



ANNUAL SAFETY REPORT FOR THE YEAR 2015

GREEK REGULATORY AUTHORITY FOR RAILWAYS



ρυθμιστική αρχή
σιδηροδρόμων

regulatory
authority
for railways

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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 2015. The information given through this report has the purpose to fulfil 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 2015.

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 beginning of 2015. 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 2016.

B.3 Review of the previous year

1. RAS issued a Safety Authorization (EI 21 20150001/05-06-2015) for the national IM OSE according to Commission Regulation 1169/2010. Also RAS in September 2015 carried out the first audit to OSE regarding the implementation of its SMS (according to 1077/2012/EU).
2. During 2015, RAS carried out two audit to the RU TRAINOSE regarding the implementation of its SMS. The first audit was in June 2015 and the second in August 2015. Some of the issues audited were train speed control, transfer of dangerous goods and employees training.
3. As ECM Certification Body, RAS conducted in October 2015 the second surveillance audit to ECM EESSTY regarding the implementation of its Maintenance Management System. The audit took place at the offices and the main factory in Piraeus.
4. As ECM Certification Body, RAS conducted in September 2015 the first surveillance audit to ECM OSE regarding the implementation of its Maintenance Management System. The result was RAS to suspend the ECM Certificate because OSE could not meet the requirements of Commission Regulation 445/2011/EU.
5. In February 2015 a Safety Certificate application was submitted by the RU STASY to RAS. RAS started the detailed assessment after the initial review using the assessment criteria of the relevant CSM for Conformity Assessment (Commission Regulation 1158/2010). The Certificate (Part A and Part B) was granted by RAS to STASY in 2016.

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 Safety Certificates (Part A and Part B) for the newcomers RUs (RCLG and PEARL).

- To supervise the safety certification for the RU TRAINOSE and RU STASY (after issuing its certificate) by performing audits, inspections and conducting relevant meetings.
- To supervise the safety authorization for the IM OSE, by performing audits, inspections and conducting relevant meetings.
- To perform audits and inspections concerning the Maintenance Management System of the ECMs EESSTY.

C. DEVELOPMENTS IN SAFETY PERFORMANCE

C.1 Detailed analysis of the latest recorded trends

Taking into account the CSIs reported from 2006 to 2015 the following trend analysis was conducted:

Number of accidents:

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
70	53	40	34	39	24	18	14	23	29

The total number of accidents during 2010-13 decreased almost at the half but from 2013-15 there was a big increased (100%). The increase is due to “level crossing accidents” and “accidents to persons caused by rolling stock in motion”.

Number of fatalities:

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
39	18	17	22	29	13	18	9	9	16

The trend in number of fatalities is similar to the trend in number of accidents. All fatalities come from “level crossing accidents” and “accidents to persons caused by rolling stock in motion”.

Number of suicides:

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
				2	4	1	5	4	4

For the time period 2013-2015 the number of suicides remain stable.

Number of injuries:

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
51	36	29	22	20	14	5	6	11	13

The trend in number of injuries is similar to the trend in number of accidents. All injuries come from “level crossing accidents” and “accidents to persons caused by rolling stock in motion”.

Number of precursors to accidents:

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
1	271	335	266	189	174	21	160	140	134

The trend of number of precursors to accidents is firmly downward, with the exception of year 2012 which is out of range.

Cost of significant accidents:

The value of “Economic impact of significant accidents” for the year 2015 has increased compared to the last two years (2013 and 2014) mainly due to the increase at the number of fatalities. But it is similar to the value of 2012 where we had the same number of fatalities.

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

Number of level crossing by type:

	2011	2012	2013	2014	2015
Active	723	806	779	760	760
Passive	527	781	721	693	693
Total	1250	1587	1500	1453	1453

There is no significant change for the period 2012 to 2015.

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 no supervision strategy developed yet. The preparation of a supervision plan is expected to be completed and applied for the year 2017.

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 2015, the actual number of staff employed by RAS was 10:

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

From the above mentioned staff, six (6) were involved in NSA activities and the remaining four (4) 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 – 17 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 ERGOSE, 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 ERGOSE, five staff members participated in audit teams conducting second party external quality audits for the acceptance of railway material and equipment.

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 2015 RAS carried out audits to the IM OSE and RU TRAINOSE regarding the implementation of their SMS. Acting also as ECM Certification Body, RAS conducted surveillance audits to ECM EESSTY and ECM OSE 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. The auditees took the recommended corrective actions (measures) so the majority of non-conformities were closed. For the year 2015 RAS didn't carry out 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 also 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 2015.

E.3 Procedural issues

During 2015, RAS :

- issued a Safety Authorization (EI 21 20150001/05-06-2015) for the national IM OSE,
- received a Safety Certificate application by the RU STASY,
- suspended the ECM Certificate of OSE.

E.4 Feedback

- RUs or IMs can express opinions on issuing procedures/practices or to file complaints to RAS through its e-mail (info@ras-el.gr) or letter by mail. Also RAS welcomes meetings with RUs or IMs representatives for any issue.
- 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). ”
 - d) Directive 2014/88/EC was transposed in Greek Legislation by Ministerial Decision ΑΣ4.1/60964/3095/19-11-2015 “Harmonization of Greek legislation to the provisions of Directive 2014/88/EC of the European Parliament and the Council, amending Directive 2004/49/EC of the European Parliament and of the Council as regards common safety indicators and common methods of calculating accident costs”.

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 2015.
2. No applications of the risk management process by the proposers were done during 2015.
3. There was no involvement of ABs during 2015.
4. There was no interface management during 2015.

G.2 Feedback from stakeholders

There were no such procedures in operation during 2015.

