



ANNUAL SAFETY REPORT FOR THE YEAR 2013

GREEK REGULATORY AUTHORITY FOR RAILWAYS



ρυθμιστική αρχή
σιδηροδρόμων

regulatory
authority
for railways



Contents

| | |
|---|----|
| A. INTRODUCTION..... | 2 |
| A1. Purpose, scope and other addressees of the report | 2 |
| A2. Significant organisational changes affecting the NSA | 2 |
| B. OVERALL SAFETY PERFORMANCE AND STRATEGY..... | 3 |
| B.1 Main conclusions on the reporting year | 3 |
| B.2 National safety strategy, programmes and initiatives | 3 |
| B.3 Review of the previous year | 3 |
| B.4 Focus-areas for the next year..... | 3 |
| C. DEVELOPMENTS IN SAFETY PERFORMANCE | 4 |
| C.1 Detailed analysis of the latest recorded trends | 4 |
| C.2 Results of safety recommendations..... | 5 |
| D. SUPERVISION..... | 6 |
| D.1 Strategy and plan(s)..... | 6 |
| D.2 Human resources..... | 6 |
| D.3 Competence..... | 6 |
| D.4 Decision-making..... | 6 |
| D.5 Coordination and cooperation..... | 6 |
| D.6 Findings from measures taken | 6 |
| E. CERTIFICATION AND AUTHORISATION..... | 7 |
| E.1 Guidance..... | 7 |
| E.2 Contacts with other NSAs..... | 7 |
| E.3 Procedural issues..... | 7 |
| E.4 Feedback | 7 |
| F. CHANGES IN LEGISLATION | 8 |
| F.1 Railway Safety Directive /1/..... | 8 |
| F.2 Changes in legislation and regulation | 8 |
| G. APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT | 9 |
| G.1 NSA experience | 9 |
| G.2 Feedback from stakeholders | 9 |
| G.3 Revision of NSRs to take into account the EC regulation on CSM on risk evaluations and assessment..... | 9 |
| H. DEROGATIONS REGARDING ECM CERTIFICATION SCHEME | 10 |
| ANNEX A..... | 11 |
| ANNEX B..... | 22 |

A. INTRODUCTION

A1. Purpose, scope and other addressees of the report

Article 18 of the Railway Safety Directive (RSD) requires National Safety Authorities (NSAs) to publish an annual safety report concerning their activities in the preceding year. This report covers Greek NSA's activities from 1 January to 31 December 2013. The information given through this report has the purpose to fulfill the requirements of Article 18 of RSD and to inform the different actors in the railway field on Member State level, as well as the other NSAs.

The Report has been produced in accordance with the Template "Annual safety Report ", version 1.2, date 05/09/2013 and was written by the Regulatory Authority for Railways (RAS).

The scope of this report is the entire Greek railway system.

This report will be available to the European Railway Agency (ERA), Greek Ministry of Infrastructure, Transport & Networks/Department of Railway Safety, the Railway Accident Investigation Body (NIB), the operating RUs TRAINOSE and STASY, the IM (OSE) and ECMs. Furthermore, it will be available to any interested party through RAS website <http://www.ras-el.gr>.

A2. Significant organisational changes affecting the NSA

Since October 2013 the tasks of the NSA have been transferred from the Ministry of Infrastructure, Transport & Networks to the Regulatory Authority for Railways (RAS) (Law 4199/2013), which is also the Regulatory Body (Law 3891/2010) for the railway industry in Greece.

B. OVERALL SAFETY PERFORMANCE AND STRATEGY

B.1 Main conclusions on the reporting year

The previous year has confirmed the improving trend in safety performance on the Greek railway network.

B.2 National safety strategy, programmes and initiatives

No national safety strategy/programme/initiatives were developed for the previous year.

B.3 Review of the previous year

We have no data for the safety performance for the previous year.

B.4 Focus-areas for the next year

- To issue a safety authorization for OSE.
- To issue a safety certification for STASY S.A.
- To perform audits and inspections of SMS to TRAINOSE S.A.
- To perform audits and inspections to Certificate as Entity in charge of Maintenance of Hellenic Company for Rolling Stock Maintenance S.A. (ROSCO).

C. DEVELOPMENTS IN SAFETY PERFORMANCE

C.1 Detailed analysis of the latest recorded trends

Taking into account the CSIs reported in 2006, 2007, 2008, 2010, 2011, 2012 and 2013 the following trend analysis was conducted:

Number of accidents:

| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------|------|------|------|------|------|------|------|
| 70 | 53 | 40 | 34 | 39 | 24 | 18 | 14 |

The total number of accidents occurred in 2013 including all types of accident, was reduced to 14 from 70 reported in 2006 (**a 80% reduction**)

Number of fatalities:

| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------|------|------|------|------|------|------|------|
| 39 | 18 | 17 | 22 | 29 | 13 | 18 | 9 |

For the time period 2006-2012, we had a reduction of persons killed from 39 reported in 2006 to 18 in 2013 (**a 53.8% reduction**)

Number of suicides:

| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------|------|------|------|------|------|------|------|
| | | | | 2 | 4 | 1 | 5 |

The Directive 2009/149/EC, introduced a separate collection of data on “suicides”

Number of injuries:

| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------|------|------|------|------|------|------|------|
| 51 | 36 | 29 | 22 | 20 | 14 | 5 | 6 |

The total number of injuries occurred in 2013 including all categories of people, was reduced from 51 reported in 2006 to 6 reported in 2013 (**a 90.1% reduction**).

Number of precursors to accidents:

| 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------|------|------|------|------|------|------|------|
| 1 | 271 | 335 | 266 | 189 | 174 | 21 | 160 |

It is not possible to extract any safe conclusions because of the variation in the year 2012 value. This value is under investigation.

Cost of all accidents, hours worked on safety:

The 2009 revision of Annex 1 to Directive 2004/49/EC introduced a transition from, “costs of all accidents” (2004 version of Annex 1), to the “economic impact of accidents” on society. Therefore, it is not possible to compare the data extracted from the specific category, as the related sub categories have been modified. Also, it should be noted that the data provided are incomplete due to the lack of procedures in estimating the cost of damage to the environment and the fact that the economic impact of these accidents has not yet been evaluated.

Technical safety of infrastructure and its implementation, management of safety:

It is not possible to compare the data extracted from the specific category, as the 2009 revision of Annex 1 to Directive 2004/49/EC introduced a different classification. Relating to the “Management of safety” we should clarify that the safety management system of the Infrastructure Manager had not yet been approved in 2013, so we have not conducted any audits during that year.

C.2 Results of safety recommendations

The National Investigation Body has not addressed us any safety recommendation.

|

C.3 Measures implemented not in relation to safety recommendations

No further measures have been taken.

D. SUPERVISION

D.1 Strategy and plan(s)

Greek RAS has undertaken the duties of NSA since October 2013 so there is not supervision strategy and plan(s) yet.

The Greek RAS shall collect, analyse and shall make use the information from a variety sources

D.2 Human resources

The human resources of RAS comprise specialized scientific personnel, with experience in the railway sector. Currently, there are fourteen (14) staff members (6 of them with master's degrees) that are classified under the following educational categories:

- Eleven (11) university education (U.E) graduates (8 degrees in engineering, 2 in economics and 1 in law)
- Two (2) technological education (T.E.) graduates (degrees in engineering)
- One (1) secondary education (S.E.) graduate / draftsman

From the above mentioned staff, eight (8) are involved in NSA activities and the remaining six (6) in Regulatory activities.

During the previous year no inspections / audits were performed by RAS.

D.3 Competence

No competence management system has been implemented yet.

D.4 Decision-making

- Greek RAS hasn't established and published any decision-making criteria yet.
- Since no supervision activities performed in the previous year, no complaints received.

D.5 Coordination and cooperation

There were no agreements in force during the reporting year with NSAs from other MS.

D.6 Findings from measures taken

Since no supervision activities performed in the previous year, no measures to remedy noncompliances were taken, with subsequent to have no findings from evaluation of measures taken from RUs and IMs.

E. CERTIFICATION AND AUTHORISATION

E.1 Guidance

All information on the issuing, publication and possible update of guidance by the NSA on how to obtain Part A/B certificates and authorisations are available to any interested party through the website of the Ministry of Infrastructure, Transport and Networks:

<http://www.yme.gov.gr/?getwhat=1&oid=842&id=&tid=869>

Since October 2013, RAS has taken over the responsibilities of NSA in Greece and all above information are available in RAS website:

<http://www.ras-el.gr/el/page/Safety>

E.2 Contacts with other NSAs

No requests from / to other NSAs asking for information on a Part A certificate have been send during 2013.

E.3 Procedural issues

During 2013, three certificates were issued:

- 04/01/2013: Safety Certificate (part A & B) to TRAINOSE S.A..
- 04/02/2013: Certificate as Entity in charge of Maintenance to OSE S.A.
- 11/10/2013: Certificate as Entity in charge of Maintenance to Hellenic Company for Rolling Stock Maintenance S.A. (ROSCO).

