



ANNUAL SAFETY REPORT FOR THE YEAR 2014

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.....	7
D.5 Coordination and cooperation.....	7
D.6 Findings from measures taken	7
E. CERTIFICATION AND AUTHORISATION.....	7
E.1 Guidance.....	7
E.2 Contacts with other NSAs.....	7
E.3 Procedural issues.....	7
E.4 Feedback	8
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 2014. 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 and Interoperability, the Railway Accident Investigation Body (NIB), the operating Railway Undertakings (RUs) TRAINOSE and STASY, the Infrastructure Manager (IM) OSE and Entities in Charge of Maintenance (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

There were not any significant organisational changes affecting RAS in 2014.

B. OVERALL SAFETY PERFORMANCE AND STRATEGY

B.1 Main conclusions on the reporting year

The effort for a systematic & reliable measurement of the key safety indicators and safety improvement is in progress.

B.2 National safety strategy, programmes and initiatives

Greek Ministry of Infrastructure, Transport & Networks approved the proposal of RAS to start reforming the railway safety regulatory framework, setting out as priority the Traffic Rule Book issued by the national Infrastructure Manager. A relevant working group was established under the coordination of the IM and started working on this project at the end of 2014. The members of this group are representatives from the Ministry of Transport, RAS, the IM, the operating RUs and the Rolling Stock Maintenance Company (ECM). In accordance with the project schedule, the reform is expected to be completed until the end of 2015.

B.3 Review of the previous year

Performing its supervision activities under Commission Regulation (EU) 1077/2012, in June 2014 RAS carried out the first audit to the RU TRAINOSE regarding the implementation of its SMS. Acting also as ECM Certification Body, RAS conducted the first surveillance audit to ECM EESSTY regarding the implementation of its Maintenance Management System.

Furthermore, in May 2014 a Safety Authorization application was submitted by the national IM OSE to RAS. RAS started the detailed assessment after the initial review using the assessment criteria of the relevant CSM for Conformity Assessment (Commission Regulation 1169/20100). Finally, RAS requested the RU STASY to submit its safety certification application.

B.4 Focus-areas for the next year

- To issue and grant Safety Certificates (Part A and Part B) for the RU STASY S.A.
- To issue and grant a Safety Authorization for the IM OSE
- To continue supervising the safety performance after the issuance of the safety certificates for the RU TRAINOSE and the safety authorization for the IM OSE, performing audits, inspections and conducting relevant meetings and
- To perform surveillance audits and inspections concerning the Maintenance Management System of the ECMs EESSTY and OSE.

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, 2013 and 2014 the following trend analysis was conducted:

Number of accidents:

2006	2007	2008	2009	2010	2011	2012	2013	2014
70	53	40	34	39	24	18	14	23

The total number of accidents occurred in 2014 including all types of accident, was reduced to 23 from 70 reported in 2006 (**a 67.1% reduction**). Also, during the reporting year a significant increase of the number of accidents occurred in comparison to the previous year. This variation is under investigation.

Number of fatalities:

2006	2007	2008	2009	2010	2011	2012	2013	2014
39	18	17	22	29	13	18	9	9

For the time period 2006-2014, we had a reduction of persons killed from 39 reported in 2006 to 9 in 2014 (**a 76.9% reduction**).

Number of suicides:

2006	2007	2008	2009	2010	2011	2012	2013	2014
				2	4	1	5	4

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

Number of injuries:

2006	2007	2008	2009	2010	2011	2012	2013	2014
51	36	29	22	20	14	5	6	11

The total number of injuries occurred in 2014 including all categories of people, was reduced from 51 reported in 2006 to 11 reported in 2014 (**a 78.4% reduction**). Also, during the reporting year a significant increase of the number of accidents occurred in comparison to the previous year. This variation is under investigation.

Number of precursors to accidents:

2006	2007	2008	2009	2010	2011	2012	2013	2014
1	271	335	266	189	174	21	160	140

It is not possible to extract any safe conclusions because of the variation in the year 2014 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 2014, so we have not conducted any audits during that year.

C.2 Results of safety recommendations

The National Investigation Body has not addressed RAS 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)

RAS has been entrusted with the tasks of NSA since October 2013 so there is not supervision strategy and plan(s) yet. The preparation of a supervision strategy and a supervision plan is expected to be completed and applied until the end of 2015.

RAS shall collect, analyse and shall make use the information from a variety sources. These include: audits of management systems, meetings with the RUs and the IM, accident-incident statistical analysis, investigation reports, RU's and IM's annual reports, inspections etc.

D.2 Human resources

In 2014, the actual number of staff employed by RAS was 12:

- 6 Engineers MSc,
- 2 Engineers BSc,
- 2 Economists,
- 1 Lawyer,
- 1 Administrative staff

From the above mentioned staff, seven (7) were involved in NSA activities and the remaining five (5) in Regulatory activities.

D.3 Competence

No documented competence management system has been in place yet. However, the staff of RAS had already between 3 – 14 years' experience in railway projects before they were transferred to RAS in November 2011. RAS was originally appointed as the regulatory body for railways only. Our personnel come from the national Infrastructure Manager's subsidiary company, responsible for the management of the railway infrastructure projects. The range of projects included earthworks, civil structures, trackwork, tunneling, bridges, station buildings, electromechanical installations, signaling, electrification and ERTMS.

There, the above-mentioned staff had the opportunity to implement and to be involved in lots of processes & procedures in the context of a certified Quality Management System against ISO 9001 and a certified Occupational Health and Safety Management System against OHSAS 18001 as well. Performing their duties at the project management company, five staff members participated in audit teams conducting second party external quality audits for the acceptance of railway material and equipment.

One of our staff has successfully completed the ERA Cross-Audit Training Programme in November 2014 and also has been certified as "ISO 9001 Quality Management System Auditor", & "OHSAS 18001 Occupational Health and Safety Management Systems Internal Auditor".

D.4 Decision-making

- RAS has not established and published any decision-making criteria yet.
- No complaints received by RUs and IM.

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

In 2014 RAS carried out the first audit to the RU TRAINOSE regarding the implementation of its SMS. Acting also as ECM Certification Body, RAS conducted the first surveillance audit to ECM EESSTY regarding the implementation of its Maintenance Management System.

Several non-conformities (major and minor) arose during the above mentioned audits and corrective actions (measures) were requested to be taken by the auditees. Despite the reminders of RAS, No relevant measures were possible to be taken and notified to RAS in 2014, so there was not any evaluation of measures taken.

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 2014.

E.3 Procedural issues

During 2014, none Safety Certificates and Safety Authorizations were issued by RAS.

However, in May 2014 a Safety Authorization application was submitted by the national IM OSE to RAS. RAS started the detailed assessment after the initial review using the assessment criteria of the relevant CSM for Conformity Assessment (Commission Regulation 1169/20100).

RAS also requested the RU STASY to submit its safety certification application.

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 B).
 - 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. No decisions by the proposers on the level of significance of a change were taken during 2014.
2. No applications of the risk management process by the proposers were done during 2014.
3. There was no involvement of ABs during 2014.
4. There was no interface management during 2014.

G.2 Feedback from stakeholders

There were no such procedures in operation during 2014.

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

There were not such revisions of NSRs.

