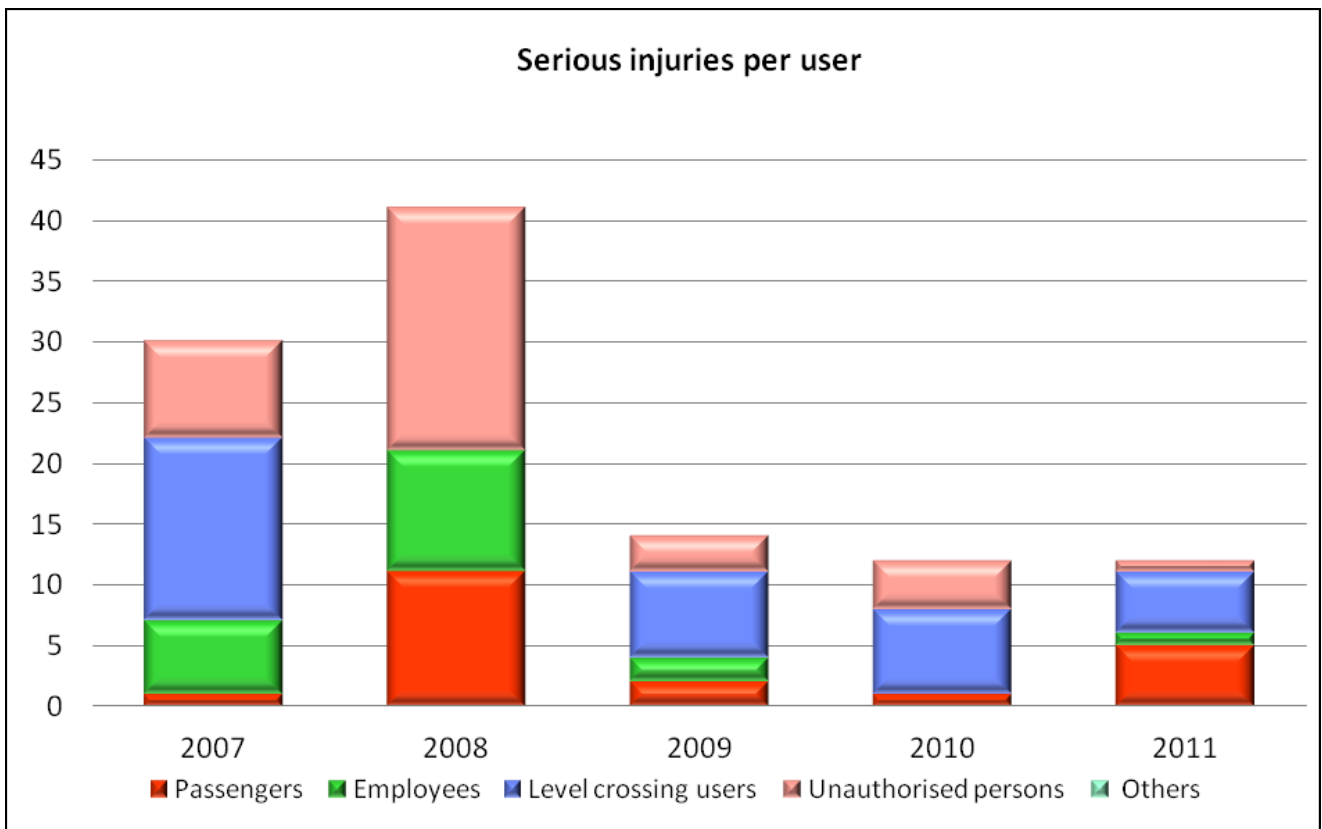
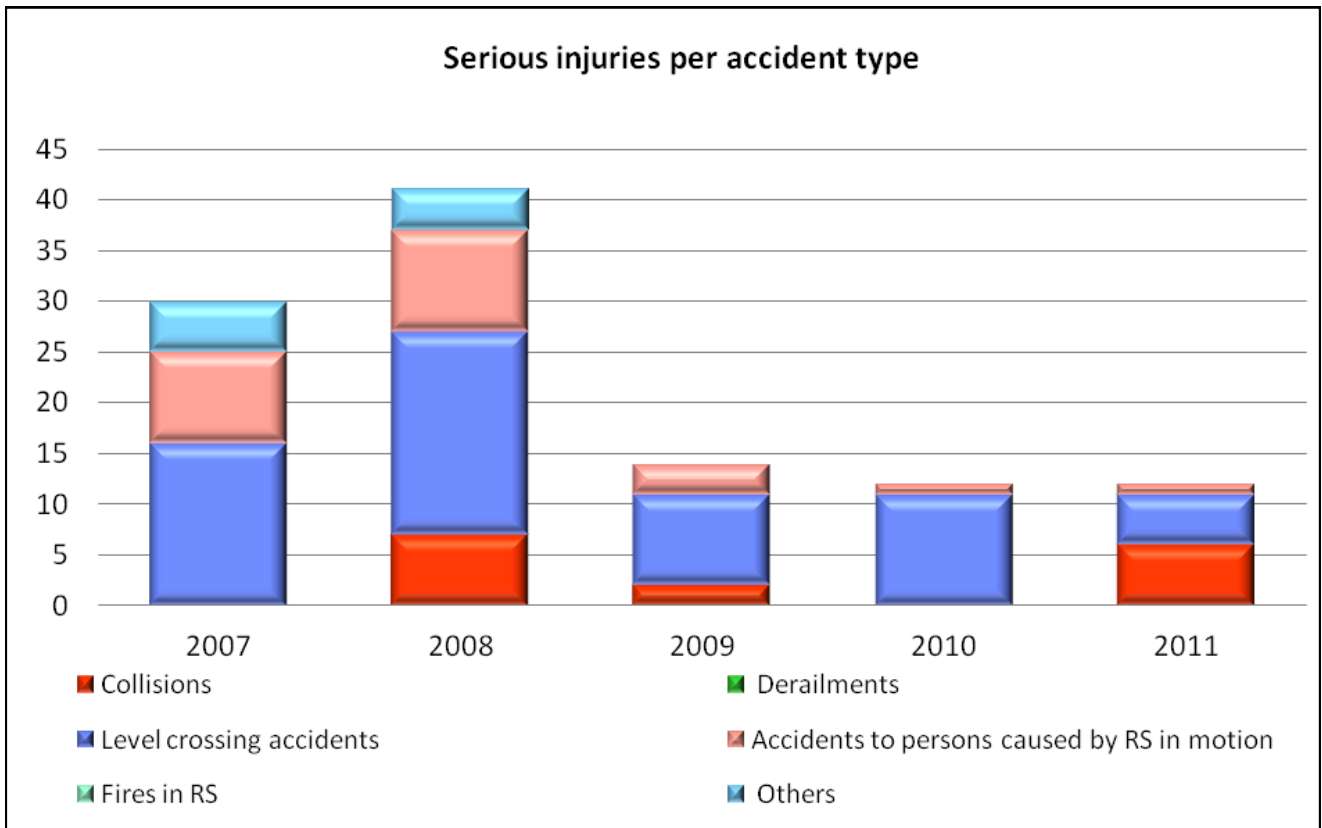