E.4 Feedback

- Before issuing procedures/practices or administrative acts, RAS publishes the relevant drafts to its website, in order to inform all interested parties and receive feedback.
- During the previous year none opinion or complaint, was addressed to RAS.

F. CHANGES IN LEGISLATION

F.1 Railway Safety Directive /1/

1. Legislation in force transposing the RSD /1/
 - a) Directive 2004/49/EC was transposed in Greek Legislation by Presidential Decree 160/2007 “Harmonization of Greek legislation to the provisions of Directive 2004/49/EC of the European Parliament and the Council, about the safety of the European rail system, amending the Directive 95/18/EC of the Council concerning licenses of Railway Undertakings and the Directive 2001/14/EC of the Council concerning capacity allocation of railway infrastructure and the levying of charges for the use of railway infrastructure and safety certification”
2. The status of the transposition of the amendments to the RSD /1/ at the end of the reporting year (table 1 of annex C).
 - b) Directive 2007/57/EC was transposed in Greek Legislation by Presidential Decree 104/2010 “Harmonization of Greek legislation to the provisions of Directive 2007/57/EC of the European Parliament and the Council, about the interoperability of the European rail system and of Directive 2009/131/EC amending of annex VII of Directive 2007/57/EC”
 - c) Directive 2008/110/EC and Directive 2009/149/EC was transposed in Greek Legislation by Presidential Decree 71/2010 “Modification of PD 160/2007 for the adjustment of Greek legislation to the provisions of Directive 2008/110 / EC of the European Parliament and the Council of 16 December 2008 amending Directive 2004/49 / EC safety on the Community's railways (EE L 345/62 23.12.2008) and Directive 2009/149 / EC of 27 November 2009 amending Directive 2004/49 / EC of the European Parliament and of the Council as regards Common safety Indicators and common methods calculate accident costs (EE L 313/65 28.11.2009). ”

F.2 Changes in legislation and regulation

See table 2 of annex B

G. APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT

G.1 NSA experience

1. Decisions taken by the proposers on the level of significance of a change (e.g. too lax)
No decisions were taken during 2013.
2. Applications of the risk management process by the proposers
No application of the risk management process was done during 2013.
3. Involvement of ABs
There was no Involvement during 2013.
4. Interface *management*.
There was no interface management during 2013.

G.2 Feedback from stakeholders

There were no such procedures in operation during 2013.

G.3 Revision of NSRs to take into account the EC regulation on CSM on risk evaluations and assessment

There are not such revisions of NSRs.

H. DEROGATIONS REGARDING ECM CERTIFICATION SCHEME

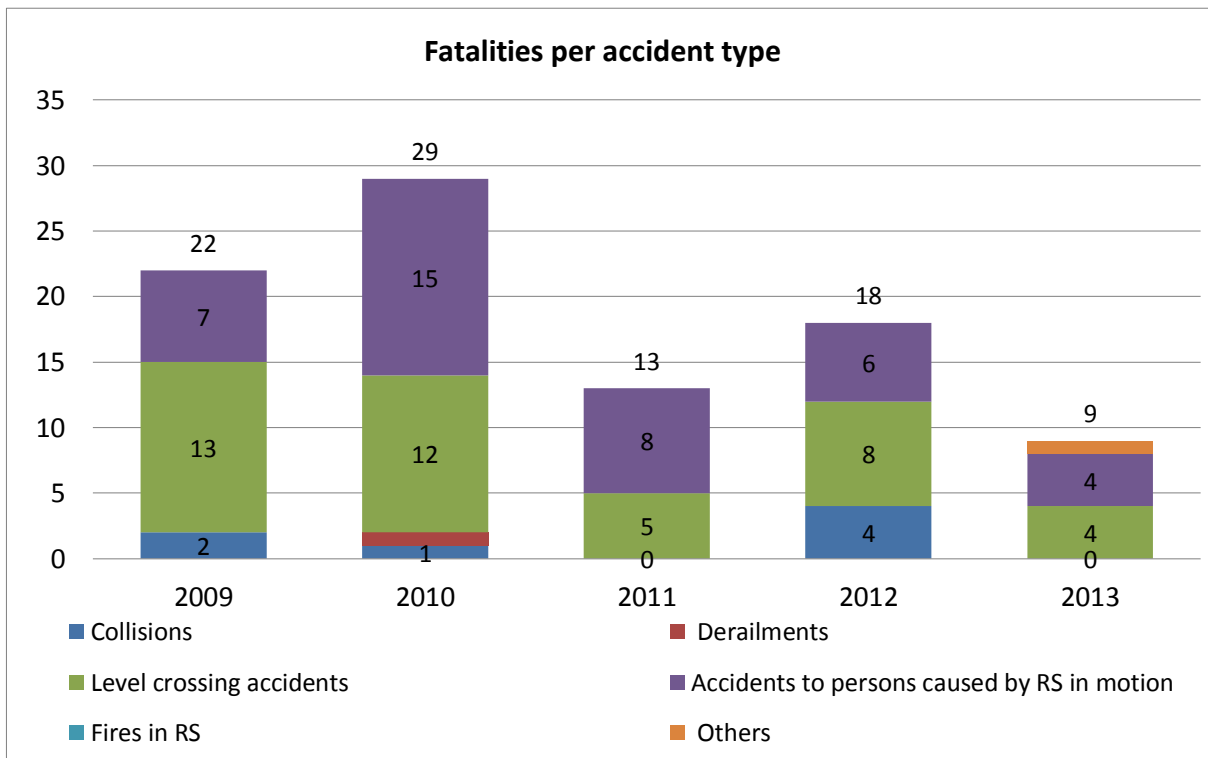
So far no alternative measures have been taken from the Greek Ministry of Infrastructure, Transport & Networks and consequently no derogations have been granted by Greek NSA in accordance with article 14a (8) of Directive 2008/110/EC /2/.

ANNEX A

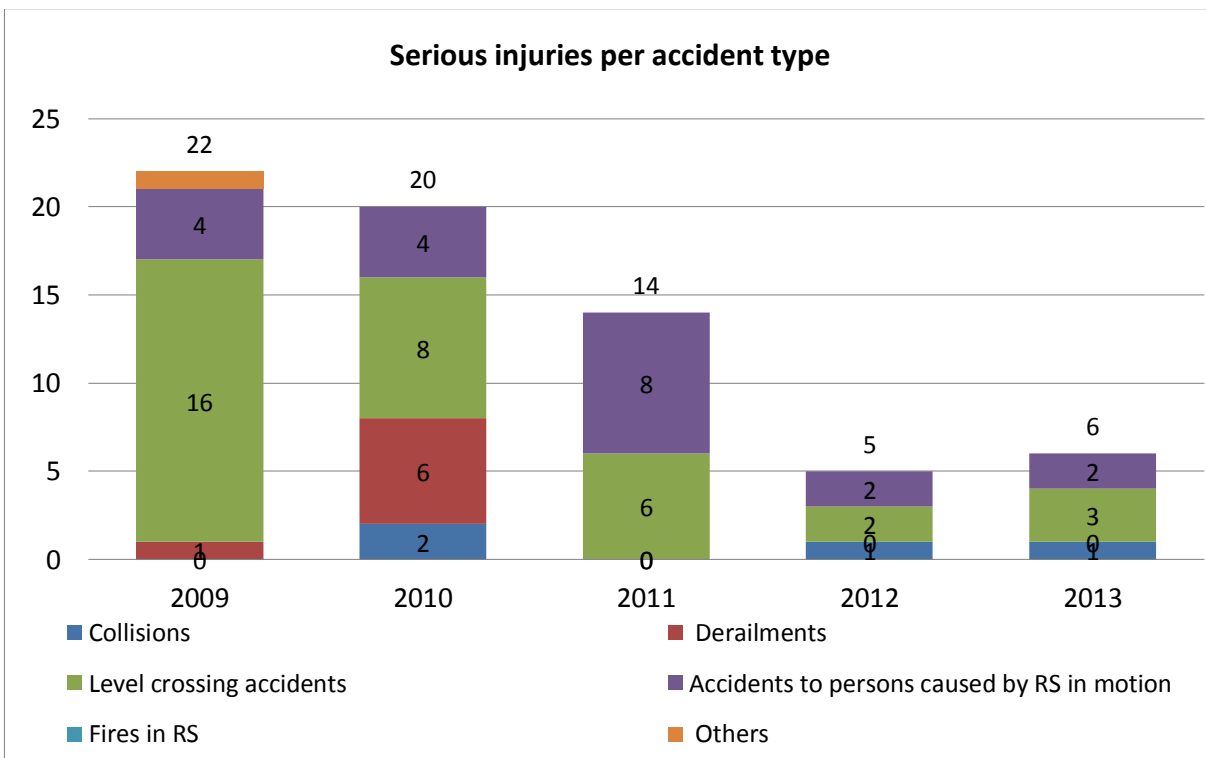
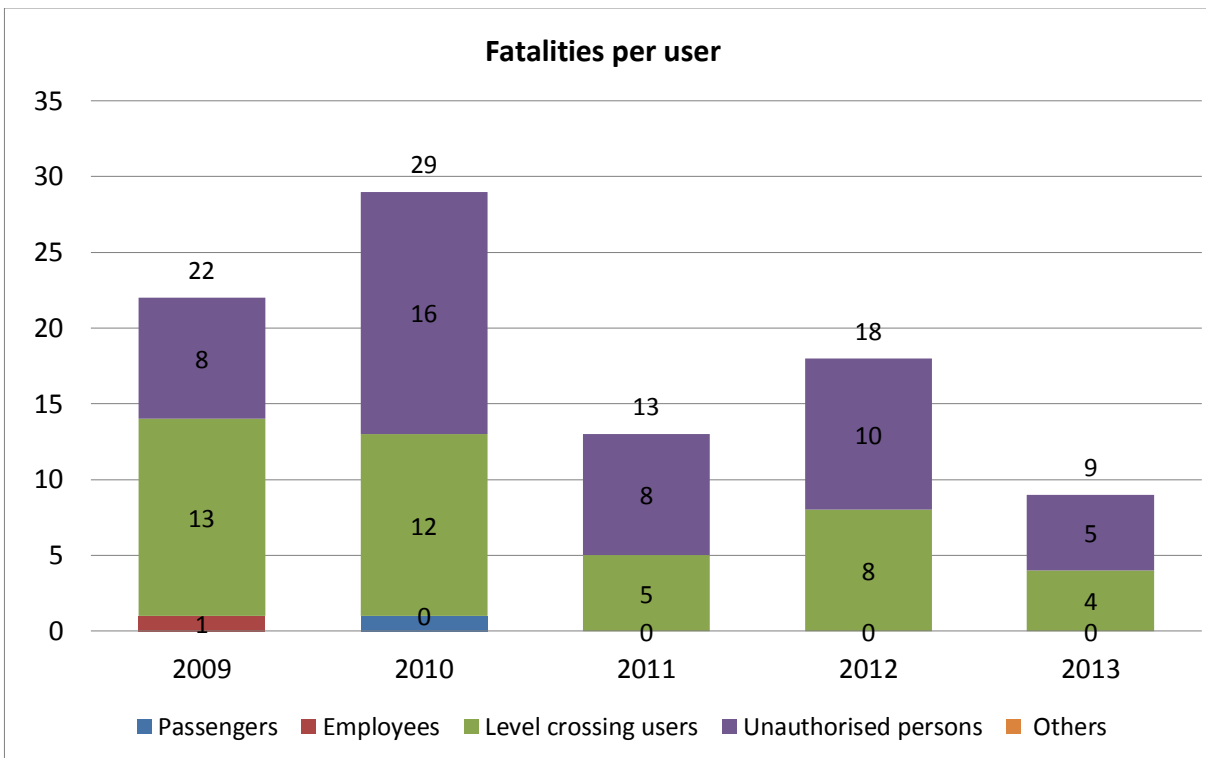
COMMON SAFETY INDICATORS¹