H. DEROGATIONS REGARDING ECM CERTIFICATION SCHEME

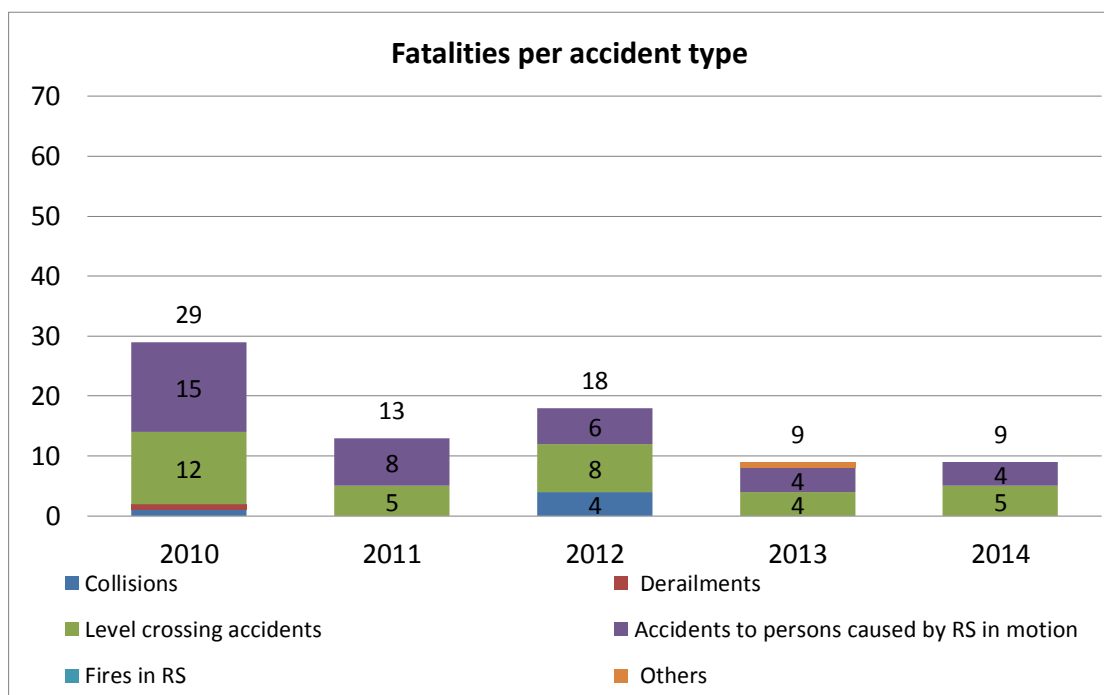
So far no alternative measures have been taken from the Greek Ministry of Infrastructure, Transport & Networks and consequently no derogations have been granted by Greek NSA in accordance with article 14a (8) of Directive 2008/110/EC /2/.

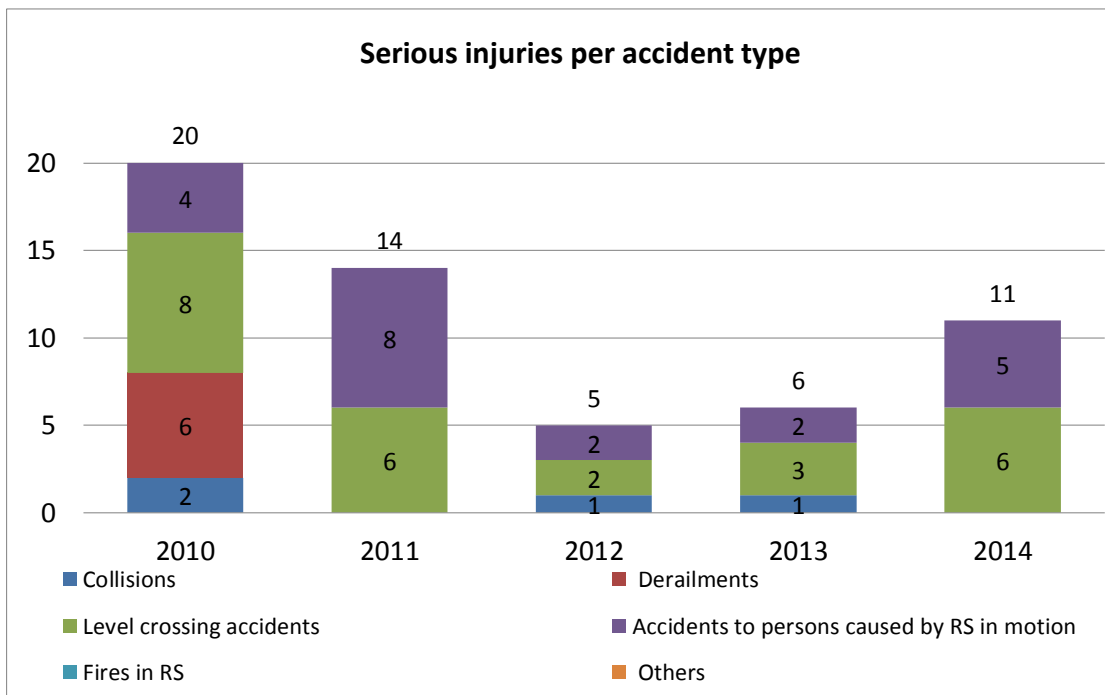
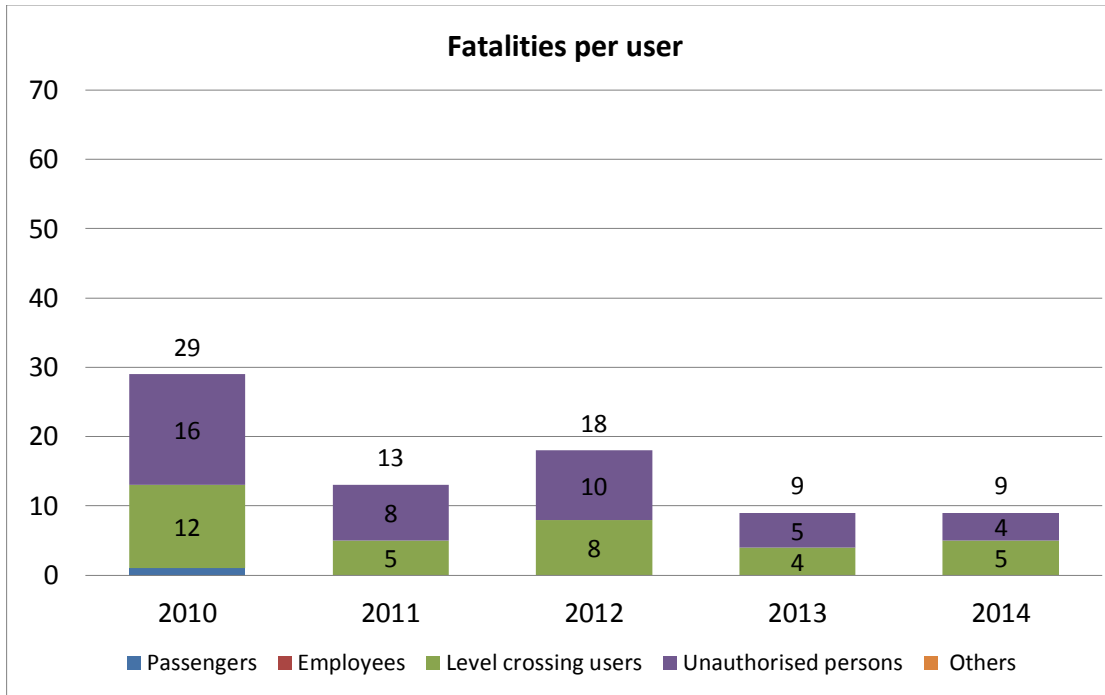
ANNEX A