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

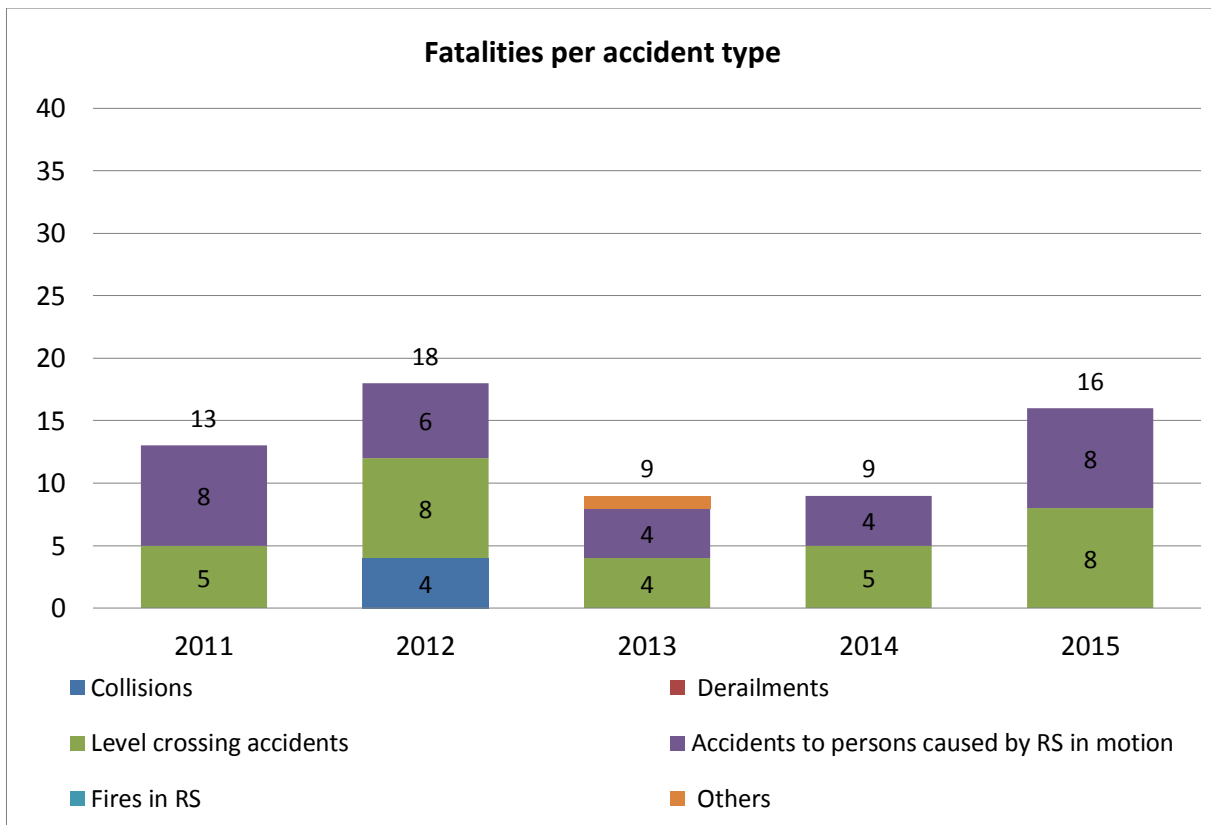
So far no alternative measures have been taken from the Greek Ministry of Infrastructure, Transport & Networks and consequently no derogations have been granted by Greek NSA in accordance with article 14a (8) of Directive 2008/110/EC /2/.