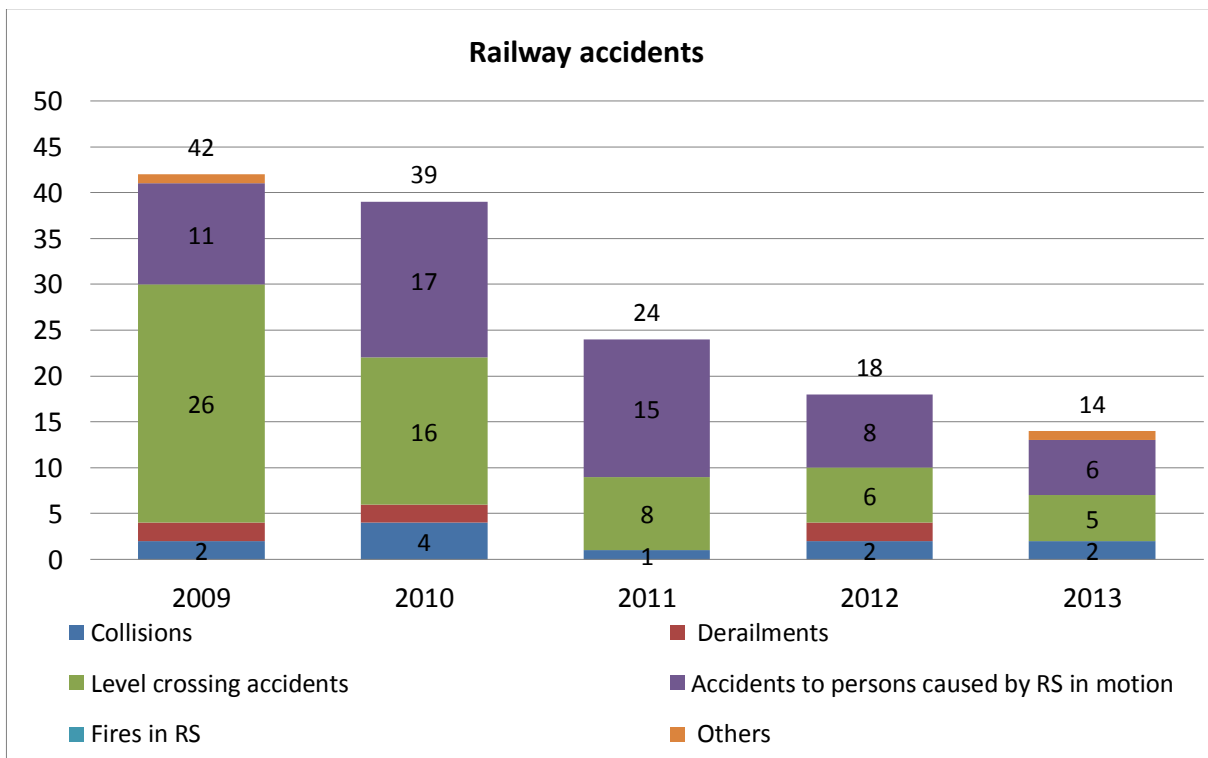
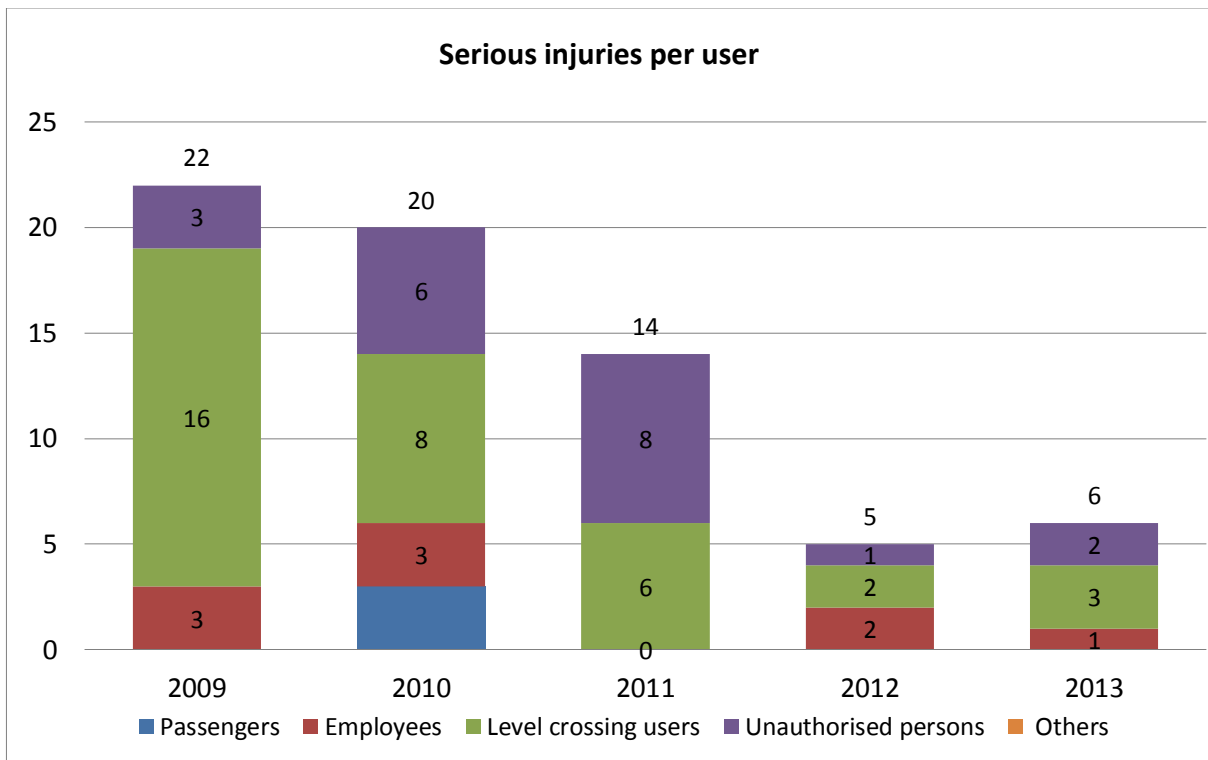
CSIs data charts