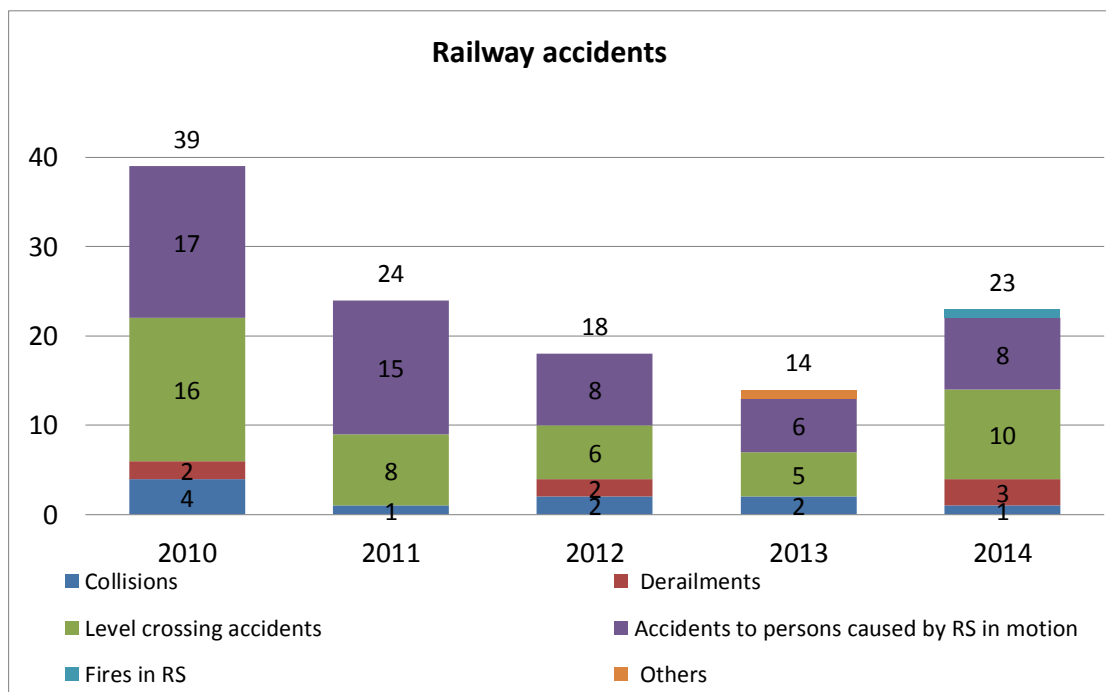
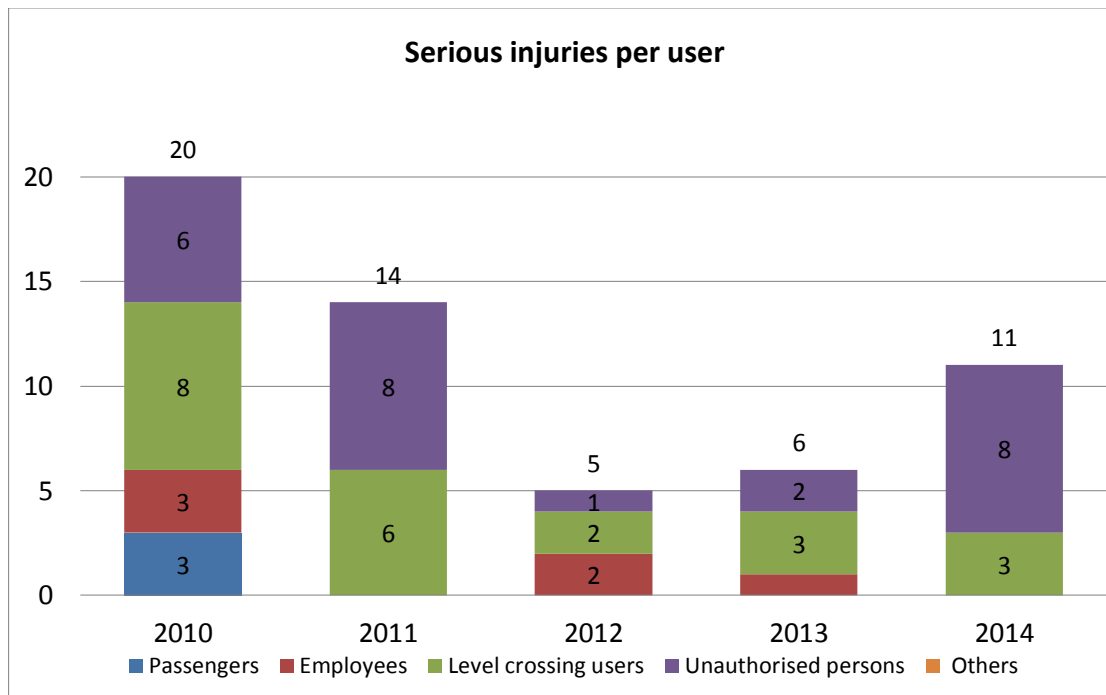
COMMON SAFETY INDICATORS

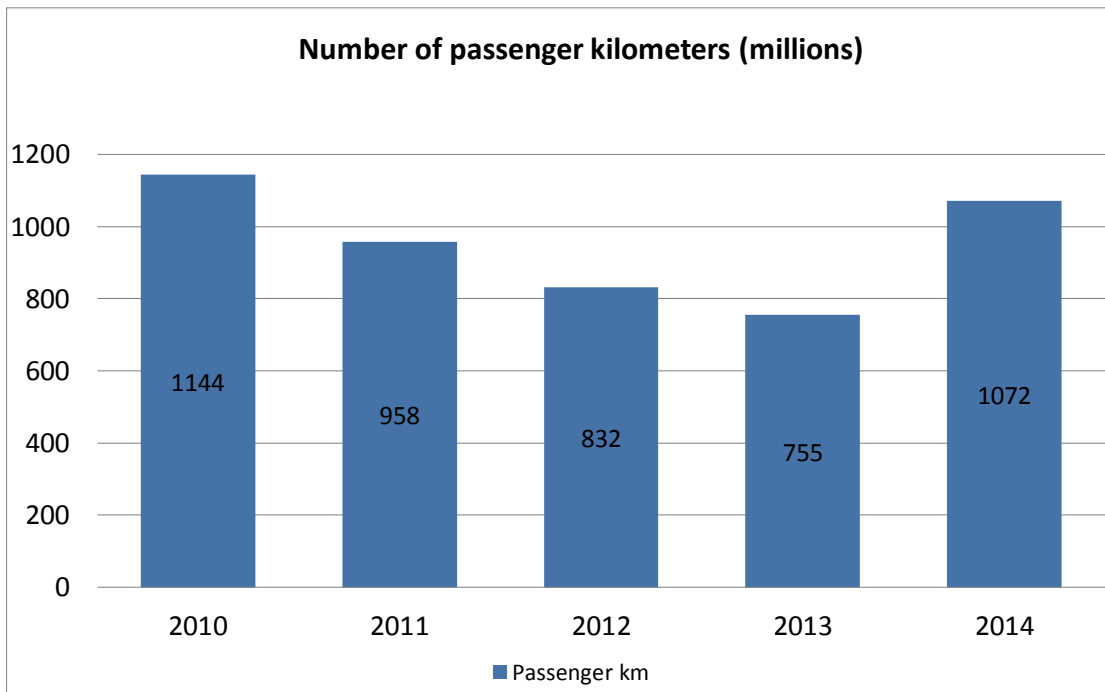
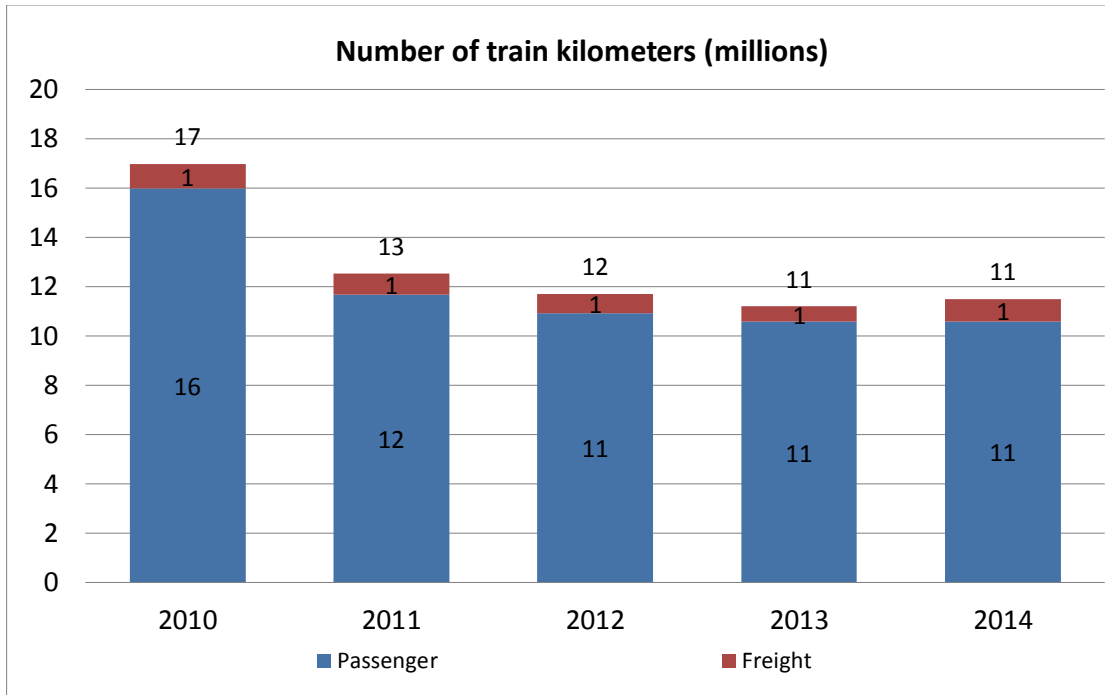
CSIs data charts