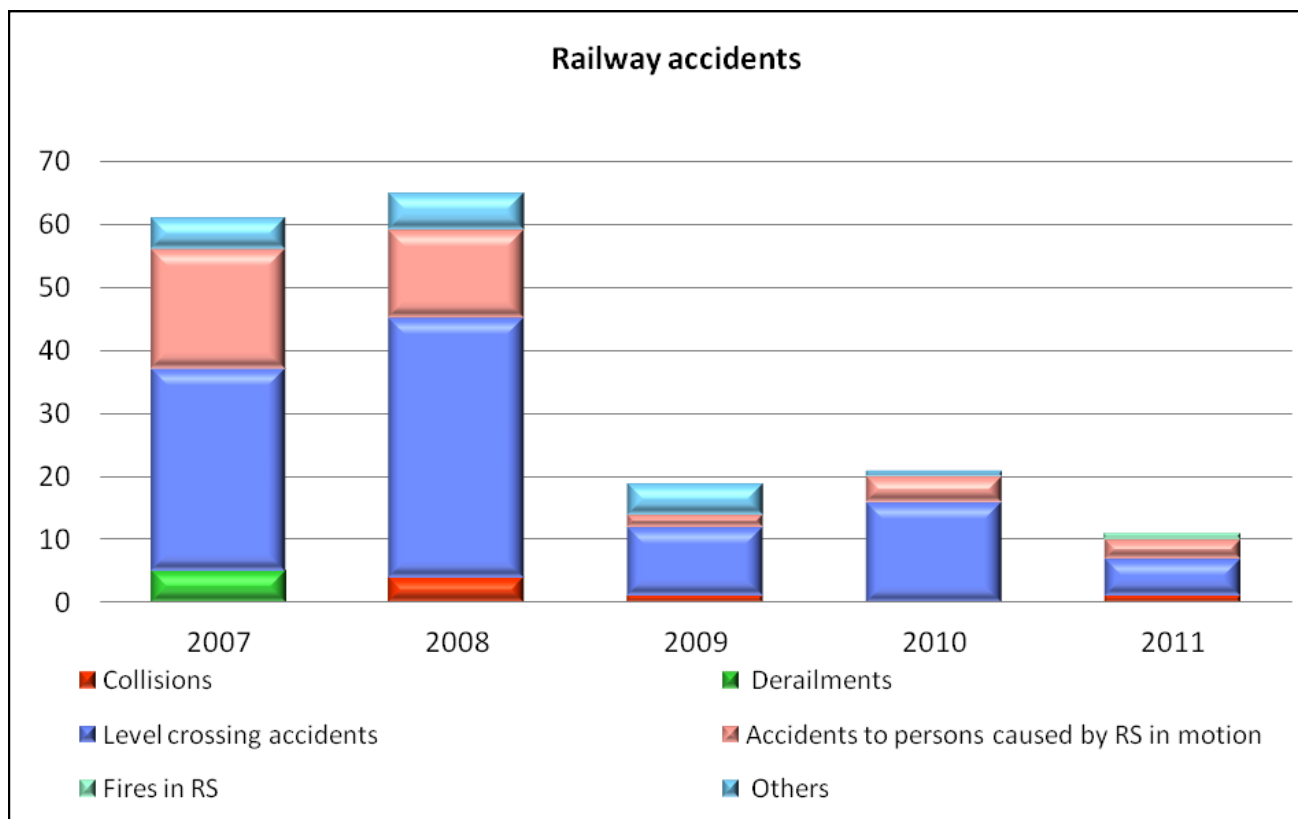
## Annex C: CSIs data - definitions applied