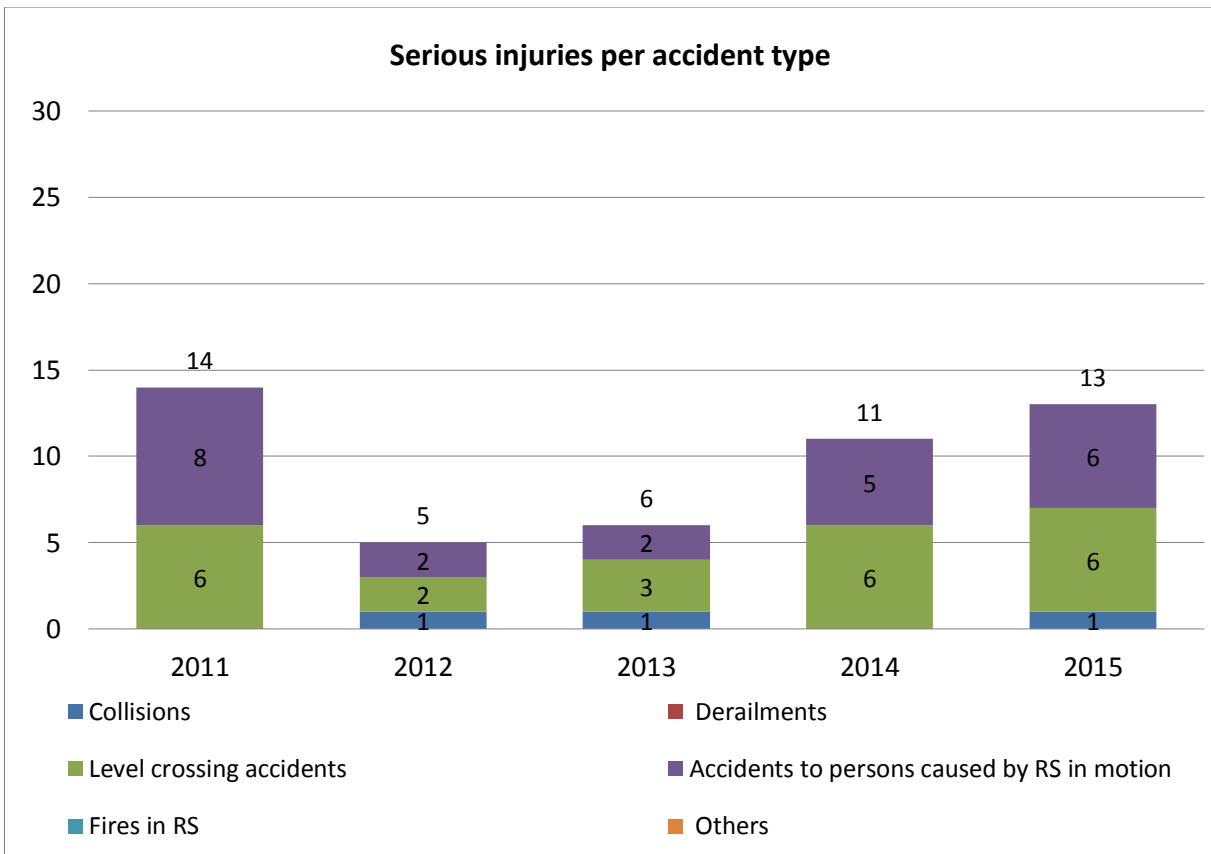
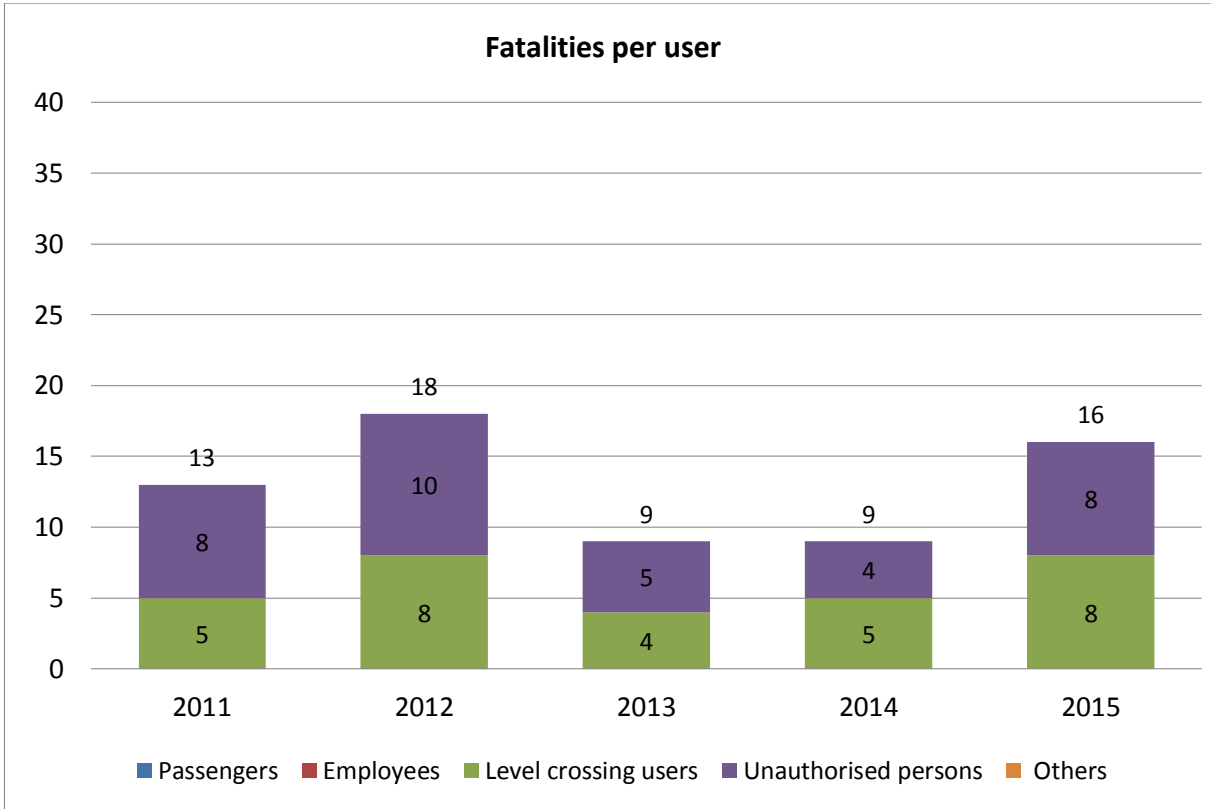
ANNEX A