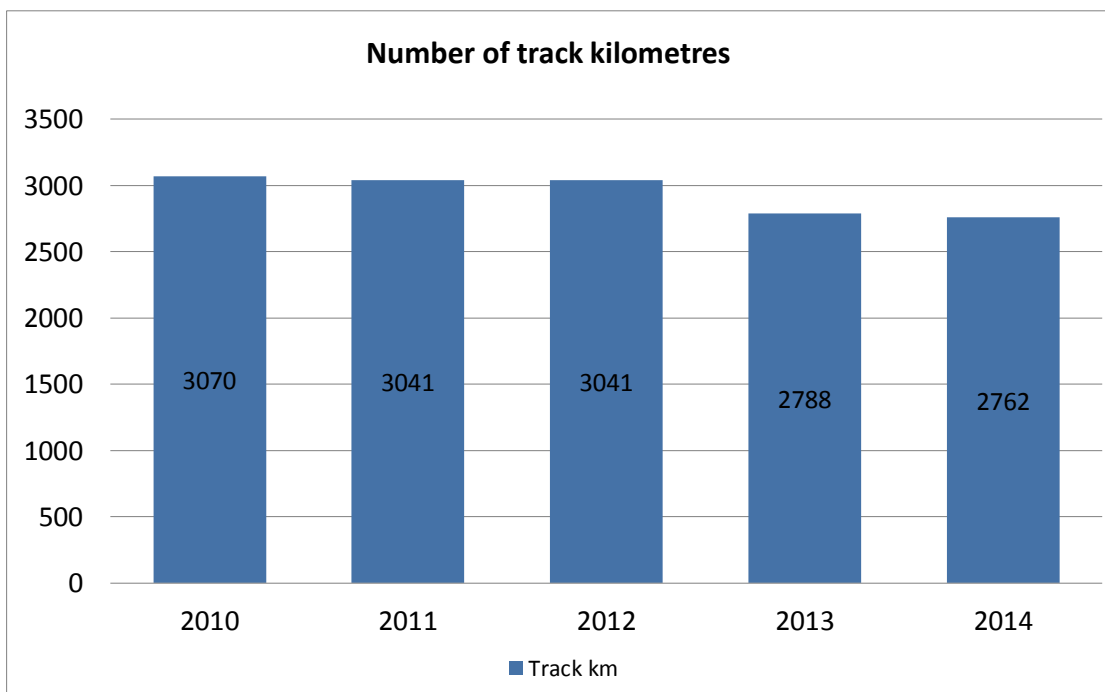
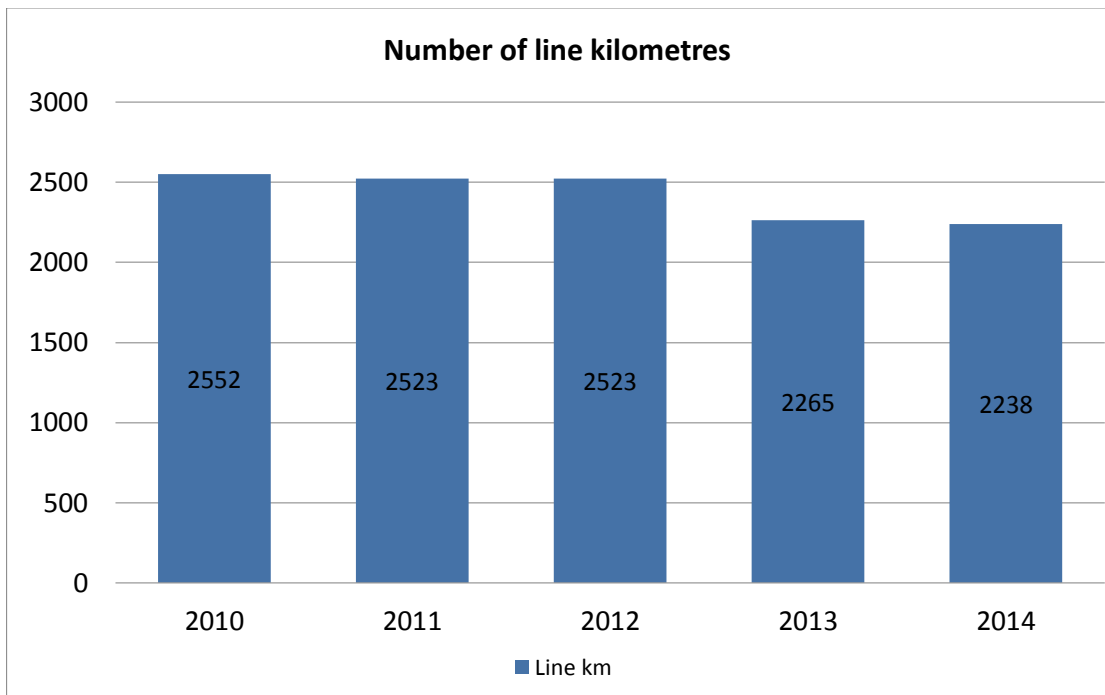
NSAs may use a predefined set of CSIs charts that may be downloaded from ERAIL system.