### C.1. CSIs data

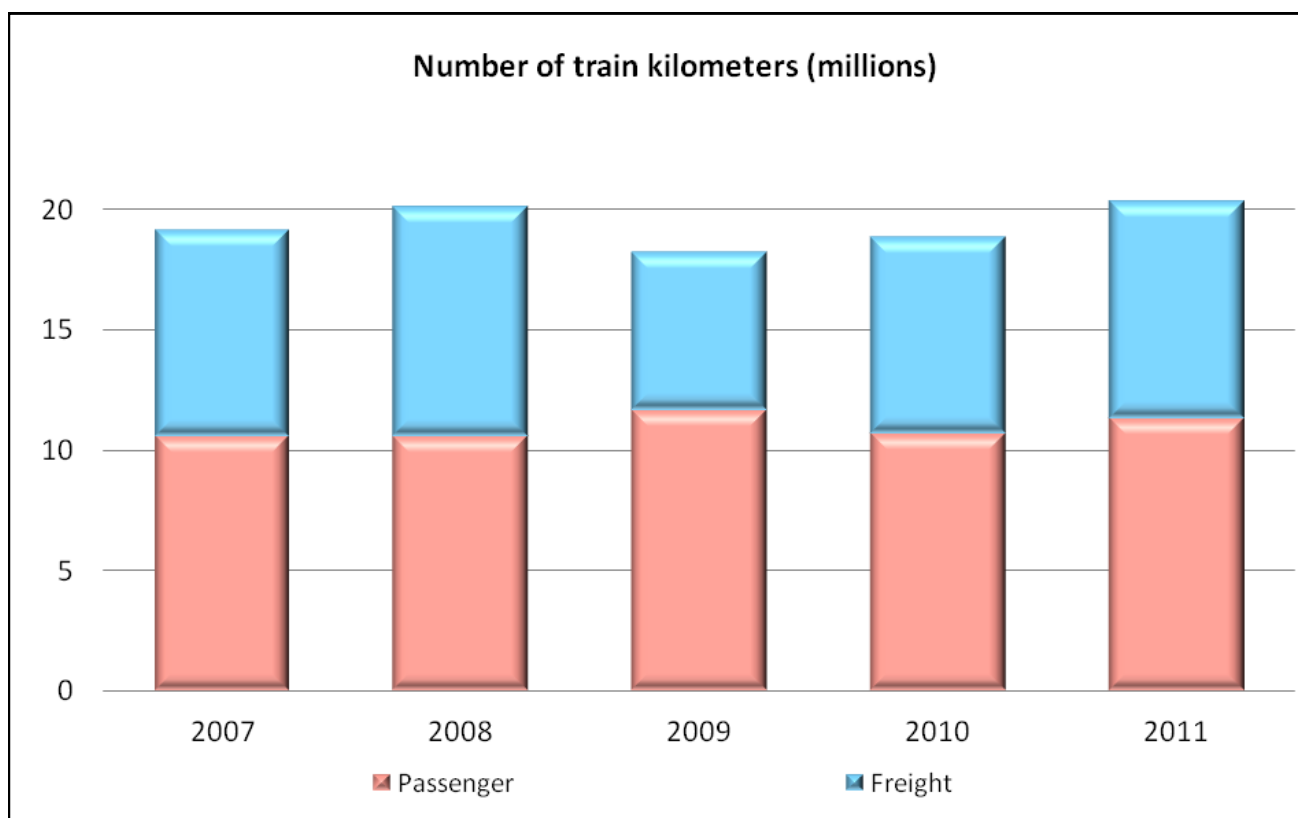
#### Outcomes



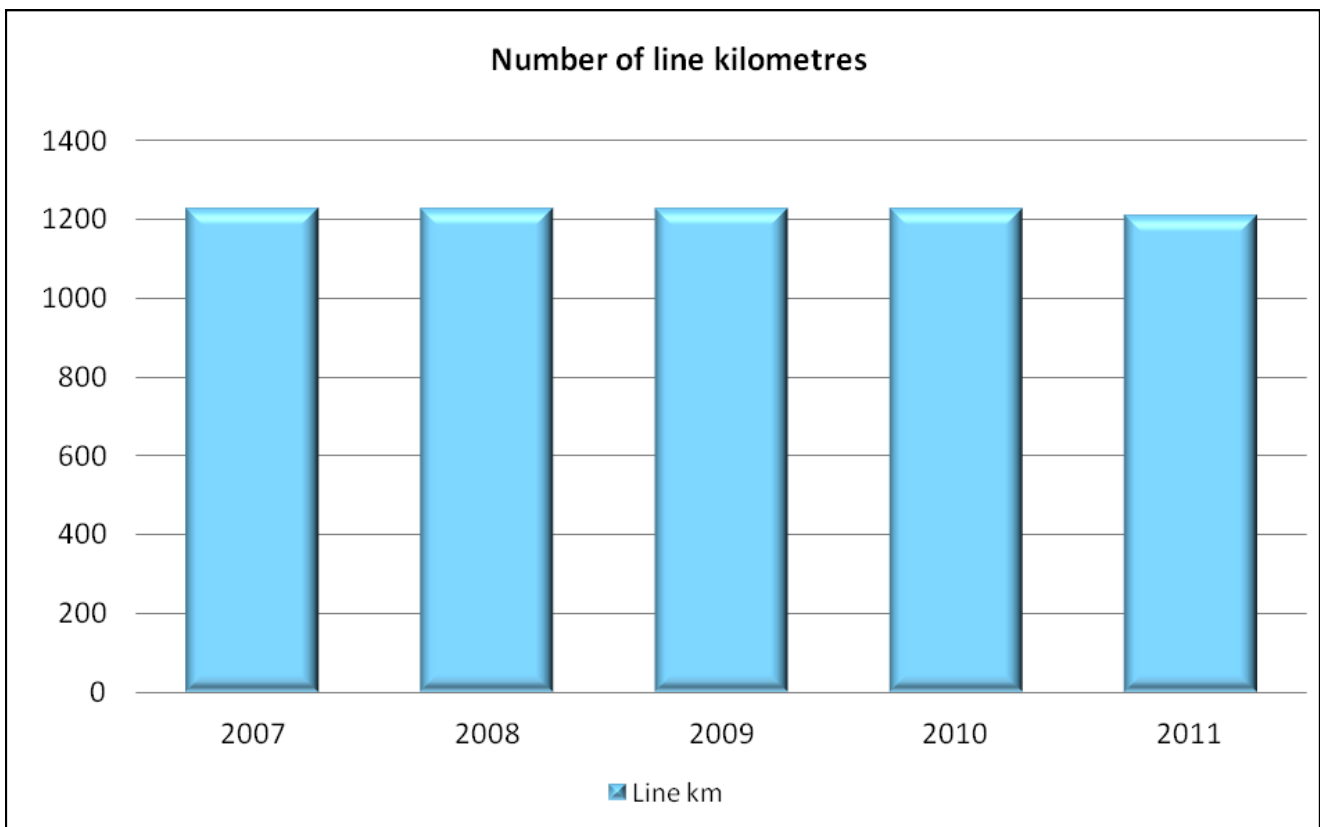
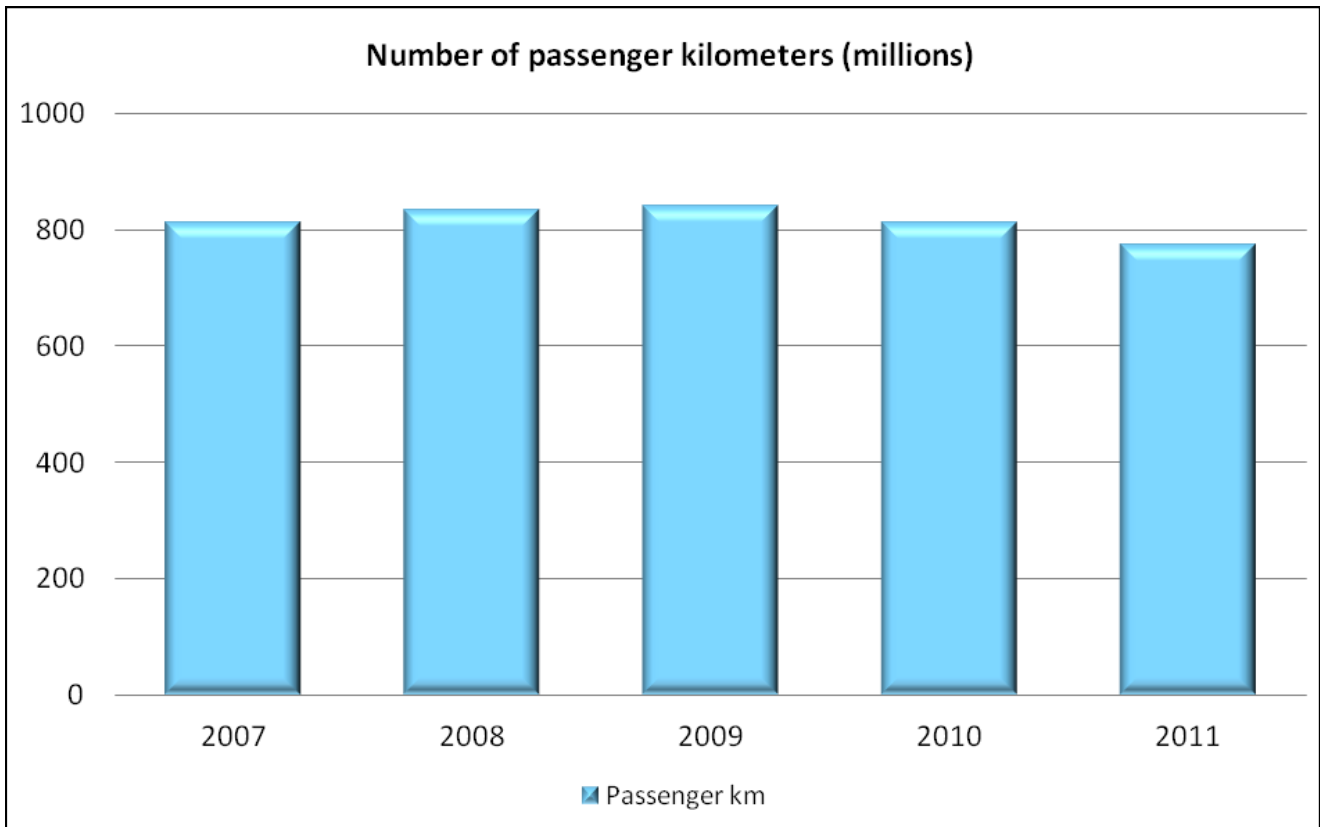