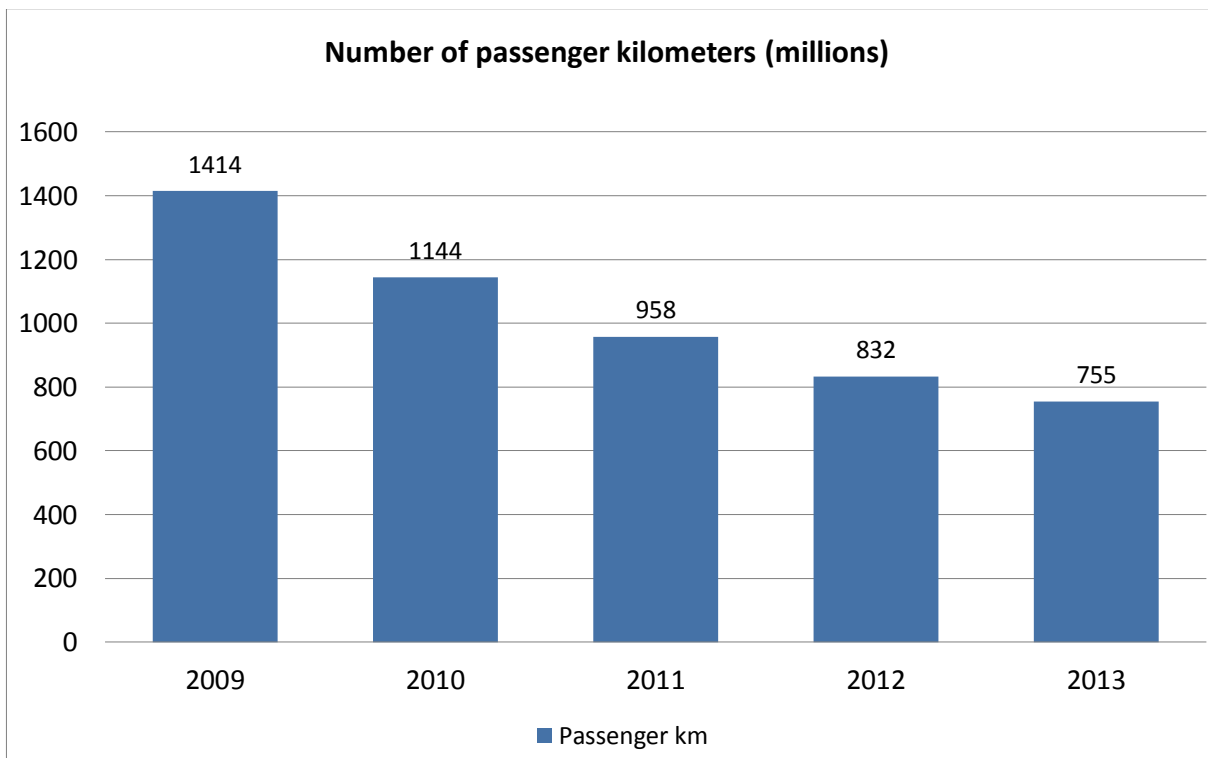
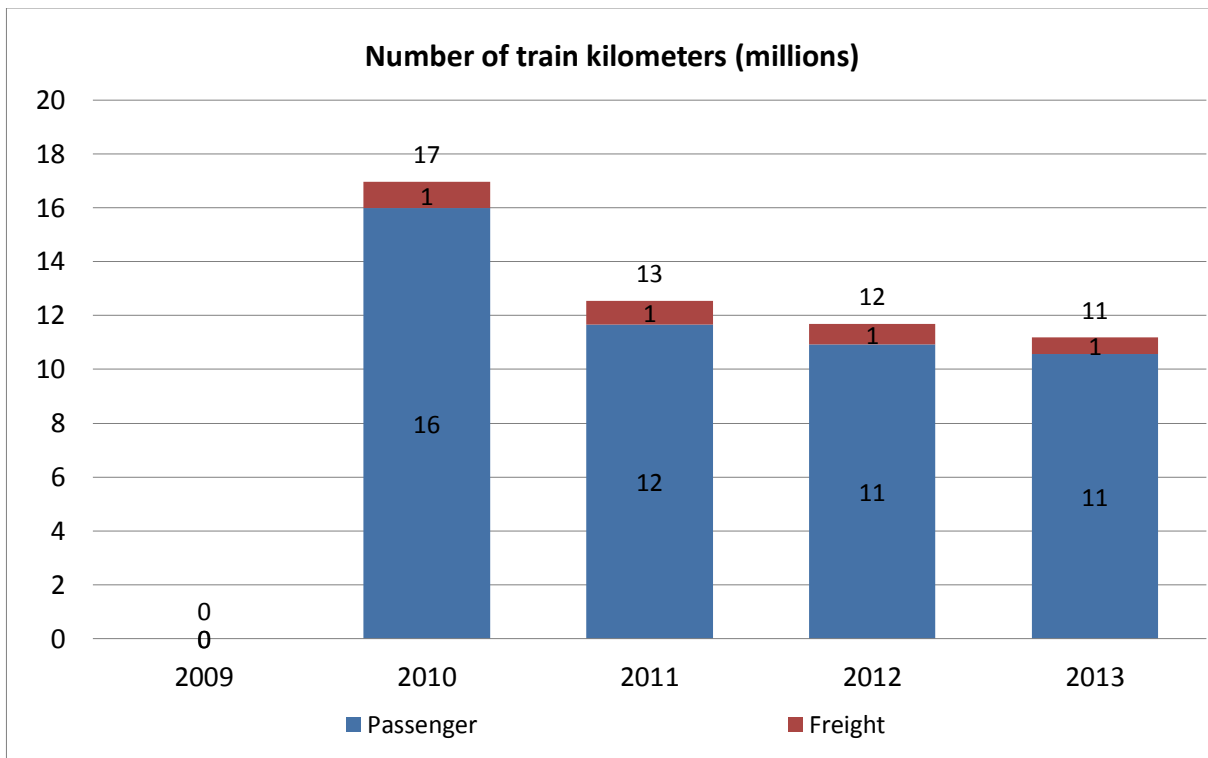
NSAs may use a predefined set of CSIs charts that may be downloaded from ERAIL system.

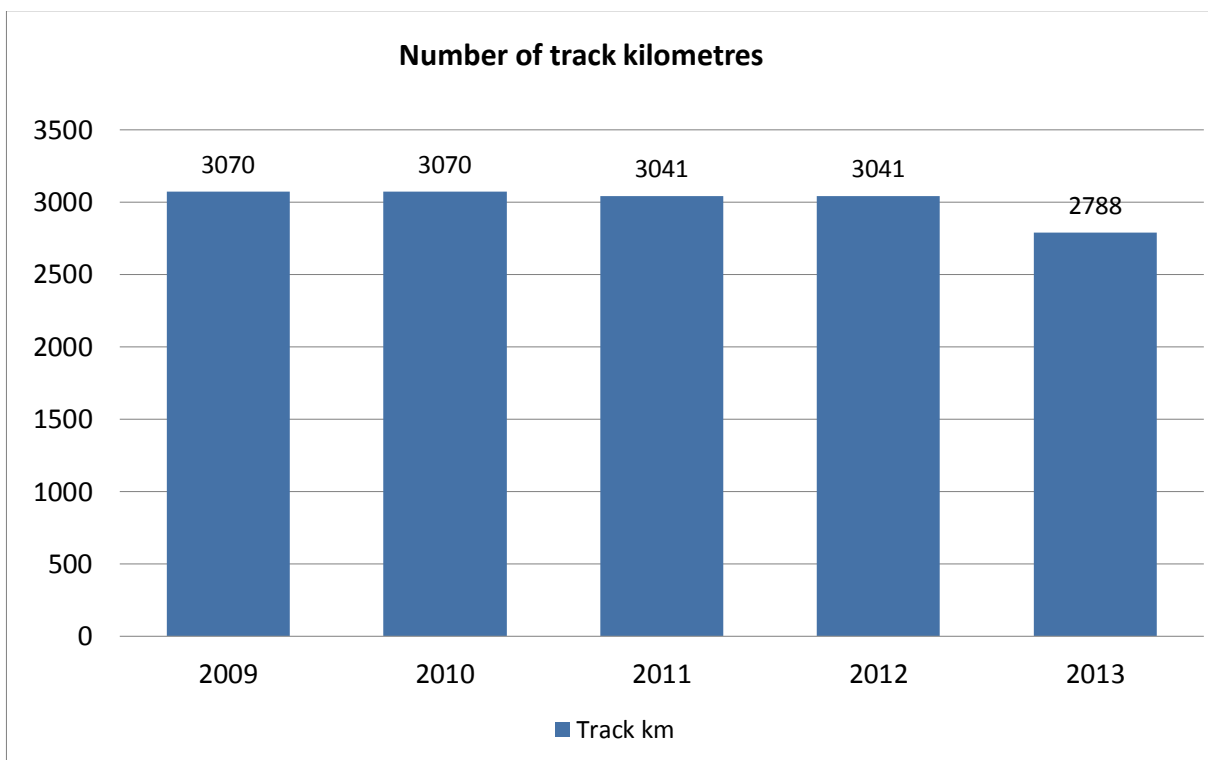
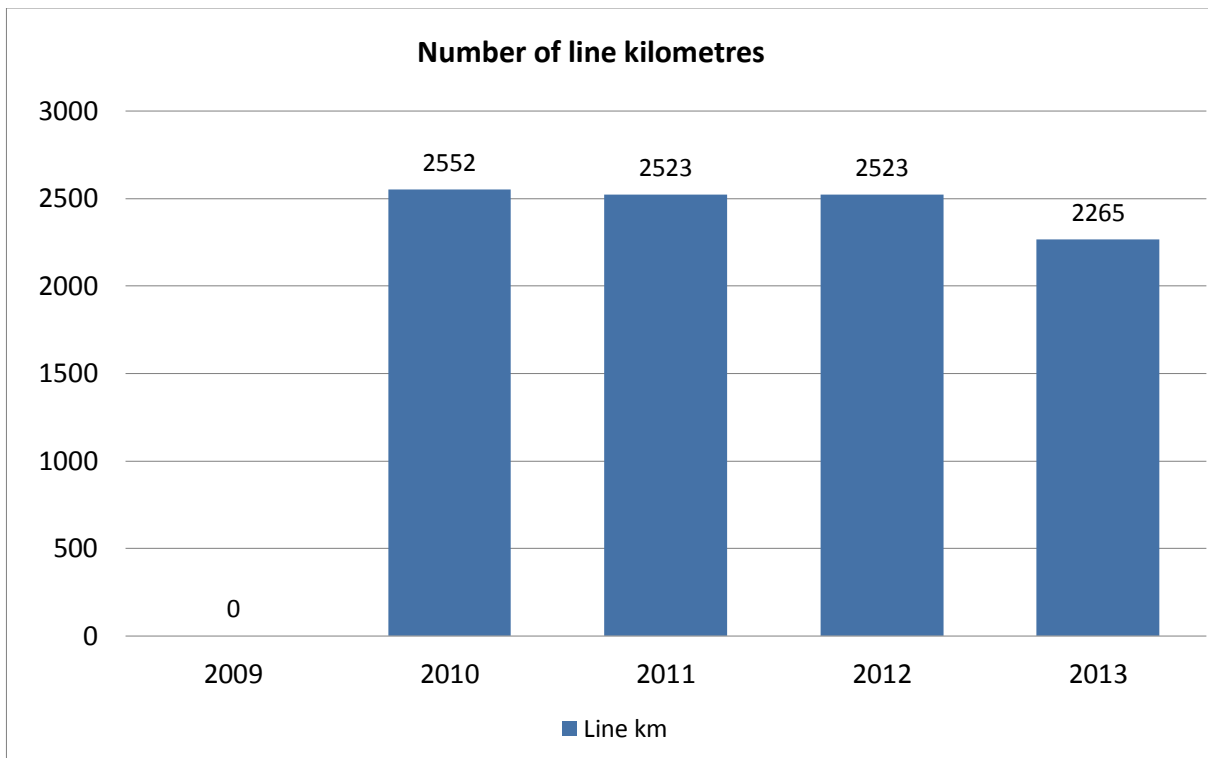