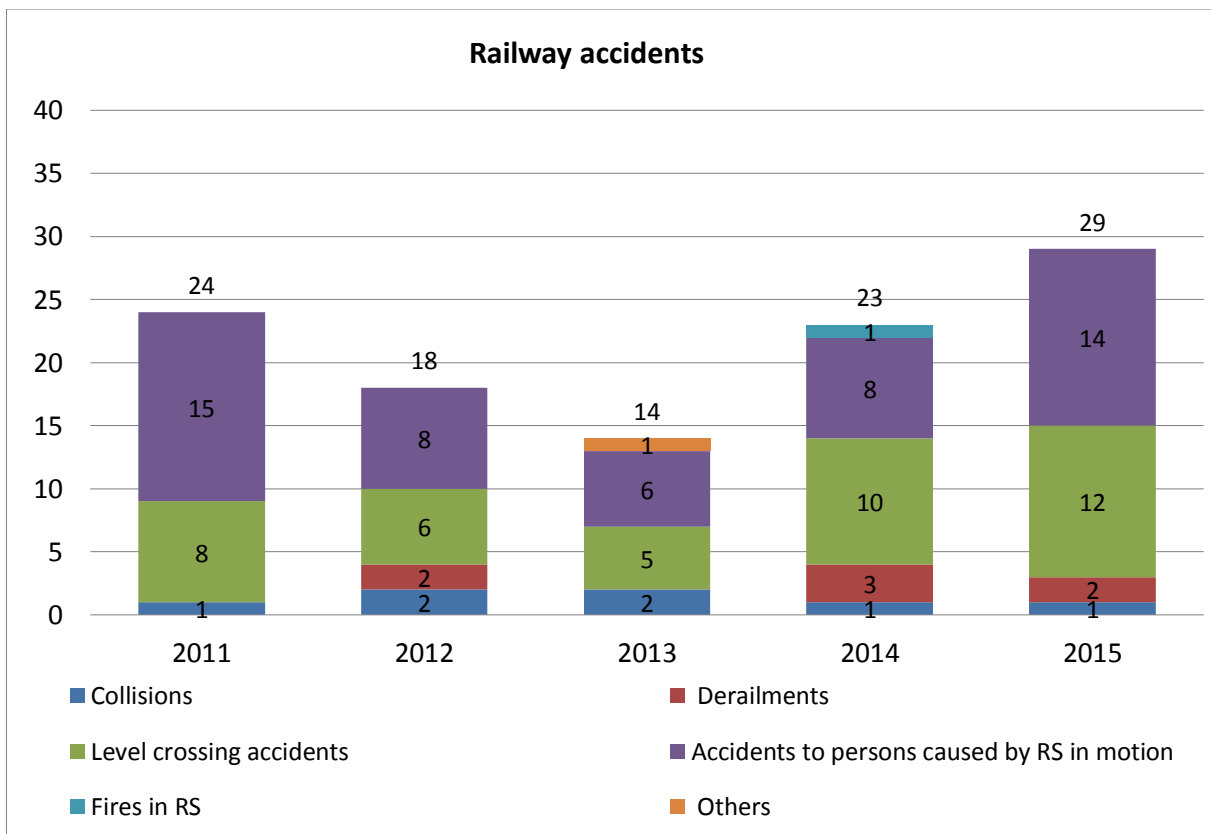
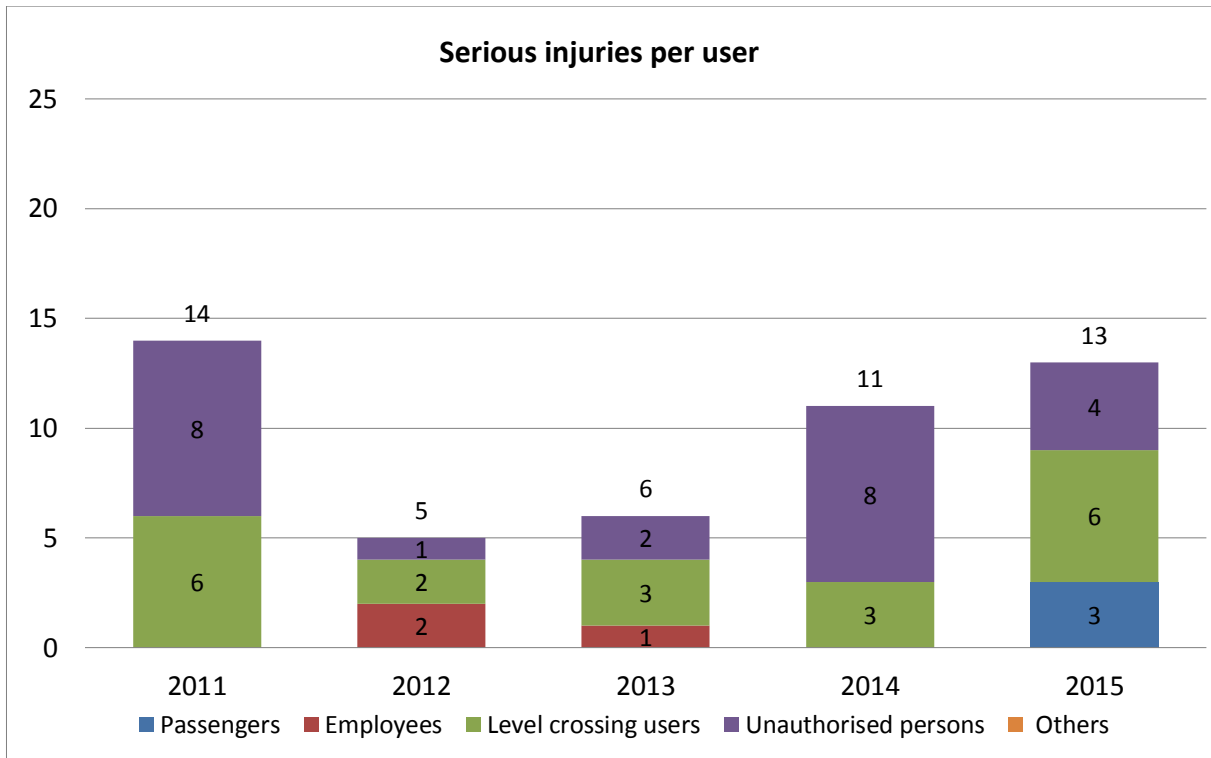
COMMON SAFETY INDICATORS