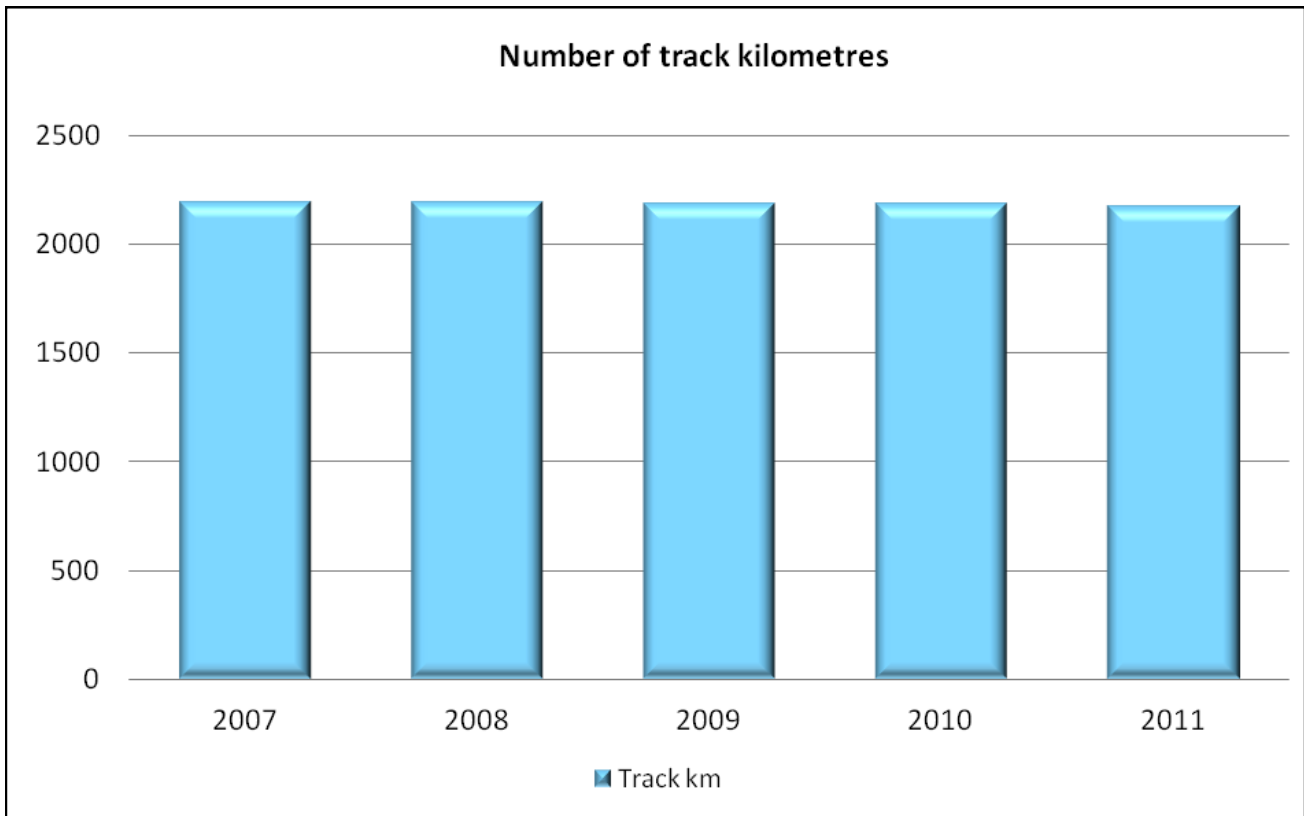


## Exposure data

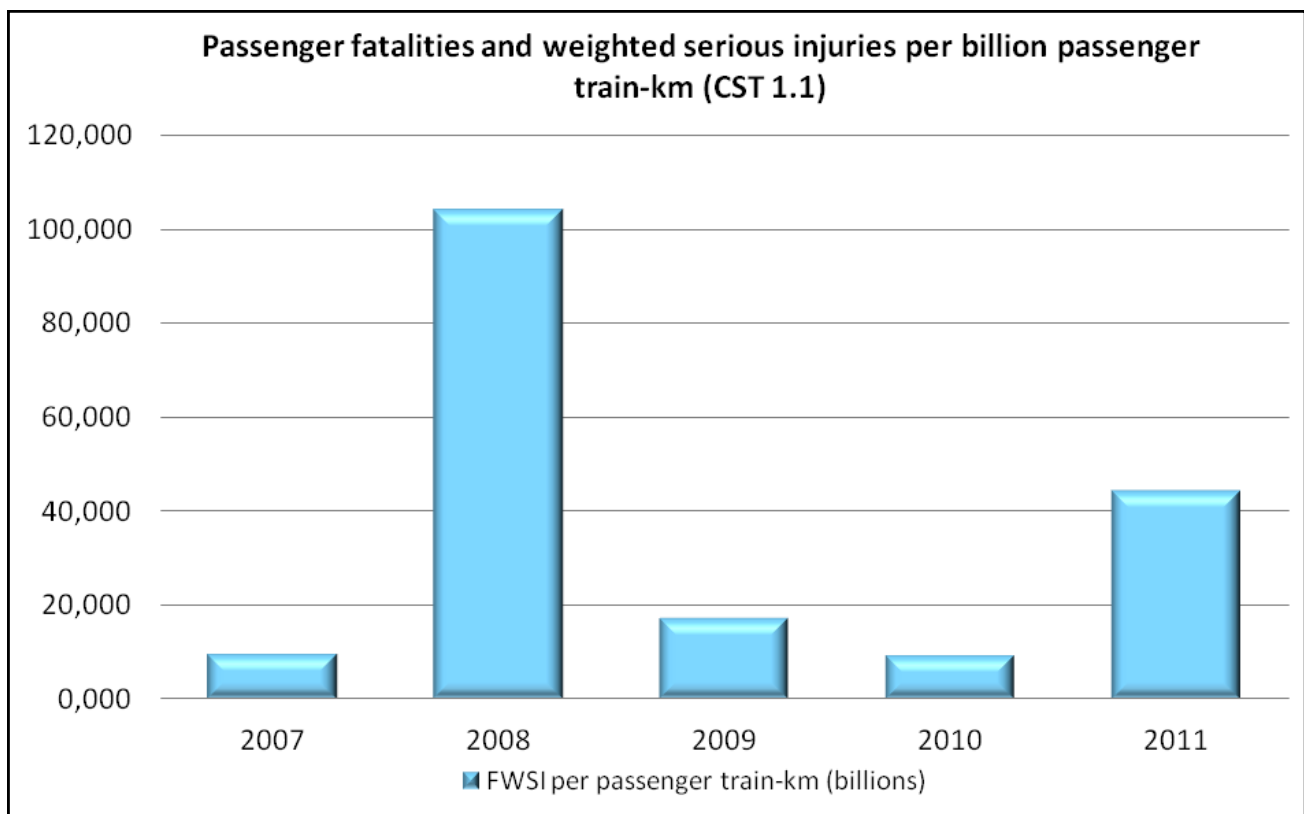


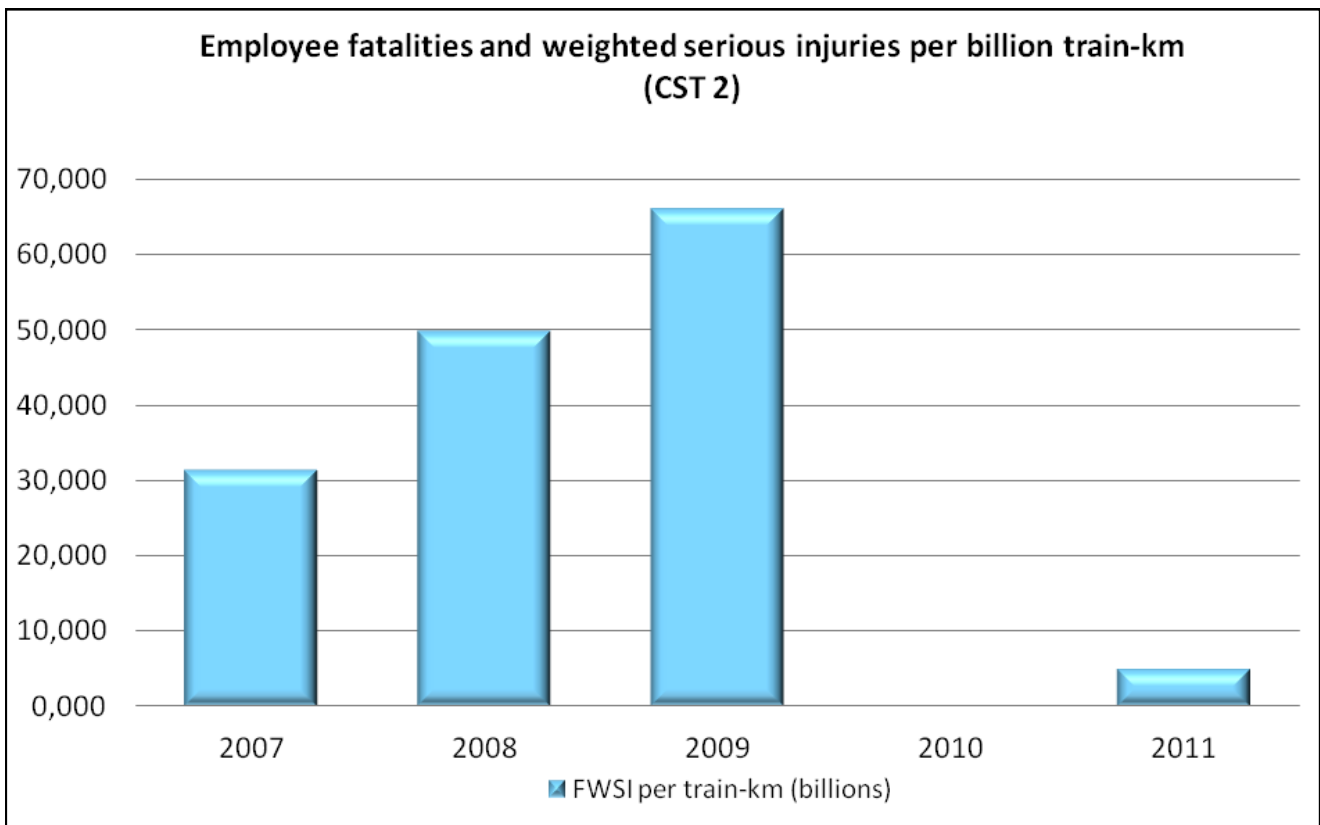
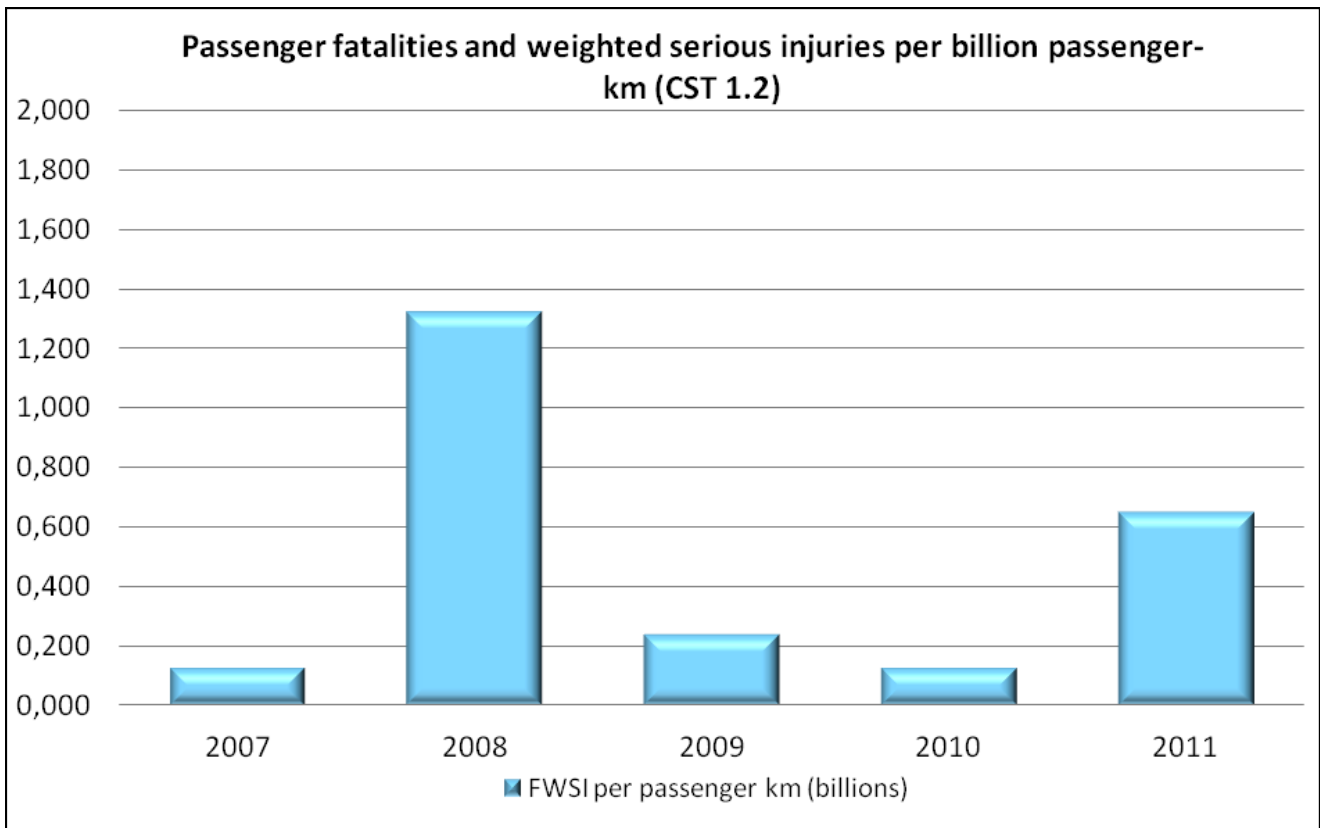