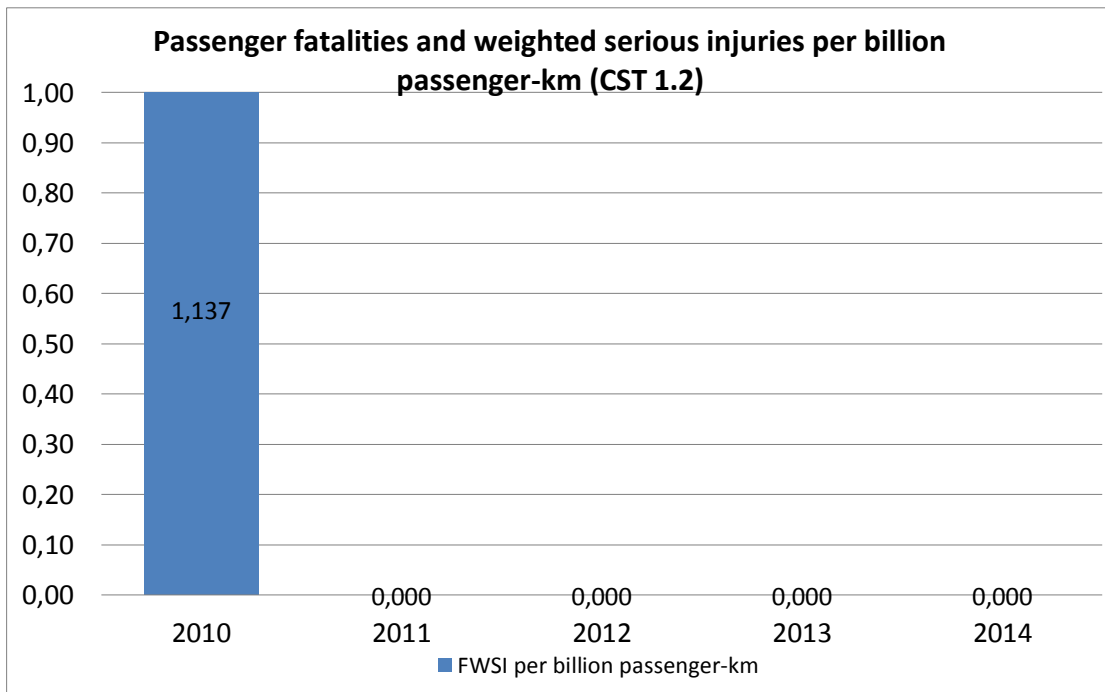
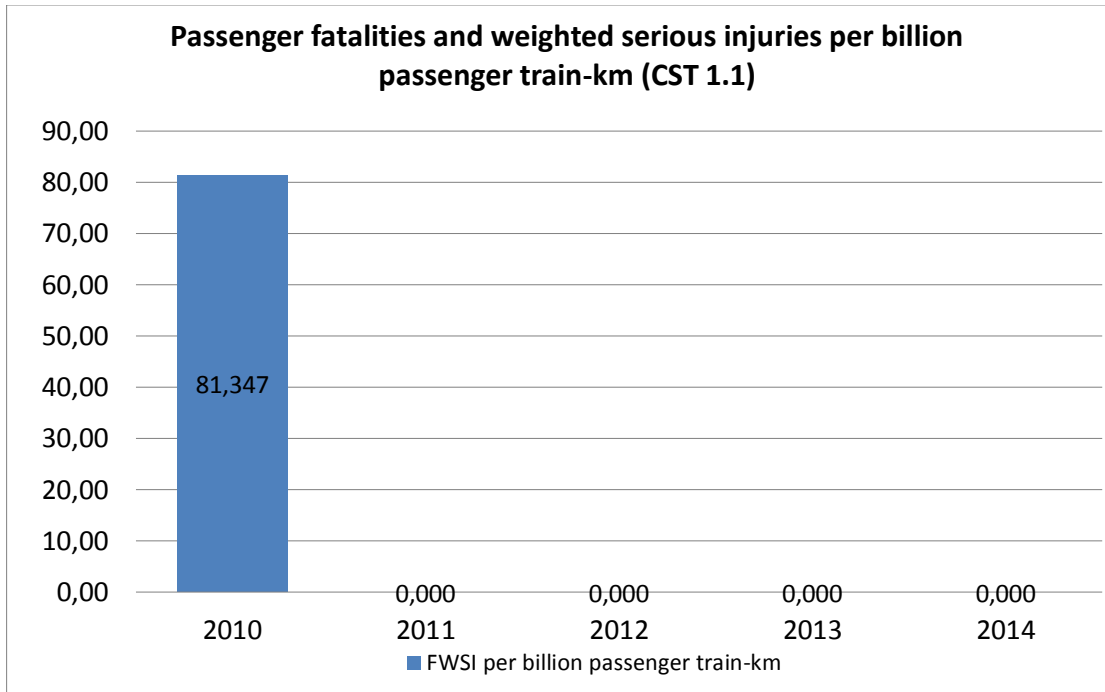


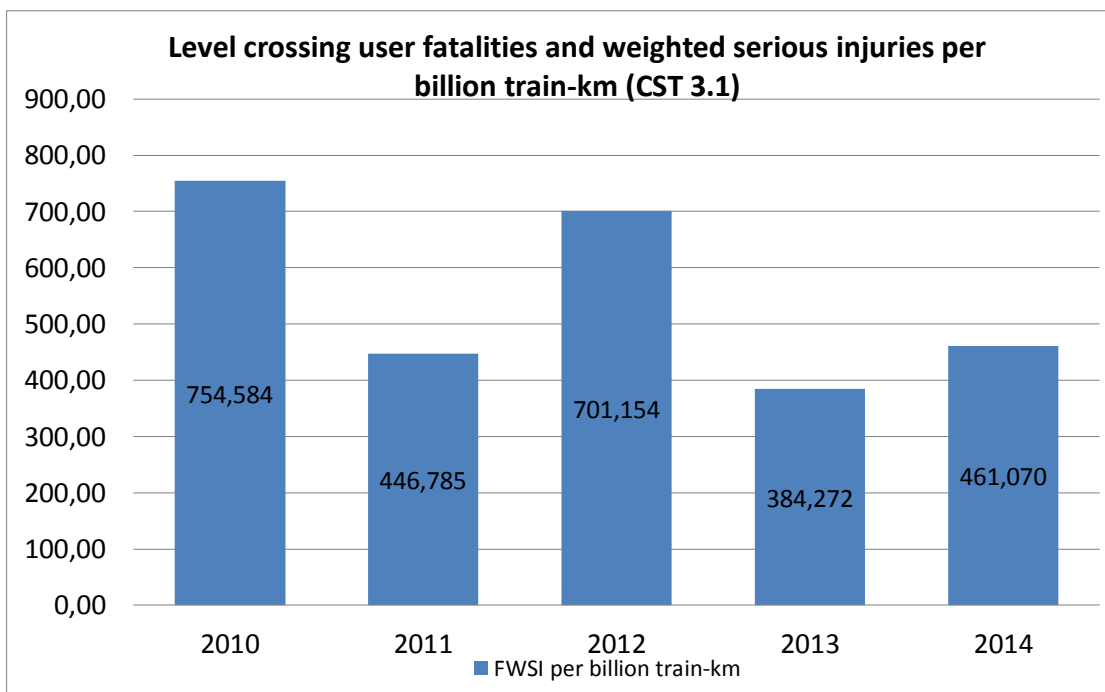
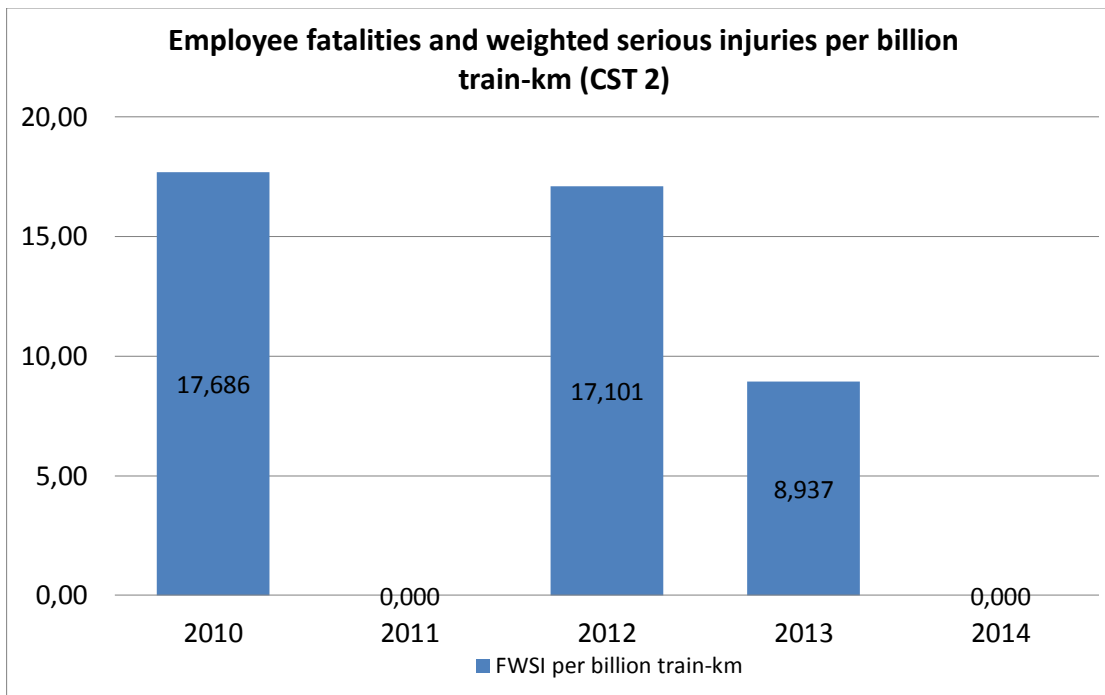