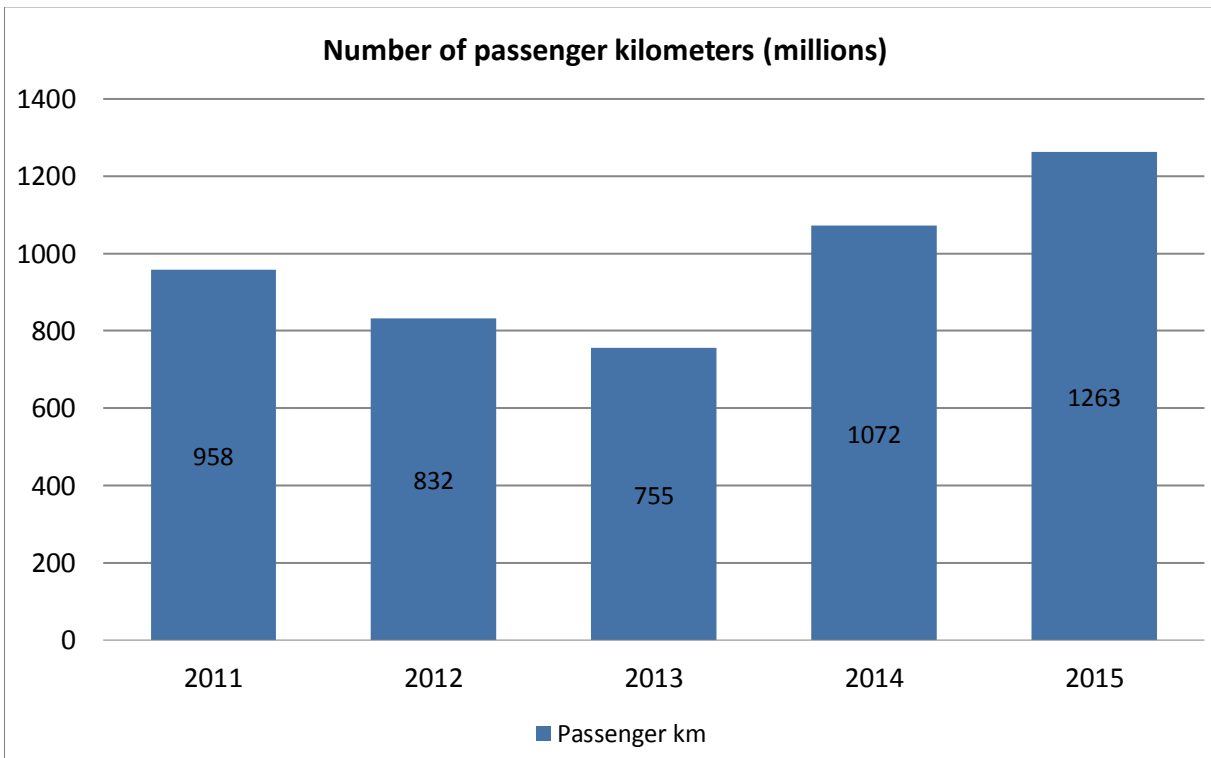
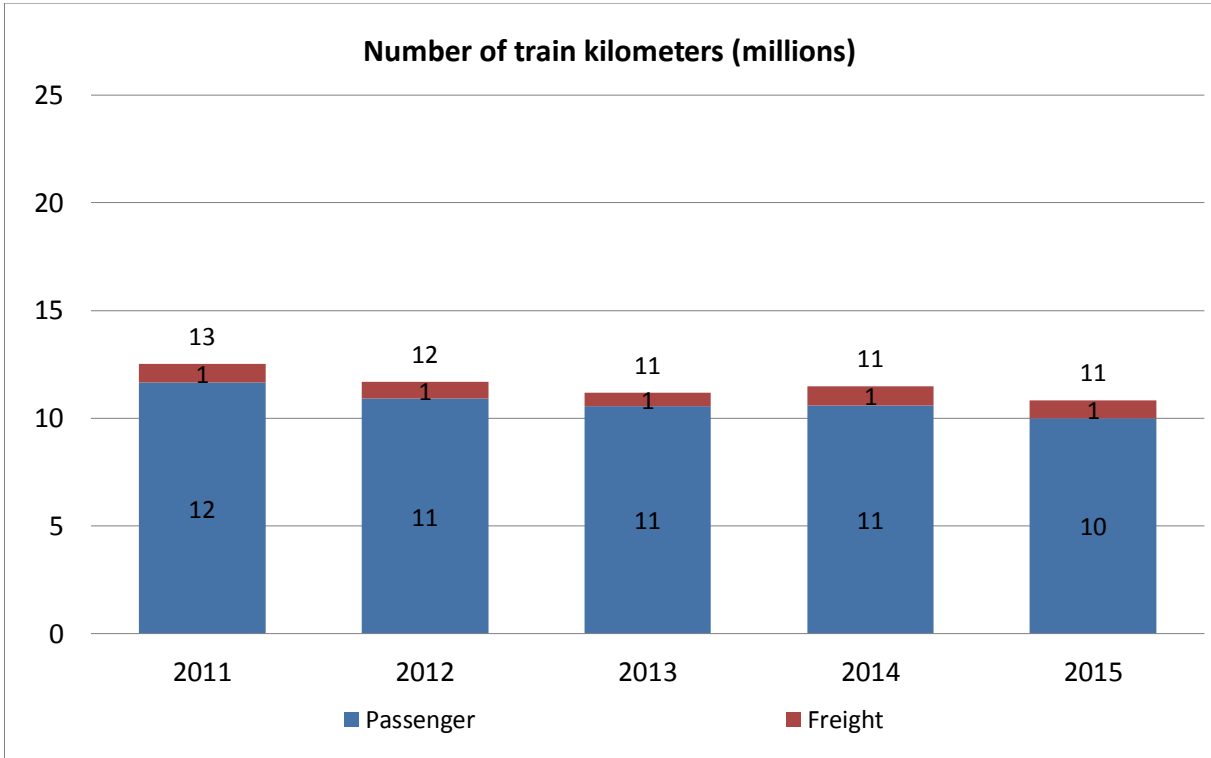
CSIs data charts