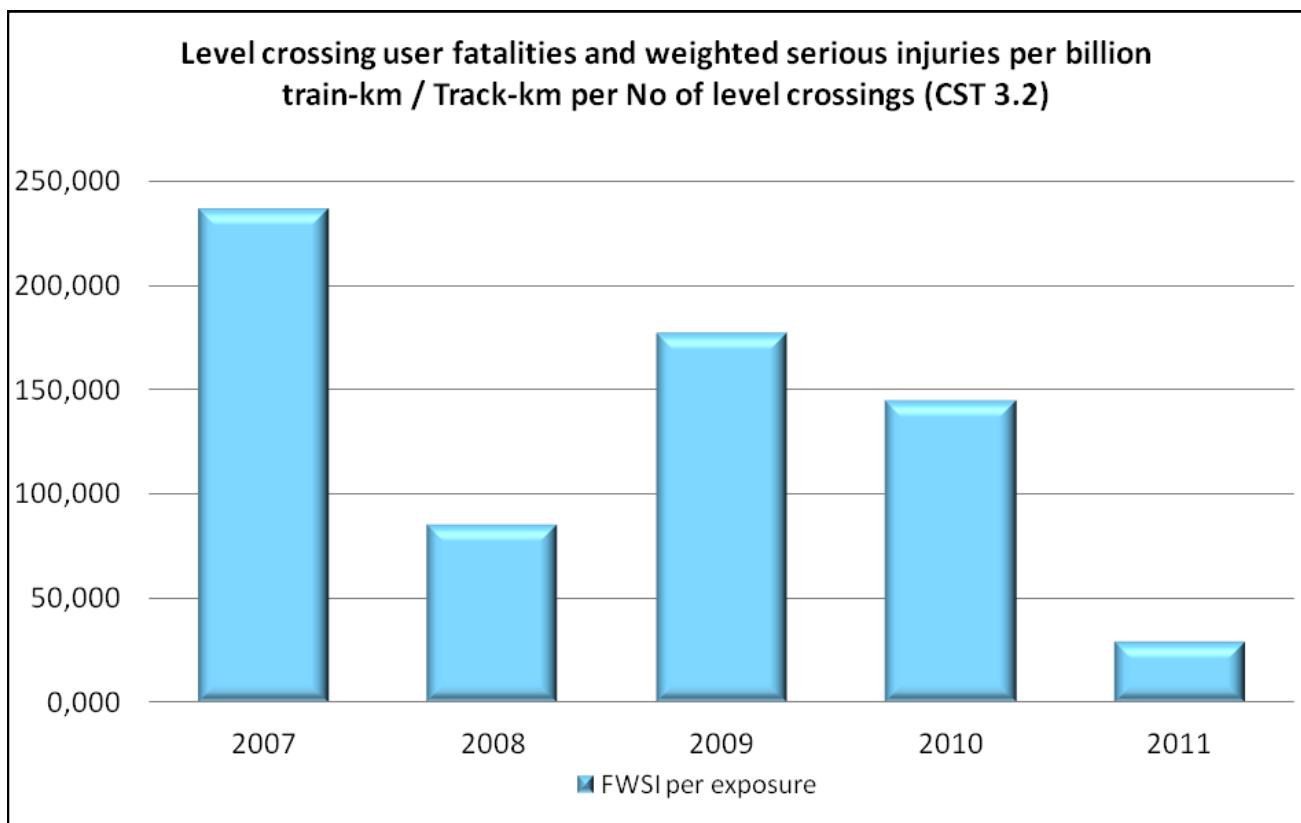
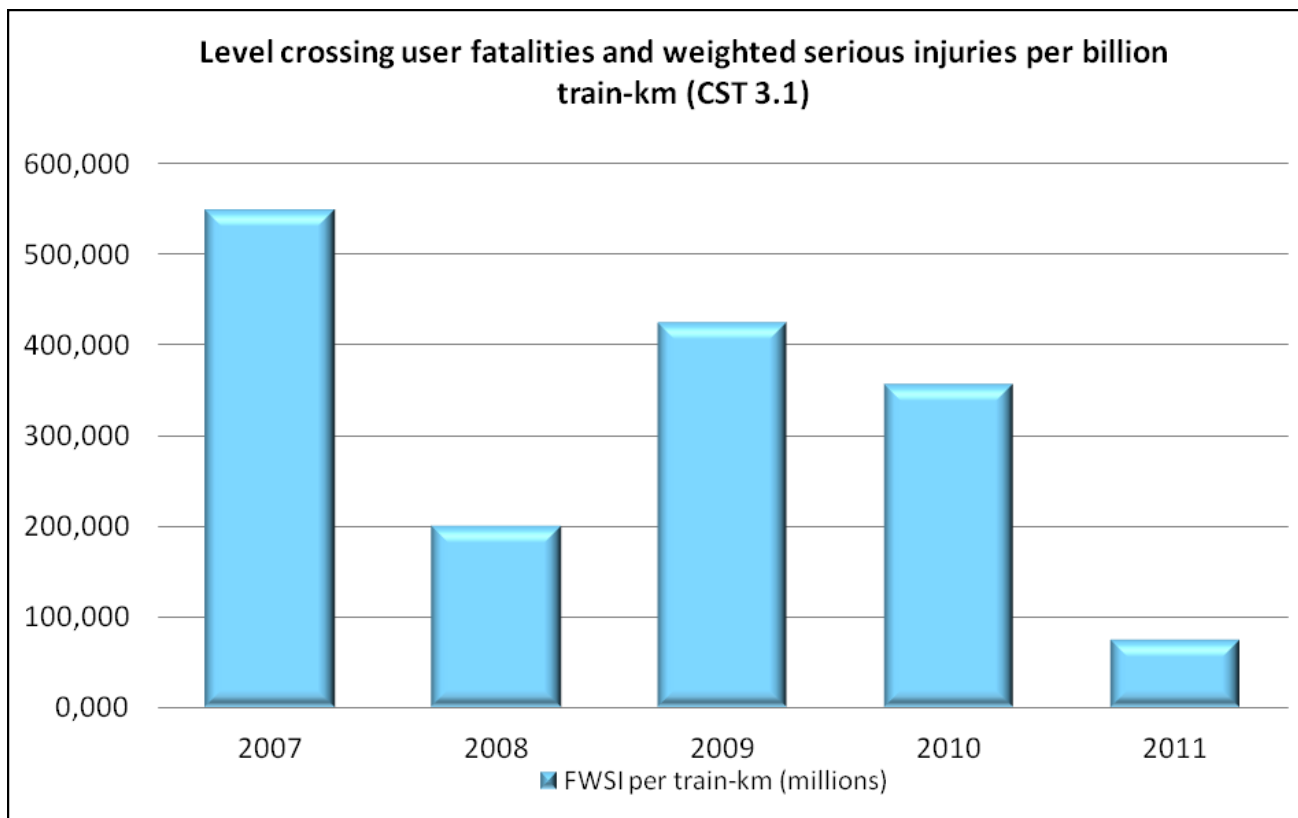