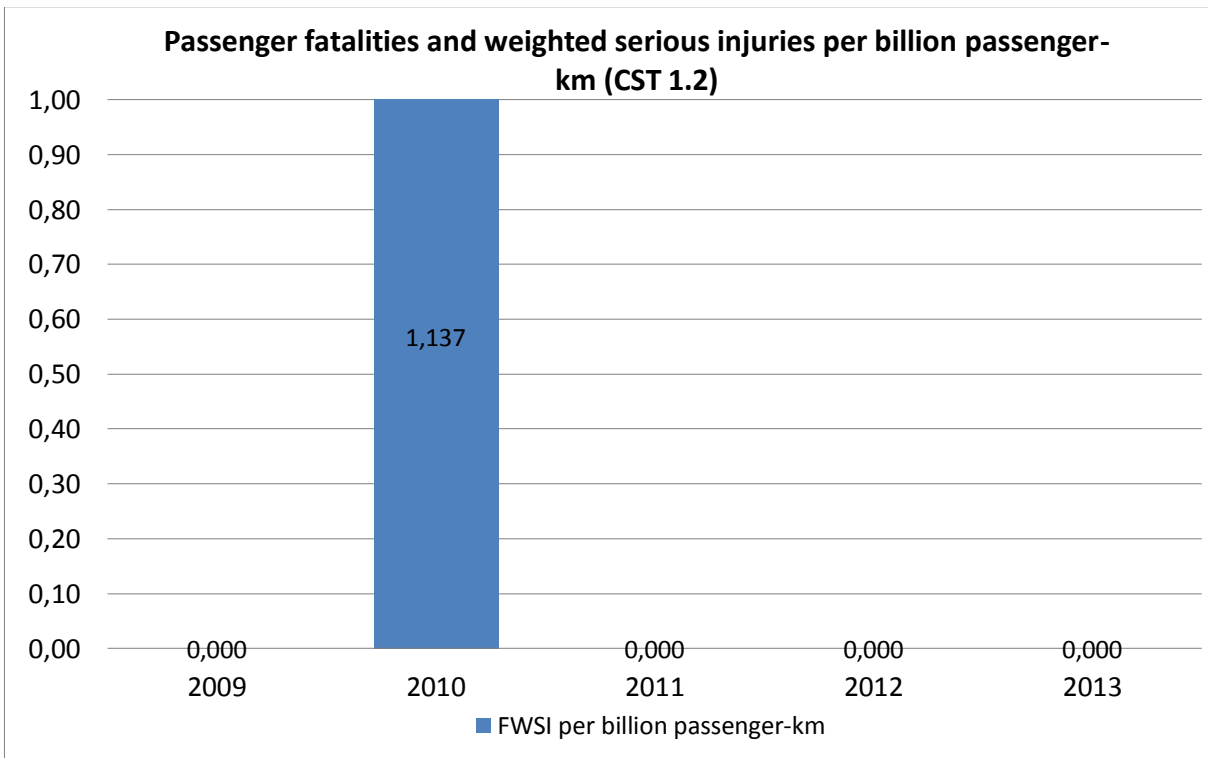
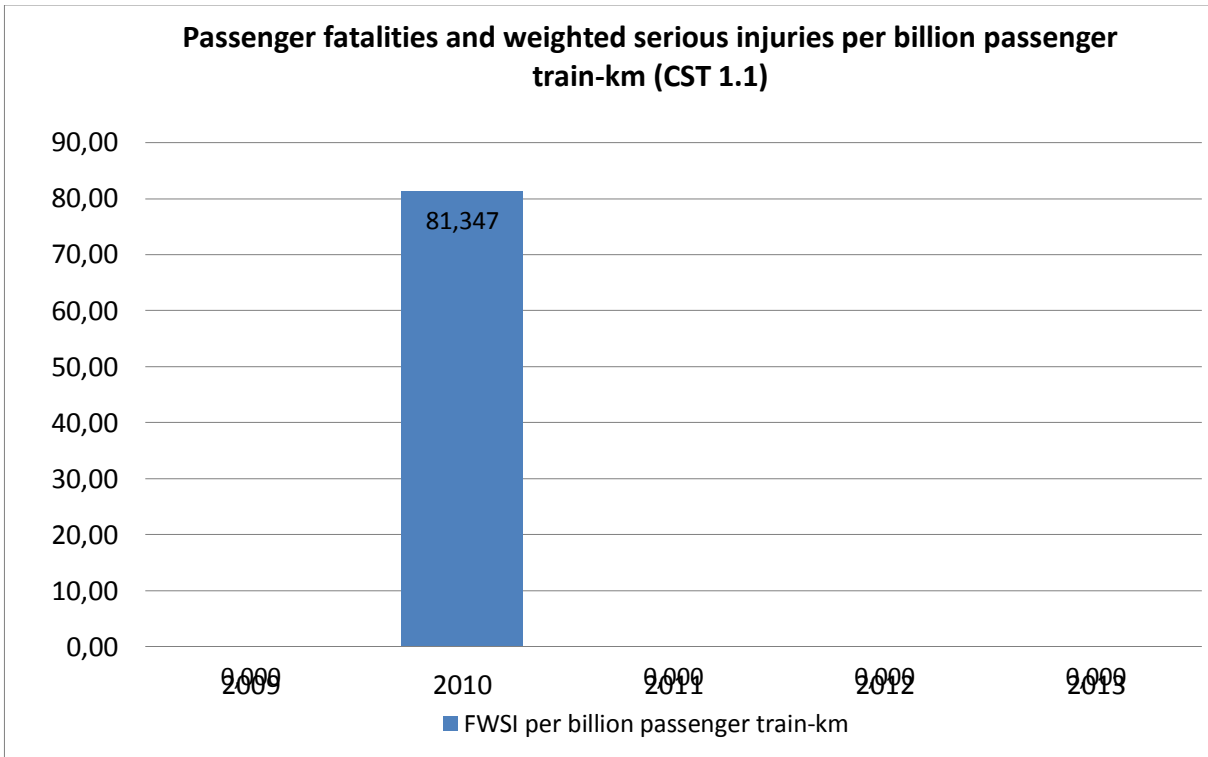
¹ Please refer to Appendix of Annex I of the RSD /1/ as modified by Commission Directive 2009/149/EC /6/.