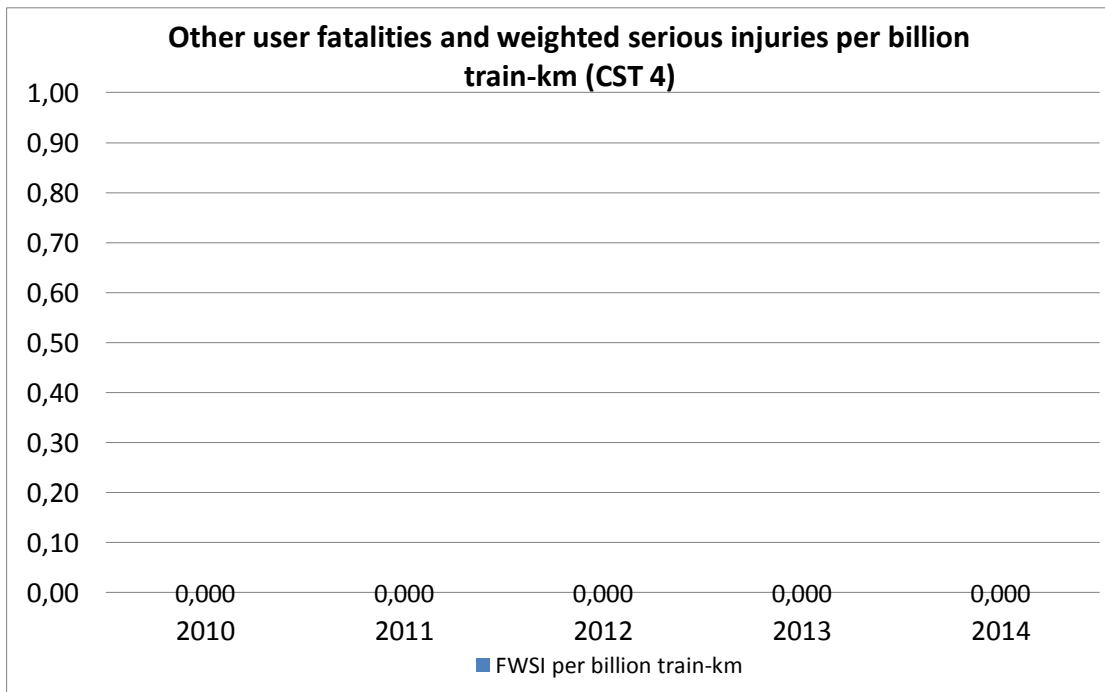
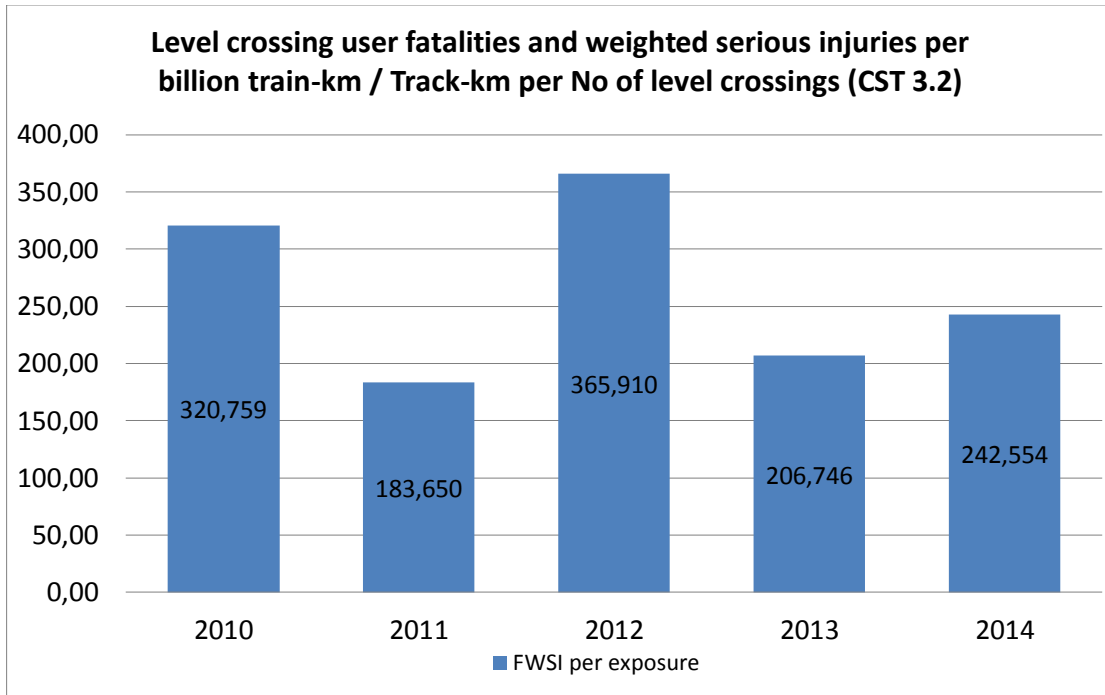