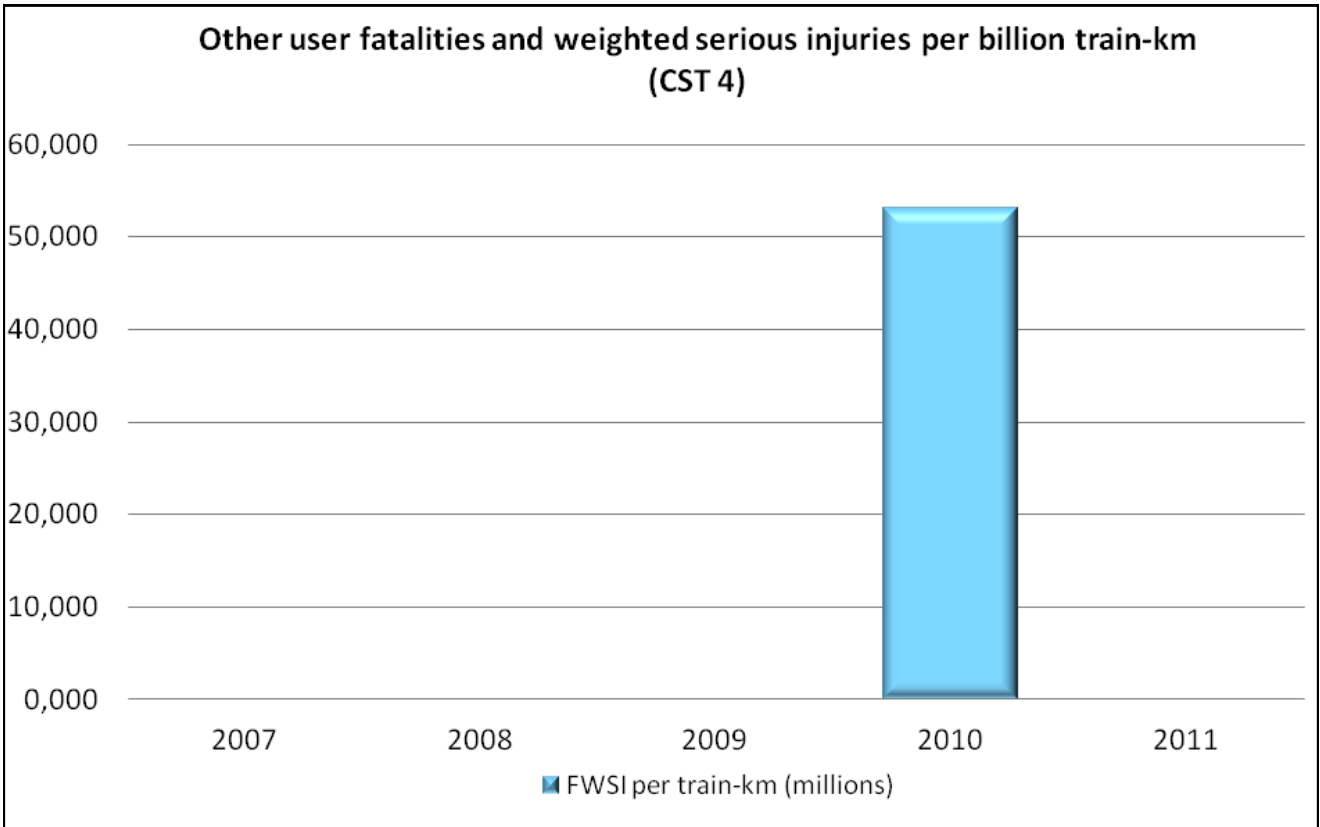
### *Risk indicators*

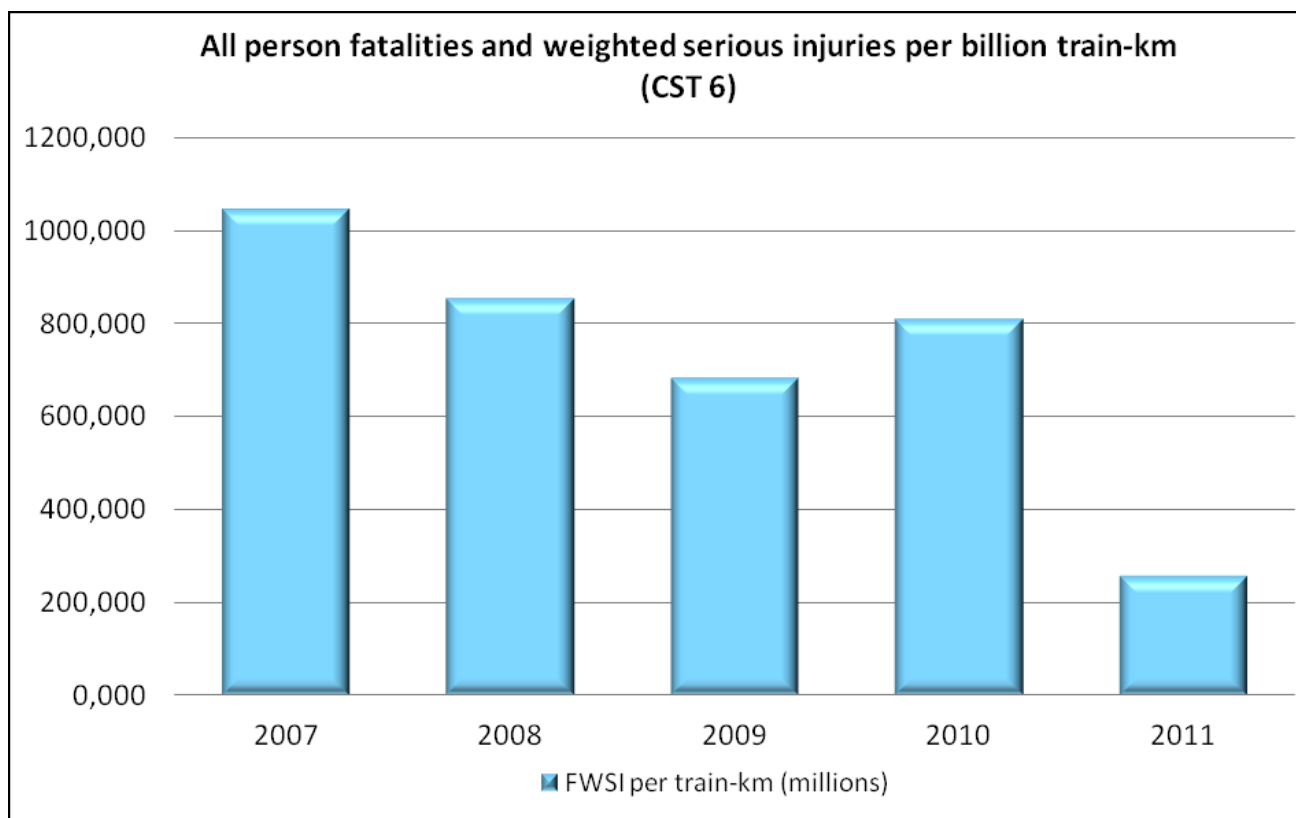