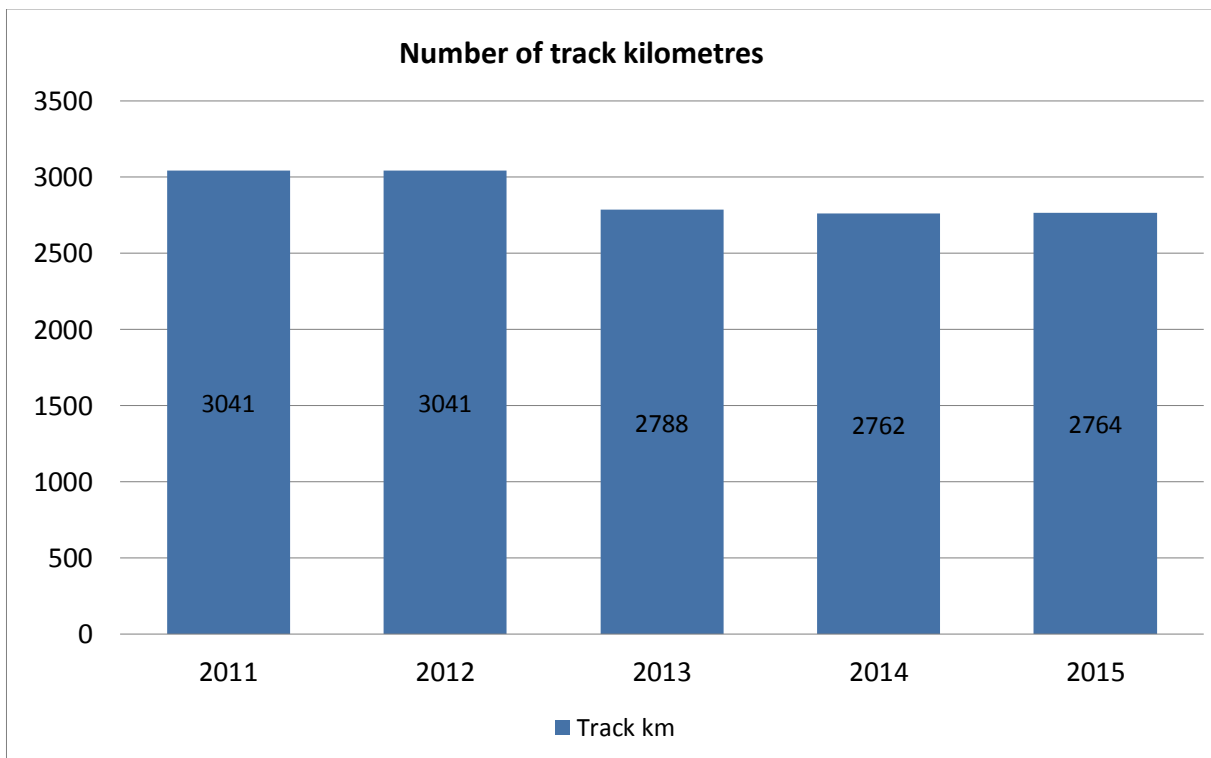
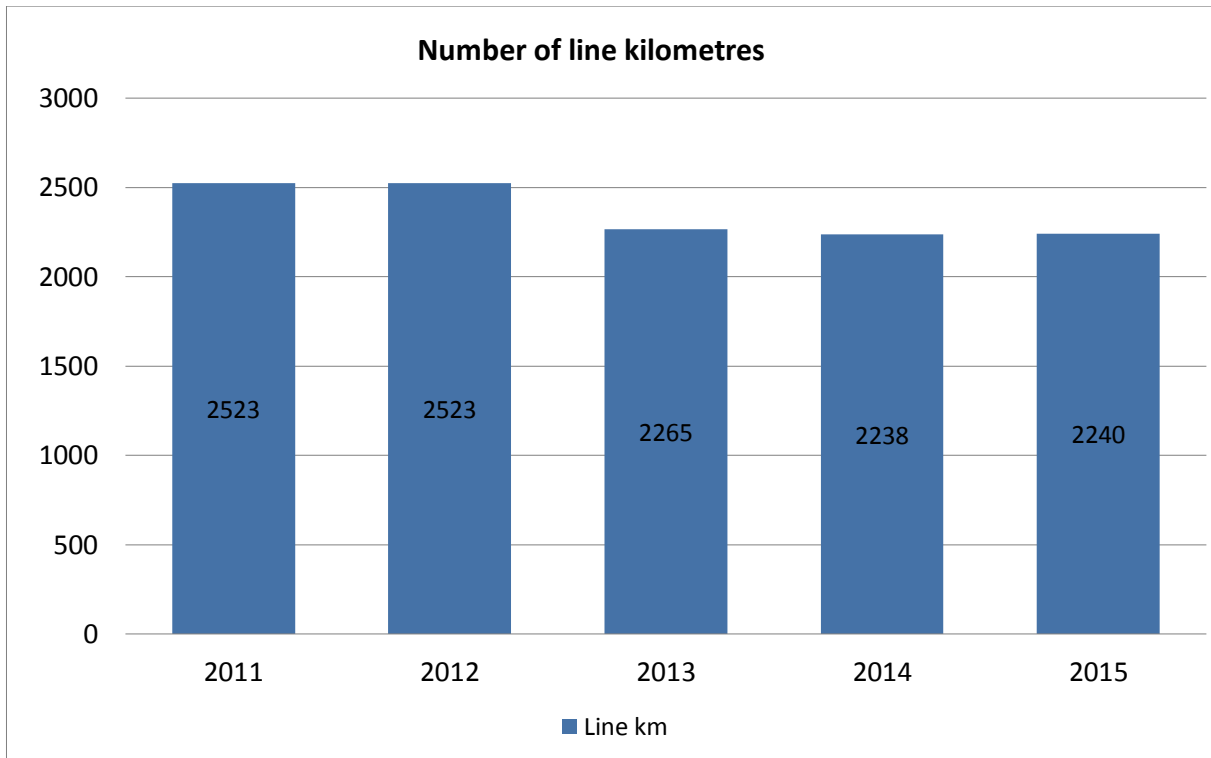
NSAs may use a predefined set of CSIs charts that may be downloaded from ERAIL system.