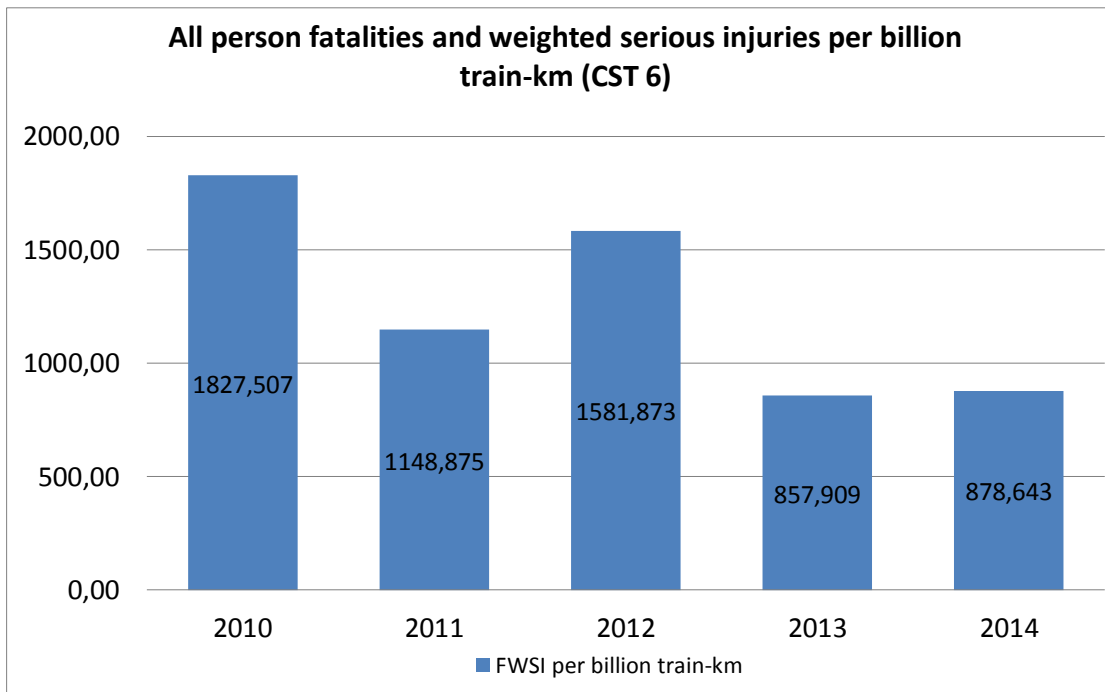
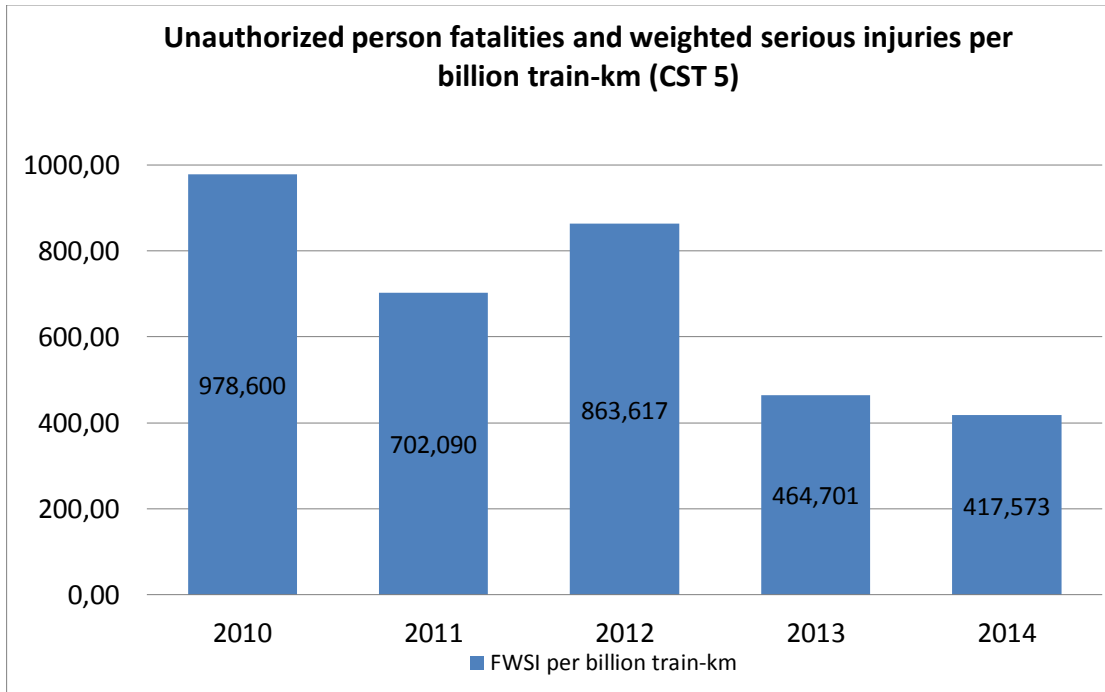


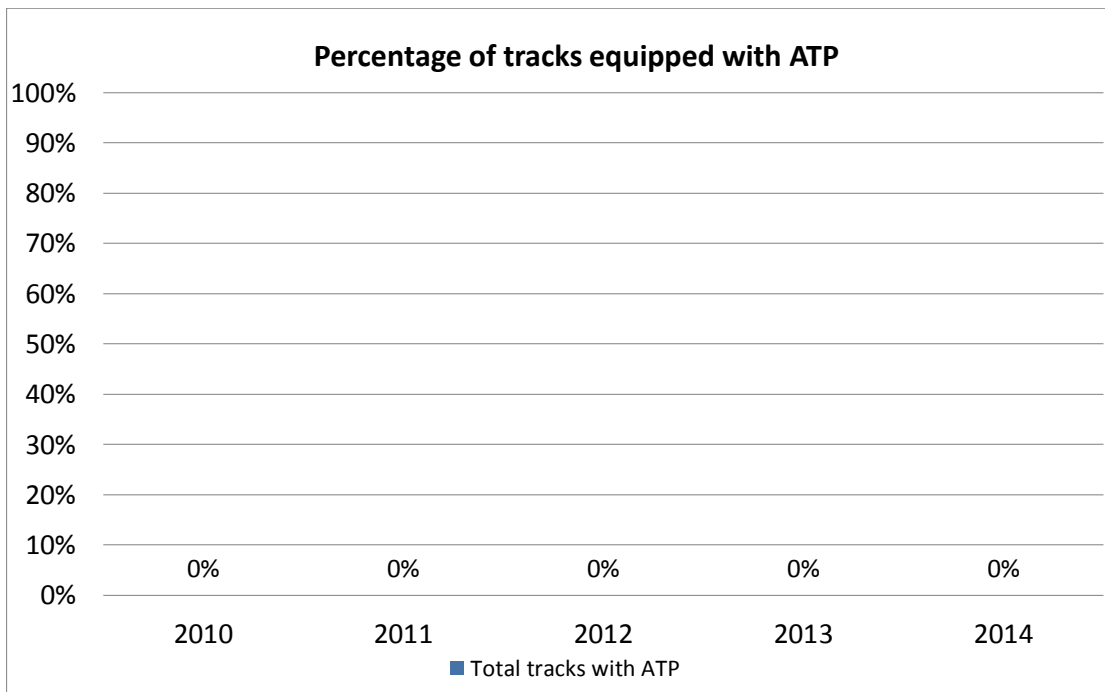
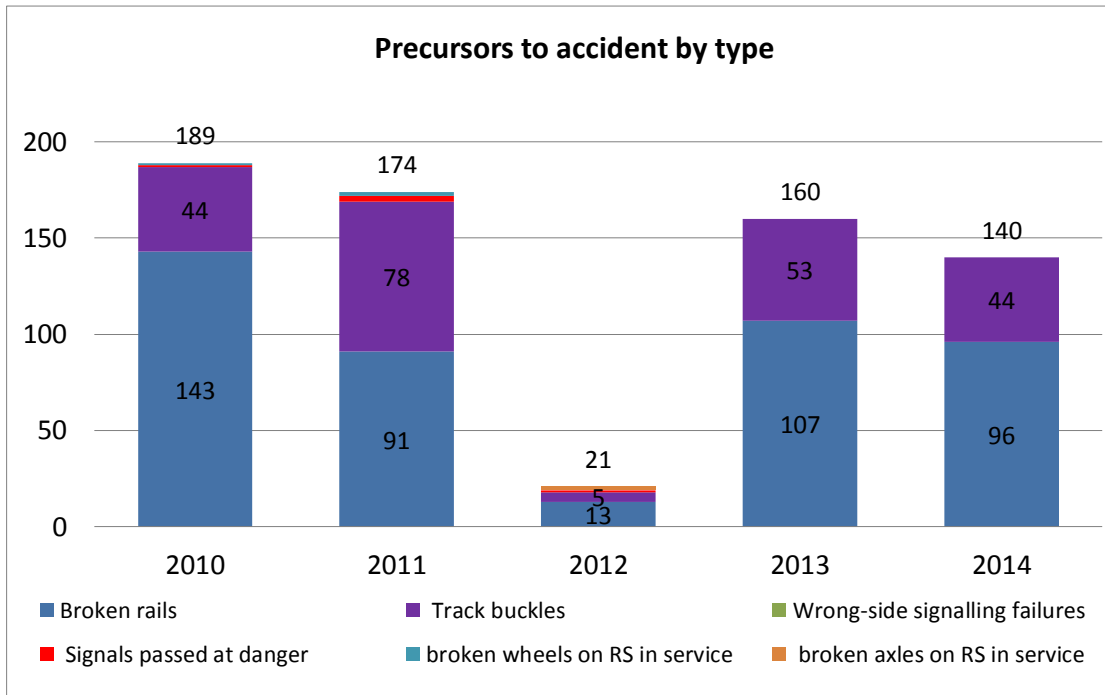