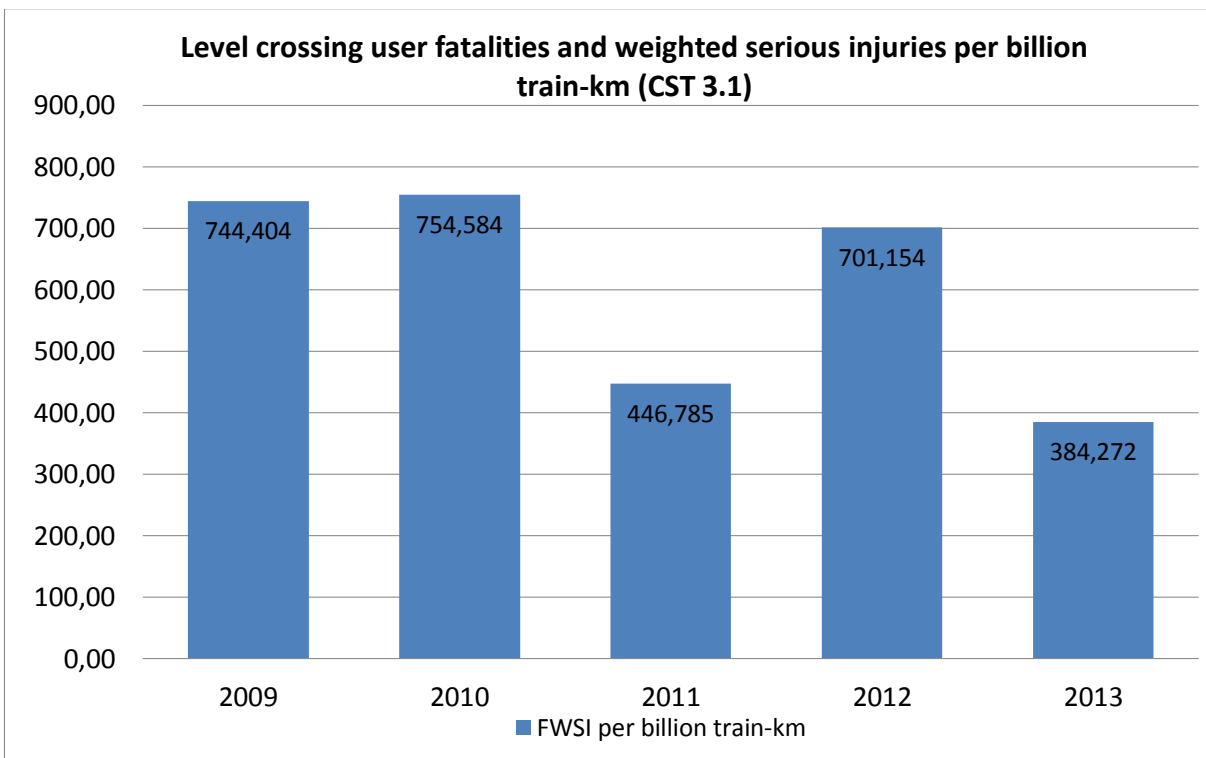


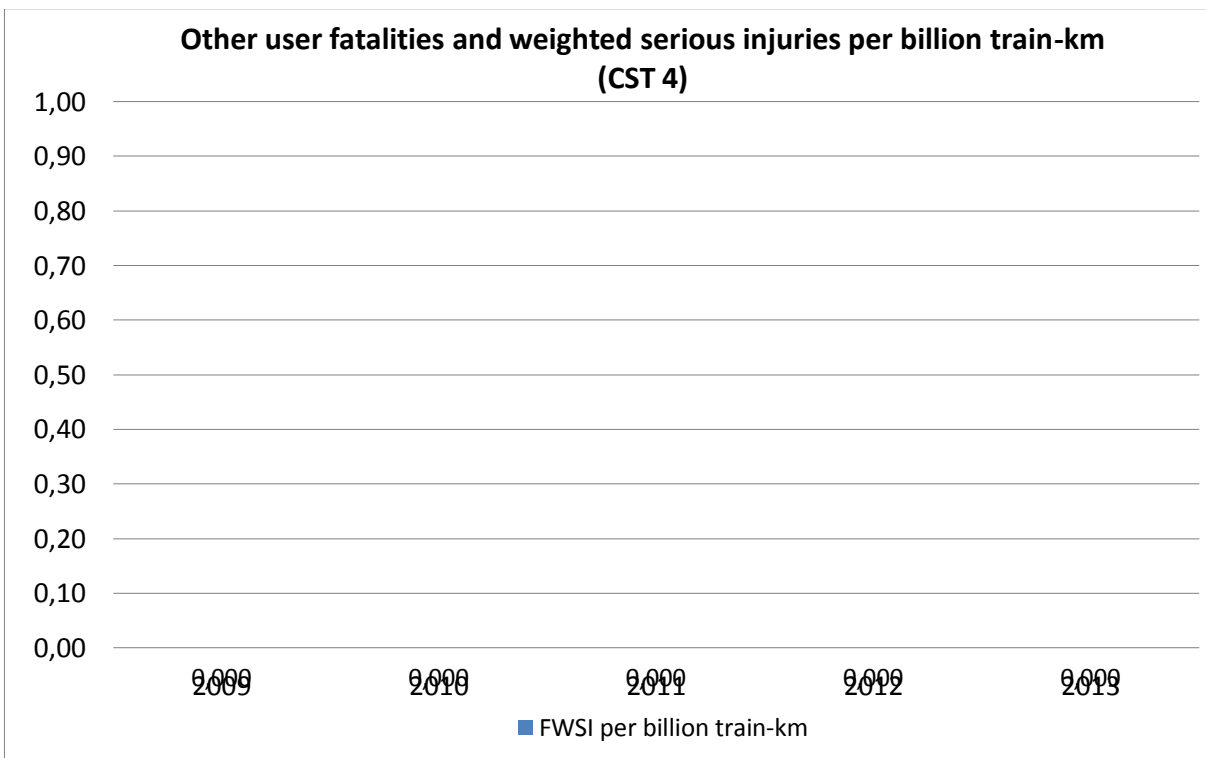
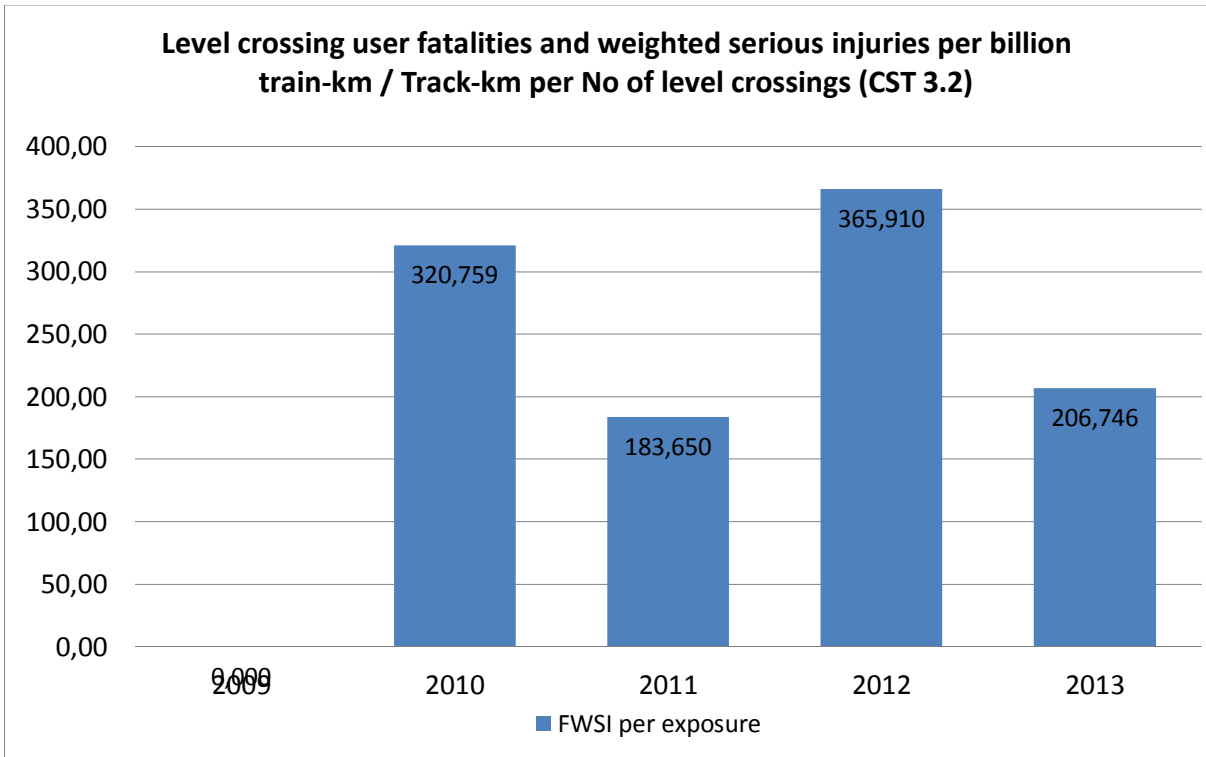