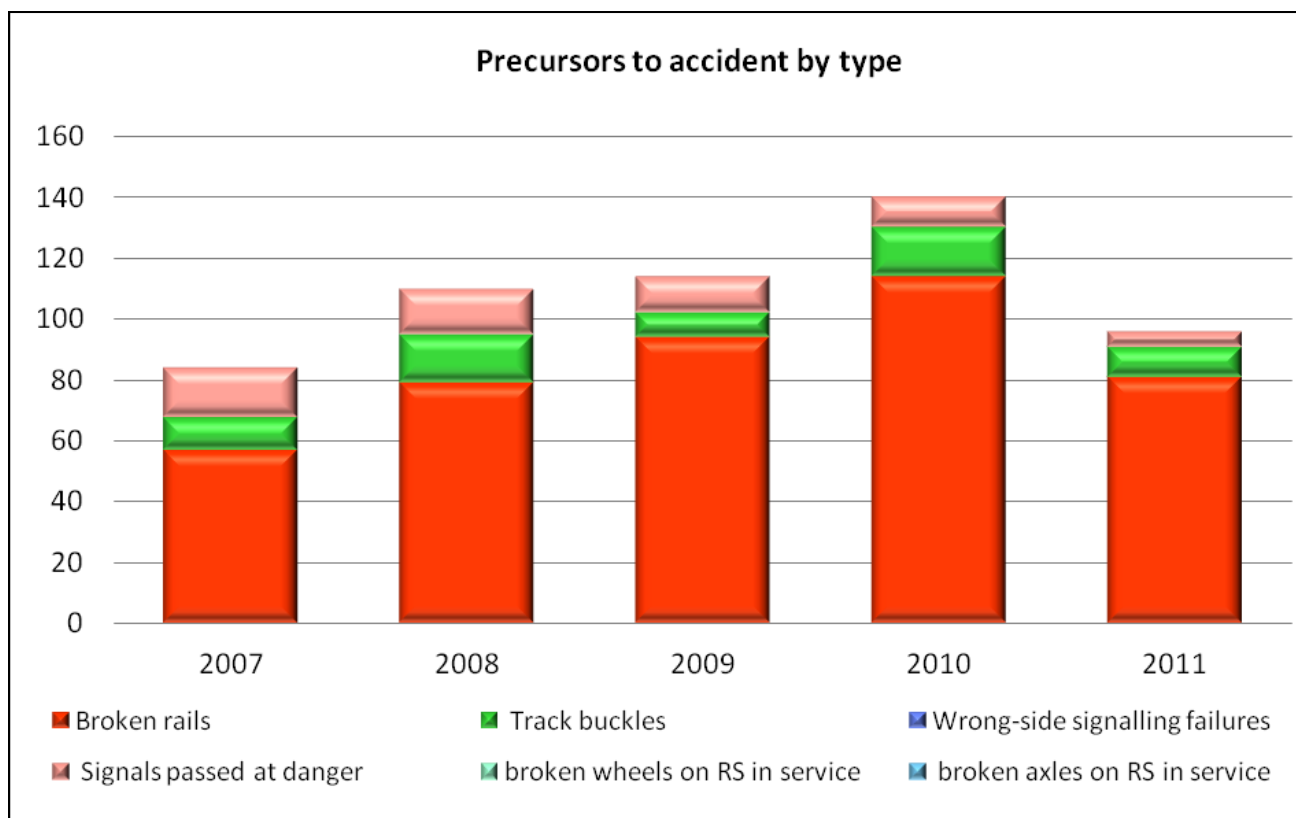






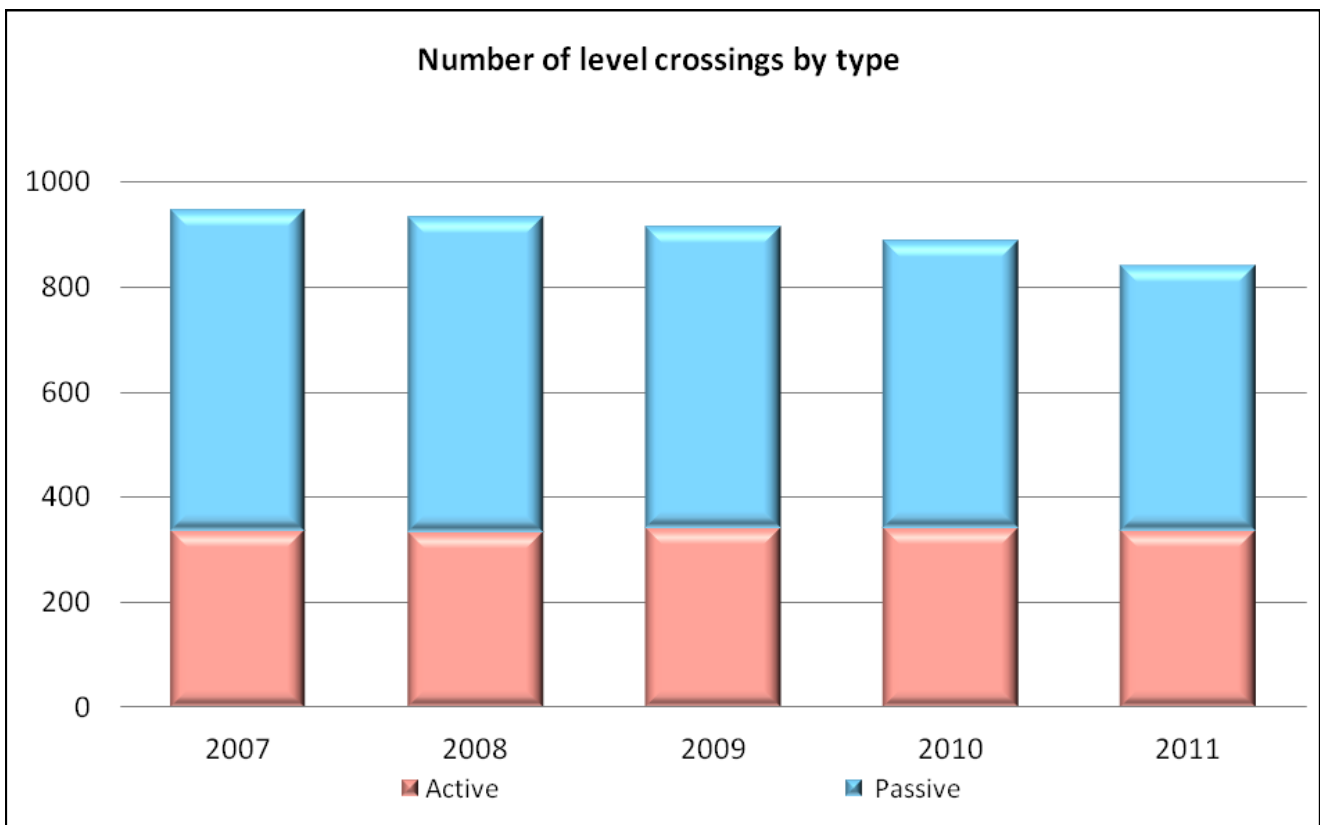
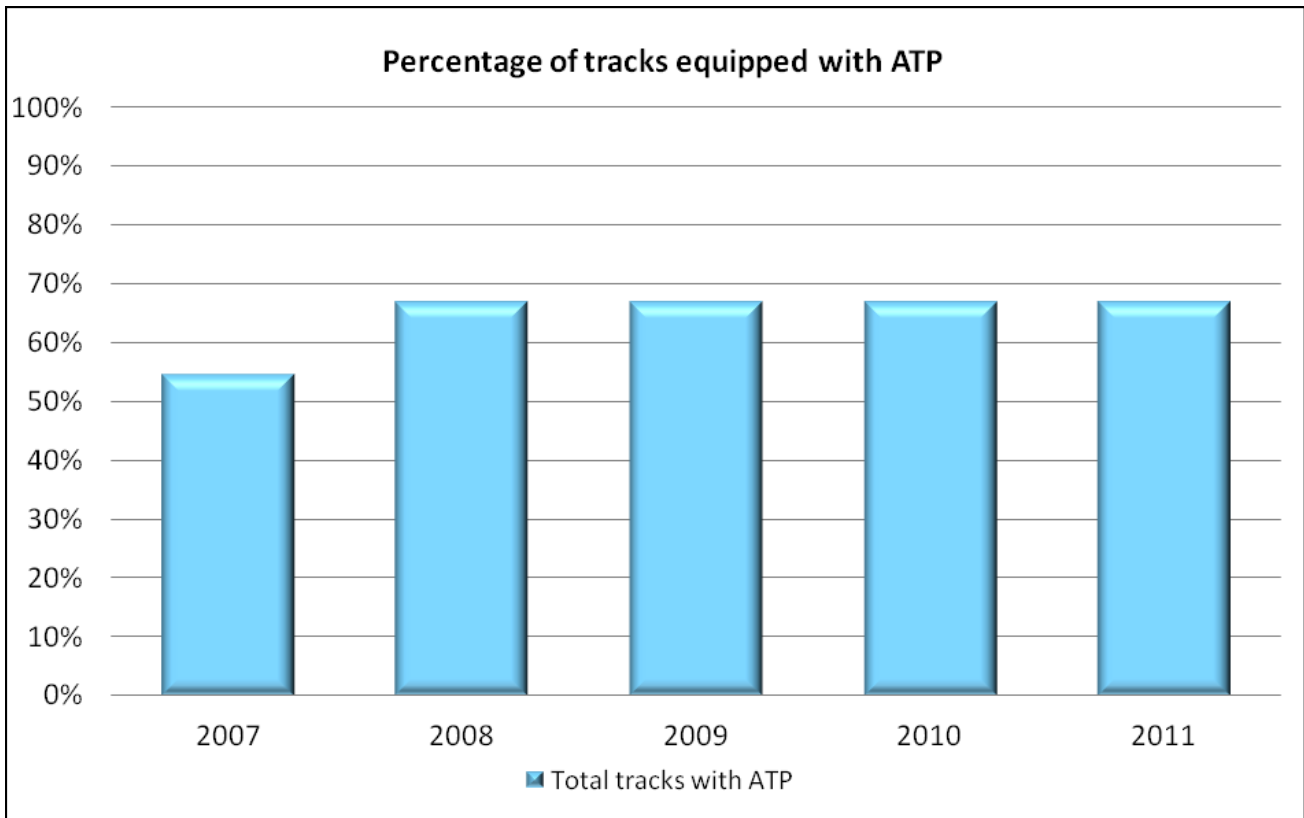