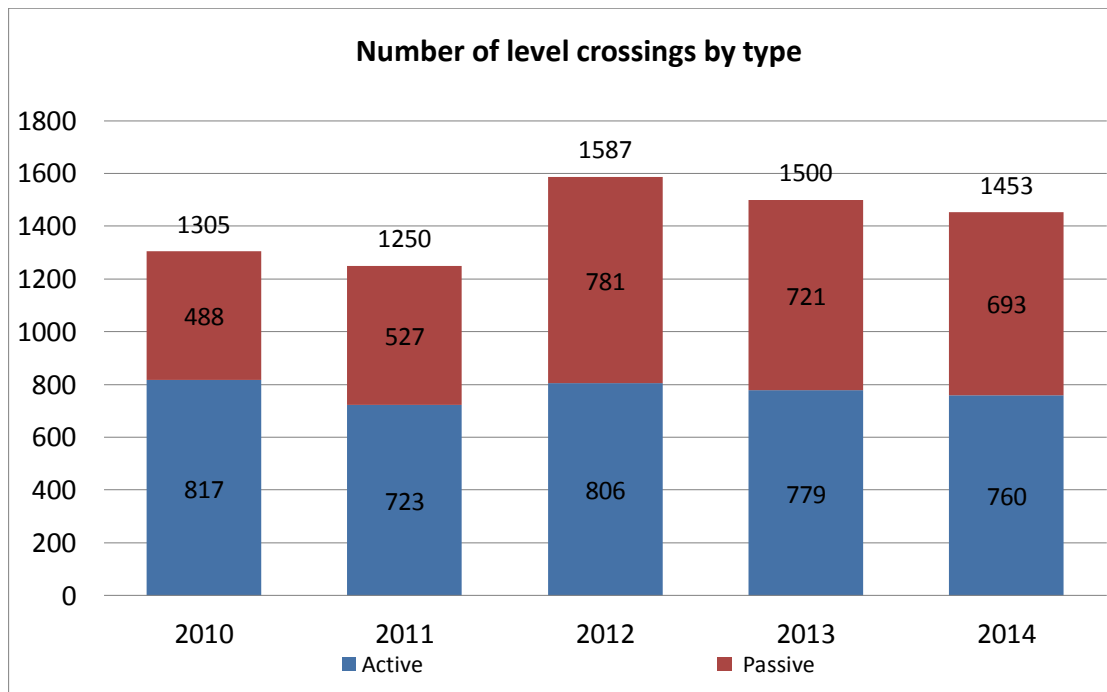
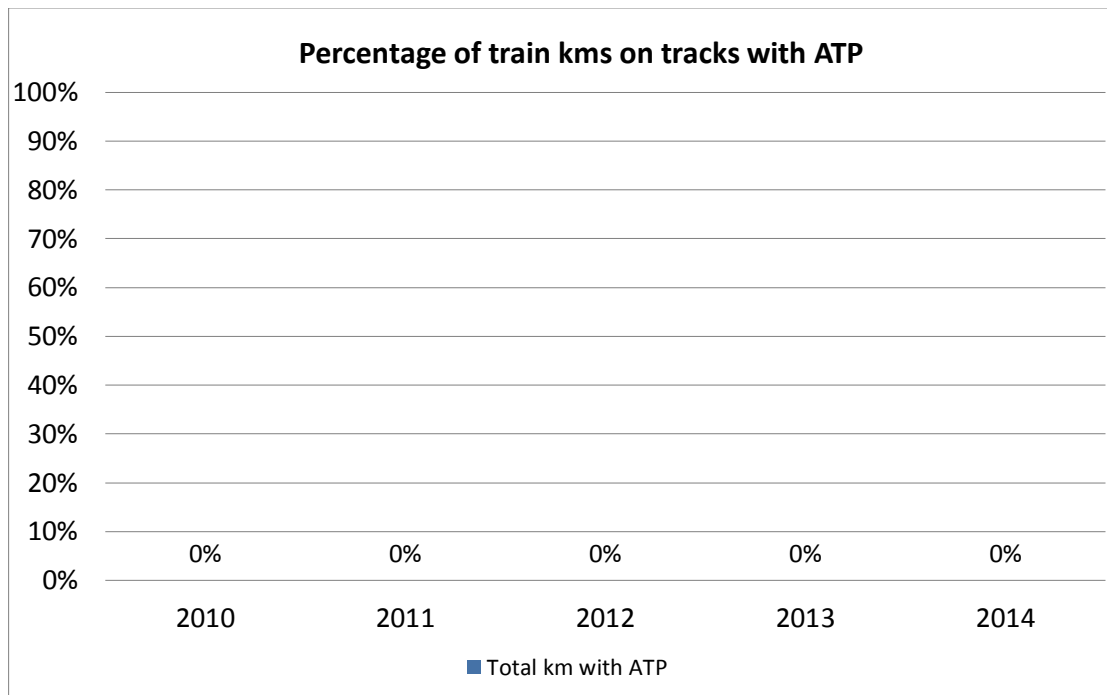












ANNEX B
 CHANGES IN LEGISLATION

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
Commission Directive 2014/88/EU	N		



Table 2

LEGISLATION AND REGULATION	Legal reference	Date of entry into force	Description of change	Reasons for the change
Concerning the NSA	1) Greek Parliament Law 4254/2014 (Official Gazette of the Hellenic Republic A' 85 / 07-04-2015, Subparagraph IB2.10)	07-04-2014	The number of RAS staff positions rising from 25 to 35.	The expansion of the competences of RAS, undertaking the tasks of NSA from the Ministry of Transport.
Concerning NoBos, DeBos, ABs, third party entities for registration, examination, etc.				
Concerning RUs/IMs/ECMs	1) Greek Parliament Law 4313/2014 (Official Gazette of the Hellenic Republic A' 261 / 17-12-2014, article 44)	17-12-2014	GAIAOSE undertakes the role of the Fleet Management Company and the Keeper of the rolling stock owned by Greek State.	New article / better governance
	2) Greek Parliament Law 4313/2014, article 43)	17-12-2014	The national technical rules (new or modified) shall be approved by the Minister of Transport after a recommendation of RAS.	New article / Involvement of NSA



LEGISLATION AND REGULATION	Legal reference	Date of entry into force	Description of change	Reasons for the change
	3) Joint Ministerial Decision OIK.64108/5026 (Official Gazette of the Hellenic Republic B' 3005 / 06-11-2014)	06-11-2014	Buildings and facilities owned to IM OSE, necessary for the ECM EESSTY to maintain the rolling stock are set out. These buildings and facilities are leased by EESSTY for a maximum period of 30 years at market conditions.	New article
Implementation of other EU requirements (if concerning railway safety)	Greek Parliament Law 4313/2013 (articles from 1 to 18)	17-12-2014	Establishment of the National Investigation Body (NIB) as an independent administrative authority.	Harmonization of Greek legislation to EC legislation / Independency of NIB from the Ministry of Transport