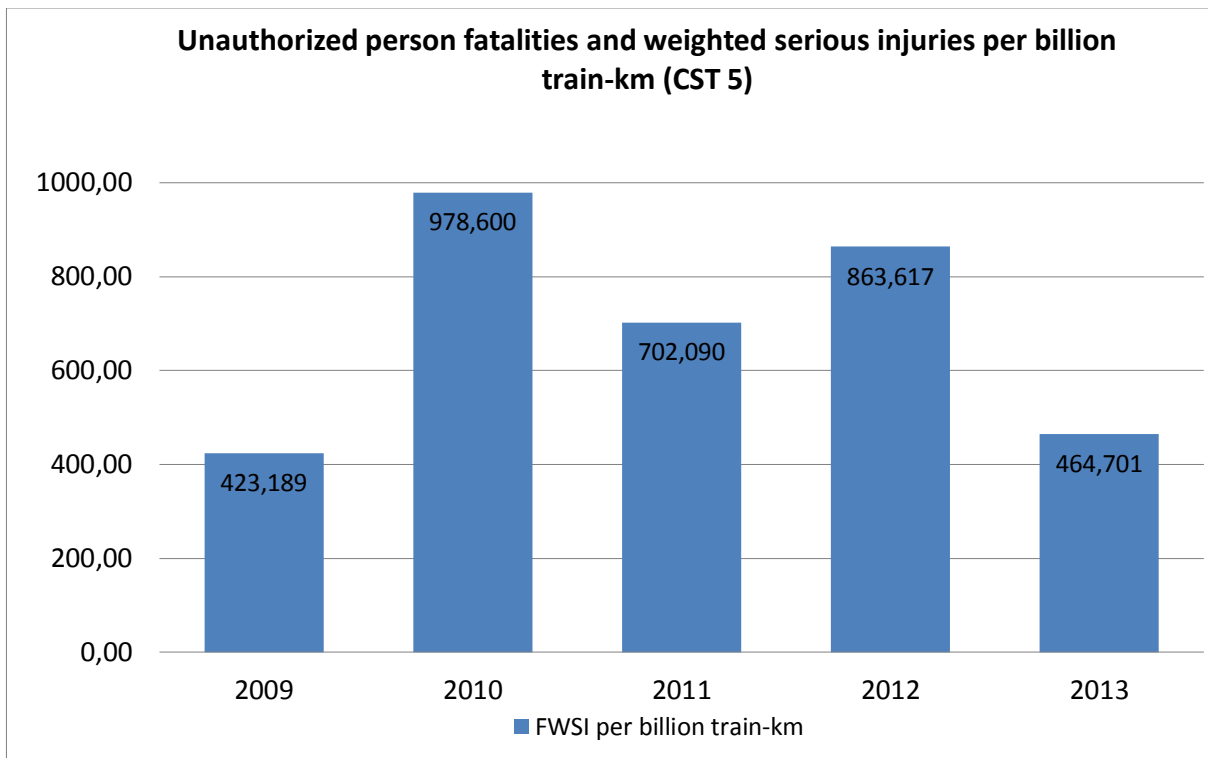


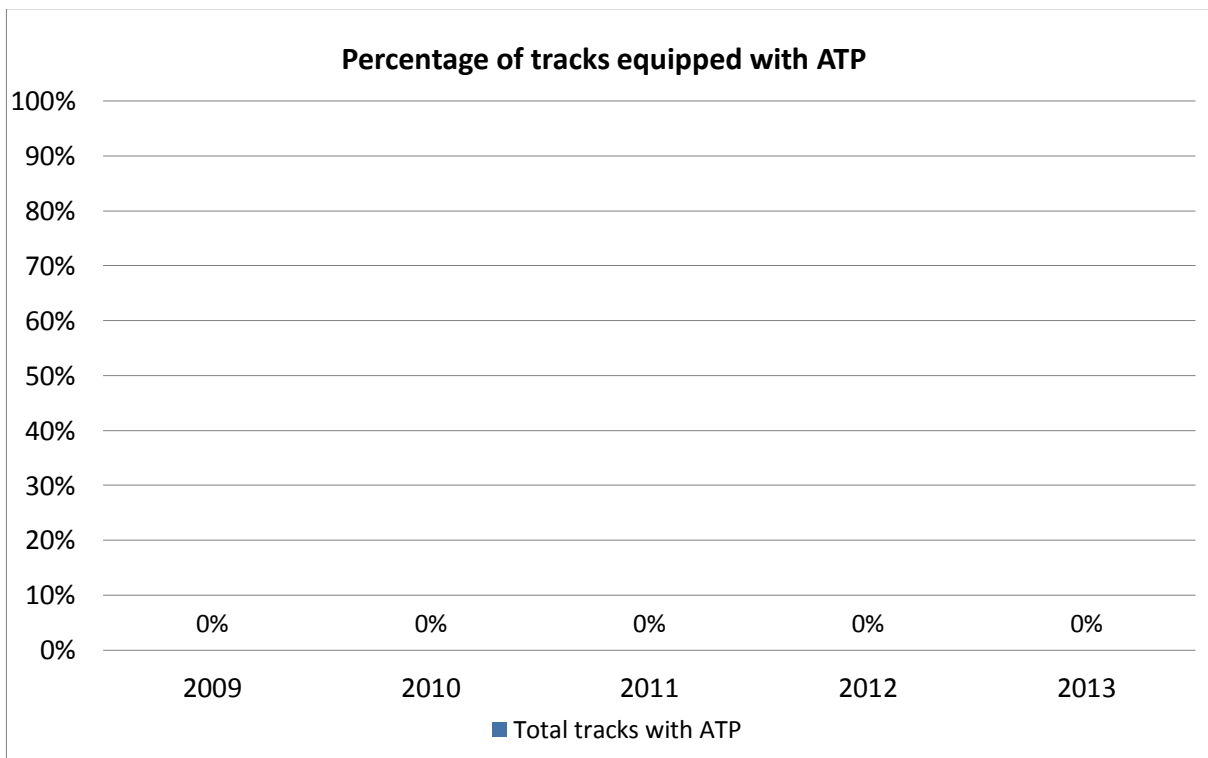
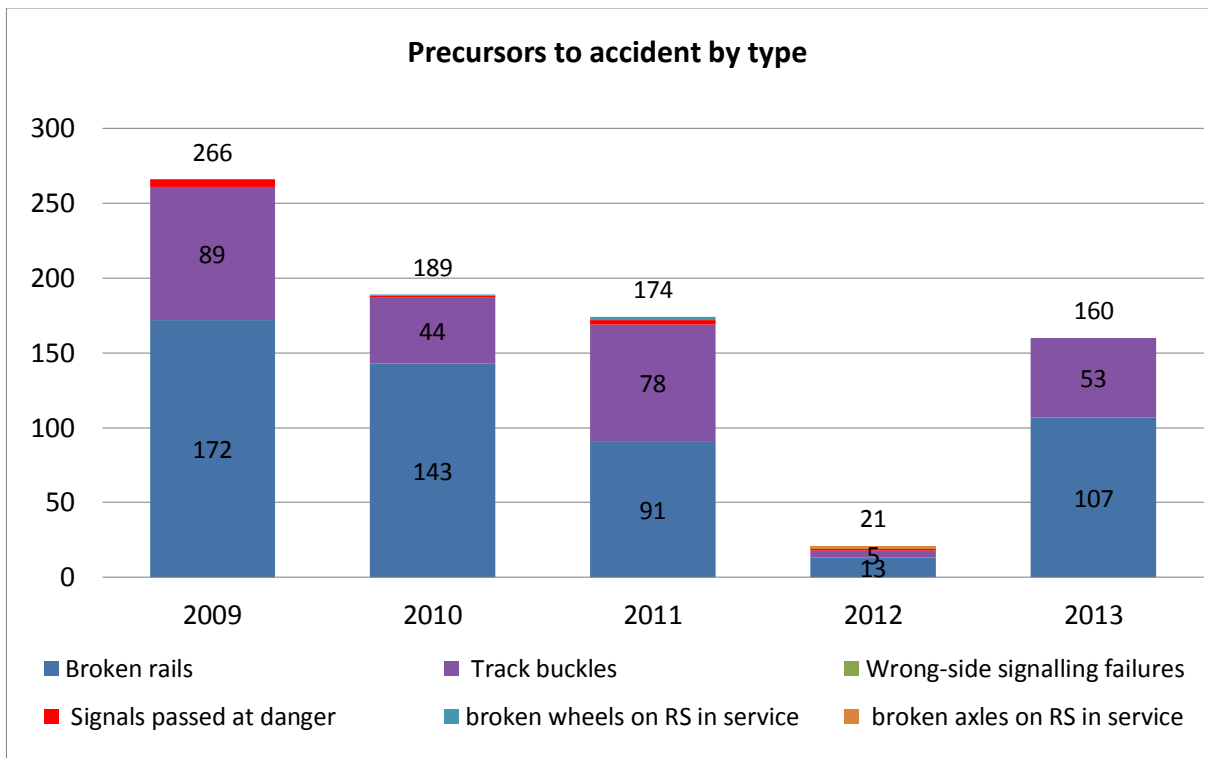