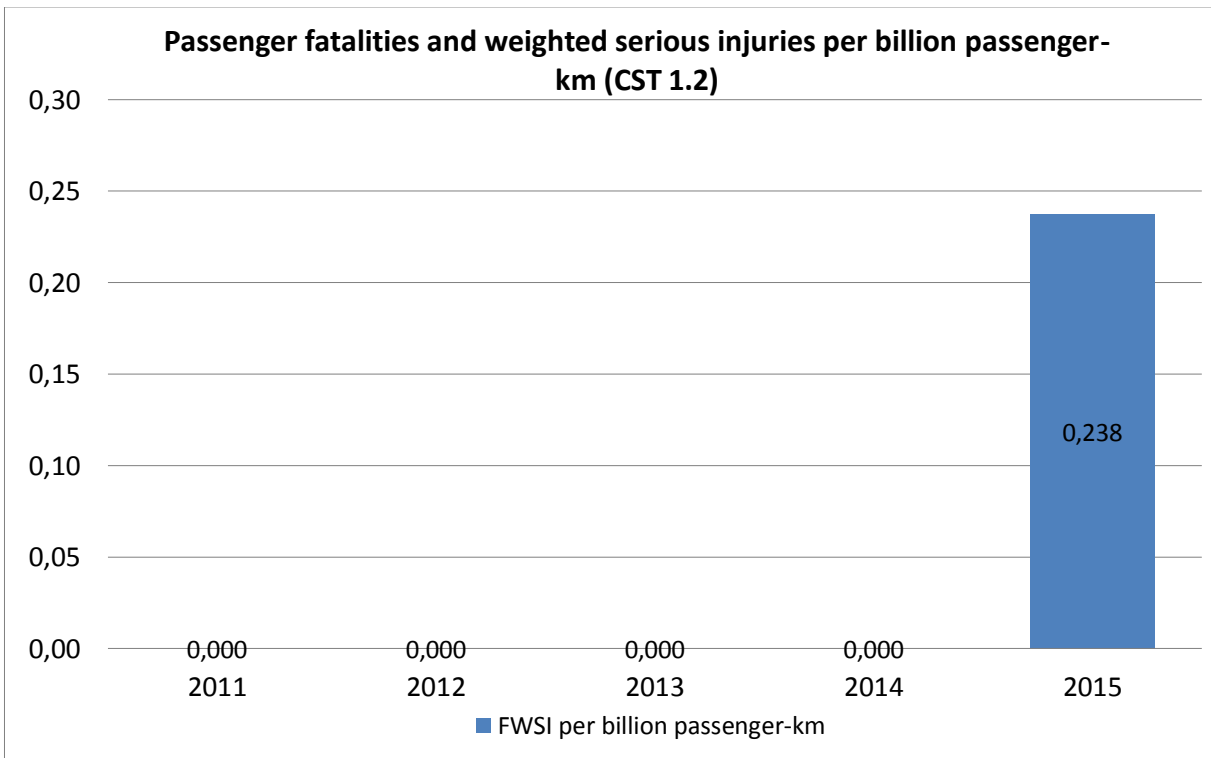
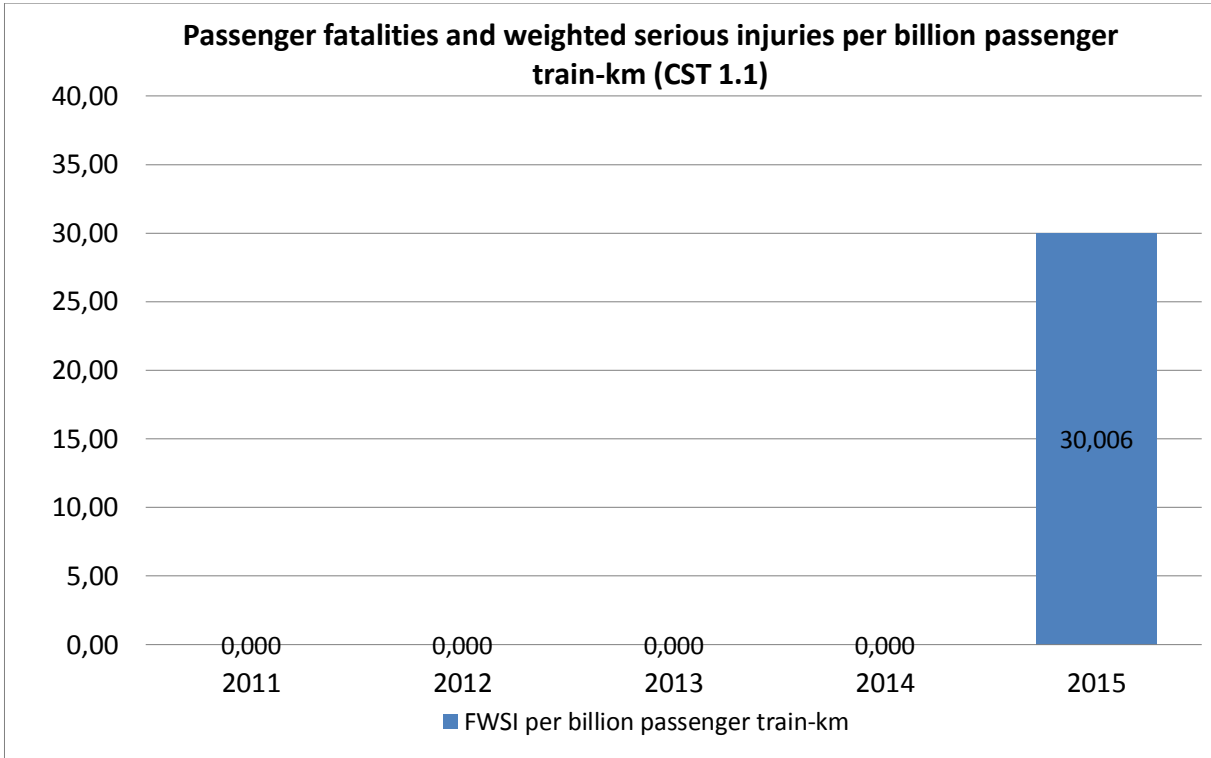