### *Precursor to accidents*





## Infrastructure



## C.2. Definitions used in the annual report

### **fatalities (killed person)**

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

### **injuries (seriously injured persons)**

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;

### **accident**

means an unwanted or unintended sudden event or a specific chain of such events which have harmful consequences; accidents are divided into the following categories: collisions, derailments, level-crossing accidents, accidents to persons caused by rolling stock in motion, fires and others;

### **train**

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar travelling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point;

### **a light engine,**

i. e. a locomotive travelling 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.3. Abbreviations

AŽP	Public Agency of the Republic of Slovenia for Railway Transport
CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 <sup>6</sup>
BLN	10 <sup>9</sup>
NSA	National Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager
NIB	National Investigation Body
VI/Km	train kilometres
FWSI	Fatalities and Weighted Serious Injuries

## Annex D: Important changes in legislation, regulations and administrative provisions

National rules concerning railway safety	Legal reference or Notif-IT code	Date legislation comes into force	Reason for introduction	Description
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between RUs, registration systems and requirements on testing procedures	Pravilnik o tehnični skladnosti tirnih vozil (Uradni list RS, št. 44/2011 z dne 7. 6. 2011)	22. 6. 2011	Rules sets out the provisions under Article 26 of the Act Amending the Railway Traffic Safety Act - consolidated text (Official Gazette of RS, no. 36/2010 of 4 <sup>th</sup> May 2010). The Regulation defines the technical requirements that must be met rail vehicles, procedures for assessment of conformity or suitability for use, technical inspection before delivery of rolling stock in operation, the documents must be attached to the extradition of rolling stock in operation, and records, and other technical information rail vehicles.	Rules on technical accordance's of railway vehicles
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	Pravilnik o spremembah in dopolnitvah Signalnega pravilnika (Uradni list RS, št. 48/2011 z dne 15. 3. 2011)	16. 3. 2011	Rules coordinating signaling rules, which was published in the Official Gazette. 123/07 of 28th December 2007 and entered into force on 1st January 2008 with the provisions of the 40th Act Amending the Railway Traffic Safety Act, published in the Official Gazette of RS, 21/2010 of 15th March 2010.	Rules amending the Signalling Rules
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	Prometni pravilnik (Uradni list RS, št. 50/2011 z dne 27. 6. 2011)	28. 6. 2011	Rules sets out the provisions of Articles 64, 65, 66, 67 and 68 of the Act Amending the Railway Traffic Safety Act - consolidated text (Official Gazette of RS, no. 36/2010 of 4 <sup>th</sup> May 2010). It lays down the conditions and the way the organization and provision of safe and regular rail conventional speed of 160 km / h on the territory of the Republic of Slovenia, to be followed by Infrastructure Managers and Railway Undertakings, unless the sidings and other rail lines are not laid down different conditions for provision of rail transport.	Traffic rules



National rules concerning railway safety	Legal reference or Notif-IT code	Date legislation comes into force	Reason for introduction	Description
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 (Uradni list RS, št. 44/2011 z dne 7. 6. 2011)	8. 6. 2011	Rules sets out the provisions of paragraph 74 and 75a of the Act Amending the Railway Traffic Safety Act - consolidated text (Official Gazette of RS, no. 36/2010 of 4 <sup>th</sup> May 2010). It lays down the conditions for the occupation of training candidates for executive jobs and executive railway workers on industrial tracks needed education candidates for accession to the theoretical training, in-service training of candidates for executive jobs and executive railway workers in the industrial track terms, conditions and manner of theoretical training and verification of theoretical training, the conditions and the way of practical training and skill test, conditions and method of professional development, methods and conditions of proficiency, conditions for the acquisition, modernization and maintenance of validity, renewal and withdrawal of licenses for train drivers and drivers line vehicles and the conditions for the acquisition, maintenance force, updating and withdrawal of enforcement rail workers and rail workers in the executive industrial tracks.	Rules on professional qualifications of executive employees in the railway transport sector
Rules concerning requirements for authorisation of placing into service infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	Uredba o spremembah in dopolnitvah Uredbe o kategorizaciji prog (Uradni list RS, št. 62/2011 z dne 6. 8. 2011)	7. 8. 2011	Regulation lays down detailed provisions of Article 3 of the Act Amending the Railway Traffic Safety Act - consolidated text (Official Gazette of RS, no. 36/2010 of 4 <sup>th</sup> May 2010). It has defined the term "feeder line" with Annexes 1 and 2 are set main and regional lines of the railway infrastructure in the Republic of Slovenia.	Regulation Amending the Regulation on the classification of lines

## Annex E: The development of safety certification and authorisation - numerical data

### E.1. Safety Certificates according to Directive 2004/49/EC

	Total number of certificates	Number of certificates Part A in ERADIS
<b>E.1.1 Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2011</b>	3	3

		Total number of certificates	Number of certificates Part B in ERADIS
<b>E.1.2 Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2011</b>	Number of certificates Part B, for which the Part A has been issued in your Member-State	3	3
	Number of certificates Part B, for which the part A has been issued in another Member-State	1	1

		A	R	P
<b>E.1.3 Number of new applications for Safety Certificates Part A submitted by Railway Undertakings in year 2011</b>	New certificates	-	-	-
	Updated/amended certificates	-	-	-
	Renewed certificates	-	-	-

			A	R	P
<b>E.1.4 Number of new applications for Safety Certificates Part B submitted by Railway Undertakings in year 2011</b>	Where the Part A has been issued in your Member-State	New certificates	-	-	-
		Updated/amended certificates	-	-	-
		Renewed certificates	-	-	-
	Where the Part A has been issued in another Member-State	New certificates	-	-	-
		Updated/amended certificates	-	-	-
		Renewed certificates	-	-	-

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

	Total number of revoked certificates in the year 2011	Number of revoked certificates in ERADIS (which were revoked in 2011)
<b>E 1.5 Number of certificates Part A revoked in the current reporting year</b>	-	-
<b>E 1.6 Number of certificates Part B revoked in the current reporting year</b>	-	-

#### **E.1.7 List of countries where RUs applying for a Safety Certificate Part B in your Member-State have obtained their Safety Certificate Part A**

Name of RU	Member-State where Safety Certificate Part A was issued
RCA AG	Austria

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

	Total number of safety authorisations
<b>E.2.1 Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2011</b>	1

		A	R	P
<b>E.2.2 Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2011</b>	New authorisations	-	-	-
	Updated/amended authorisations	-	-	-
	Renewed authorisations	-	-	-

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

<b>E 2.3 Number of Safety Authorisations revoked in the current reporting year</b>	-
--	---





### E.3. Procedural aspects – Safety Certificates part A

	New	Updated/Amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate <b>Part A</b> in year 2011 for Railway Undertakings	-	-	-

### E.4. Procedural aspects – Safety Certificates part B

		New	Updated/Amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate <b>Part B</b> in year 2011 for RUs	Where the part A has been issued in your Member-State	-	3 weeks	-
	Where the part B has been issued in another Member-State	-	3 weeks	-

### E.5. Procedural aspects – Safety Authorisations

	New	Updated/Amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2011 for IMs	-	-	-



## OTHER USEFUL INFORMATION

### **Contact data**

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Fax.: +386 2 234 14 52  
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