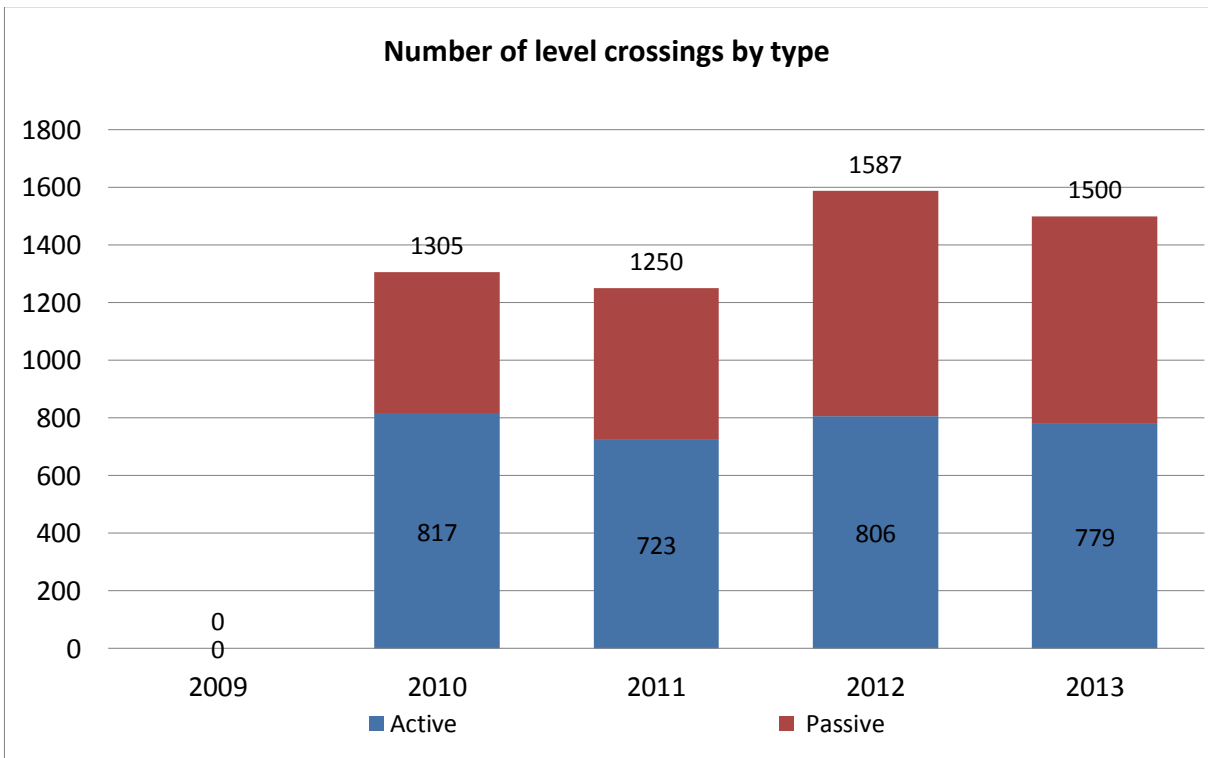
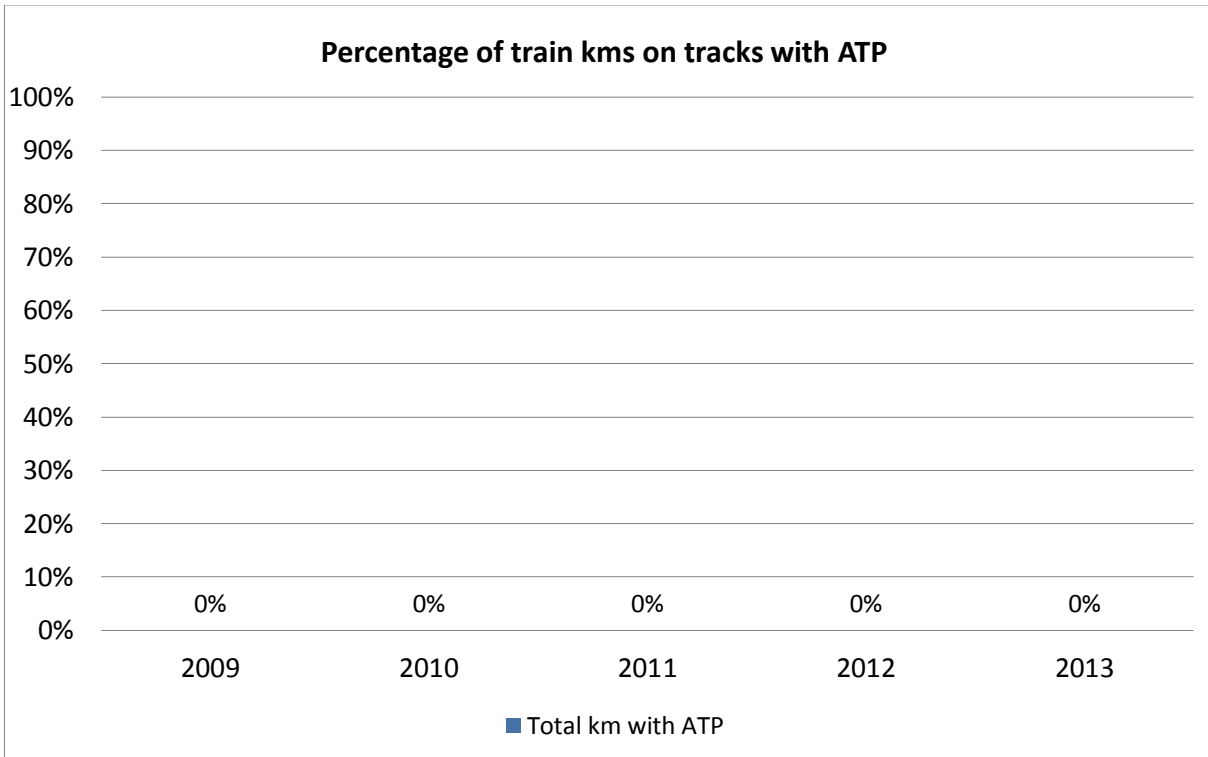












ANNEX B
CHANGES IN LEGISLATION

Table 1

| AMENDMENTS TO RSD | Transposed (Y/N) | Legal reference | Date of entry into force |
|----------------------------------|------------------|------------------------------|--------------------------|
| Directive 2008/57/EC | Y | Presidential Decree 104/2010 | 12/10/2010 |
| Directive 2008/110/EC | Y | Presidential Decree 71/2010 | 3/8/2010 |
| Commission Directive 2009/149/EC | Y | Presidential Decree 71/2010 | 3/8/2010 |



Table 2

| LEGISLATION AND REGULATION | Legal reference | Date of entry into force | Description of change | Reasons for the change |
|--|---|--------------------------|--|--|
| Concerning the NSA | Greek Parliament law 4199/2013 | 11-10-2013 | RAS took over the responsibilities of NSA for Greece from Ministry of Infrastructure, Transport and Networks | Independence of NSA from the Ministry. |
| Concerning NoBos, DeBos, ABs, third party entities for registration, examination, etc. | | | | |
| Concerning RUs/IMs/ECMs | 1) Greek Parliament law 4111/2013 and Joint ministerial decision 1661/13 (Official Gazette of the Hellenic Republic B' 1993/2013) | 25-01-2013 and 14-8-2013 | Founding of the public limited company under the name «Hellenic Company for Rolling Stock Maintenance S.A.» | Independence of «Hellenic Company for Rolling Stock Maintenance S.A.» from the Infrastructure Manager OSE. |
| | 2) Greek Parliament law 4128/2013 | 28-2-2013 | Changing level of fees and duration of safety certificate for RU and authorization for IM. | Harmonization to EC policy. |



| LEGISLATION AND REGULATION | Legal reference | Date of entry into force | Description of change | Reasons for the change |
|--|---|--------------------------|--|--|
| | 3) Joint ministerial decision AS4.1/15147/1630 (Official Gazette of the Hellenic Republic B' 2482/2013) | 3-10-2013 | Harmonization of Greek legislation to Dir. 2013/9/EC amending Annex III of 2008/57/EC about the interoperability of the European rail system | Harmonization of Greek legislation to EC legislation. |
| | 4)) Joint ministerial decision 4095/4862 (Official Gazette of the Hellenic Republic B' 2514/2013) | 7-10-2013 | Domestic transport of dangerous goods (ADR2013 and RID 2013) | Harmonization of Greek legislation to Dir. 2008/68/EC. |
| | 5) Greek Parliament law 4199/2013 | 11-10-2013 | Defying level of fees of ECM certificate and maintenance functions certificate. | Harmonization to EC policy. |
| Implementation of other EU requirements (if concerning railway safety) | | | | |