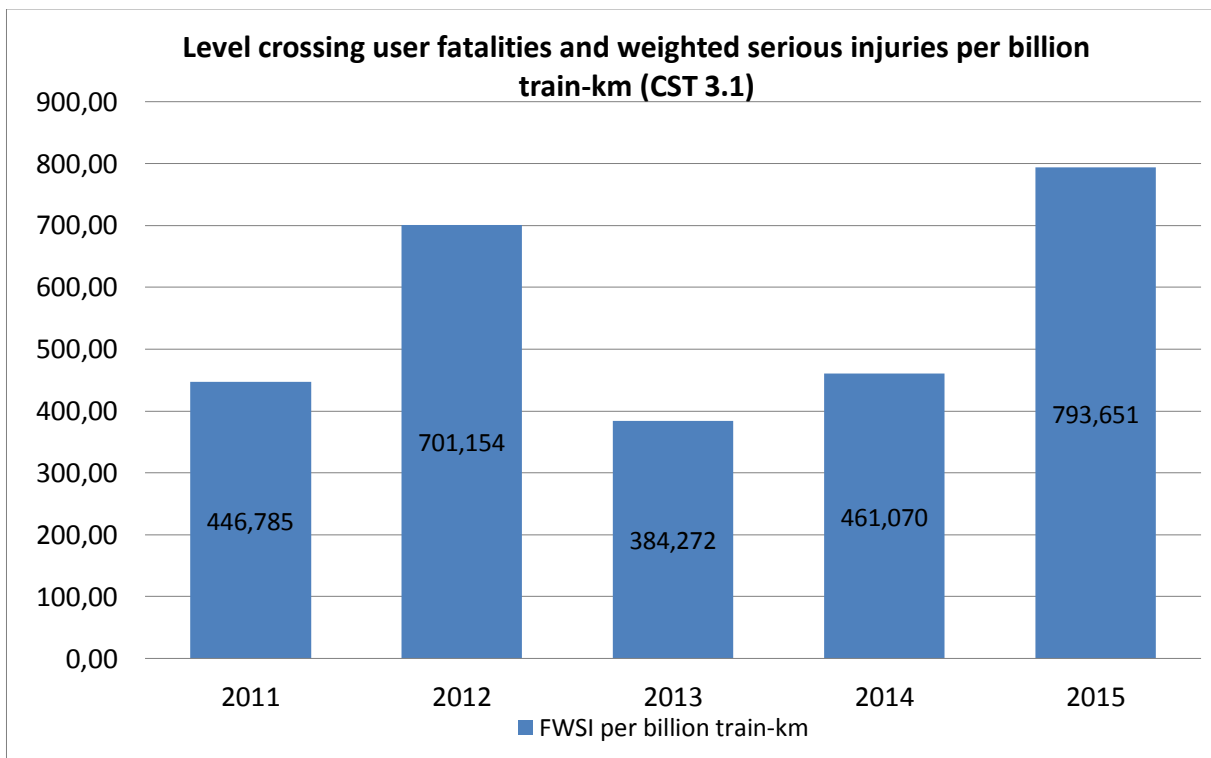
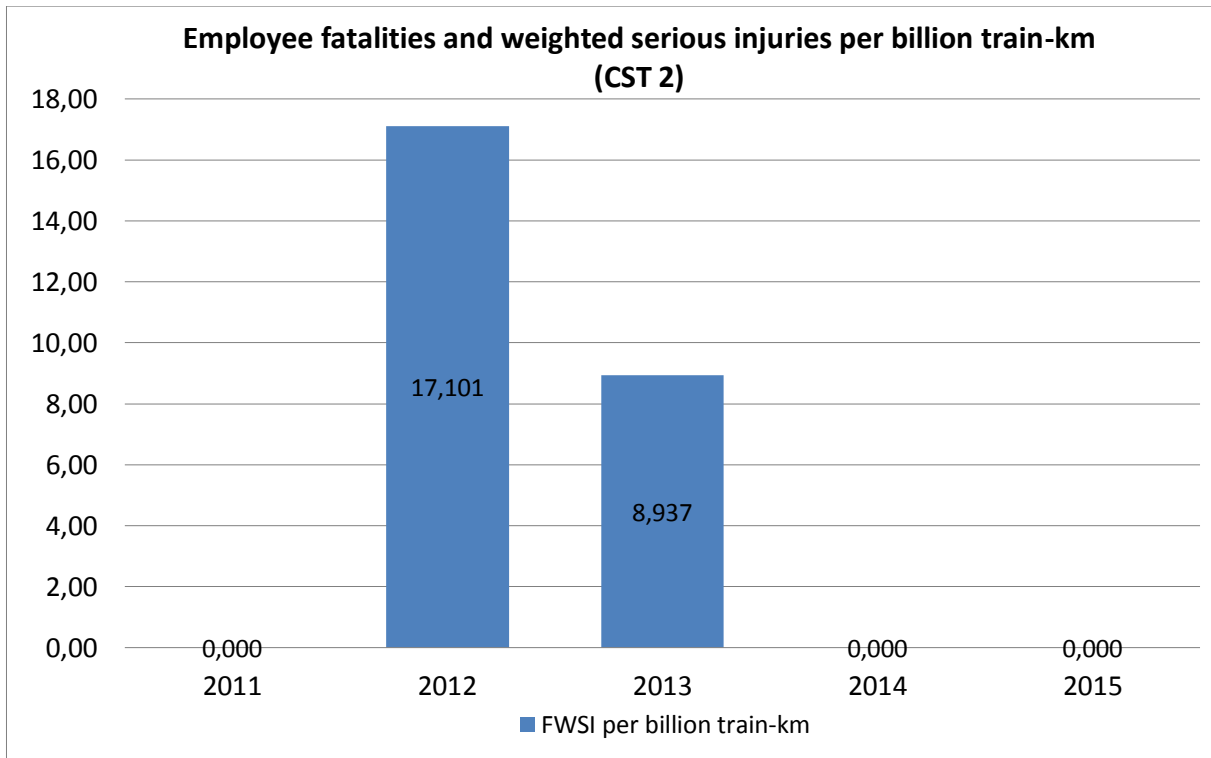


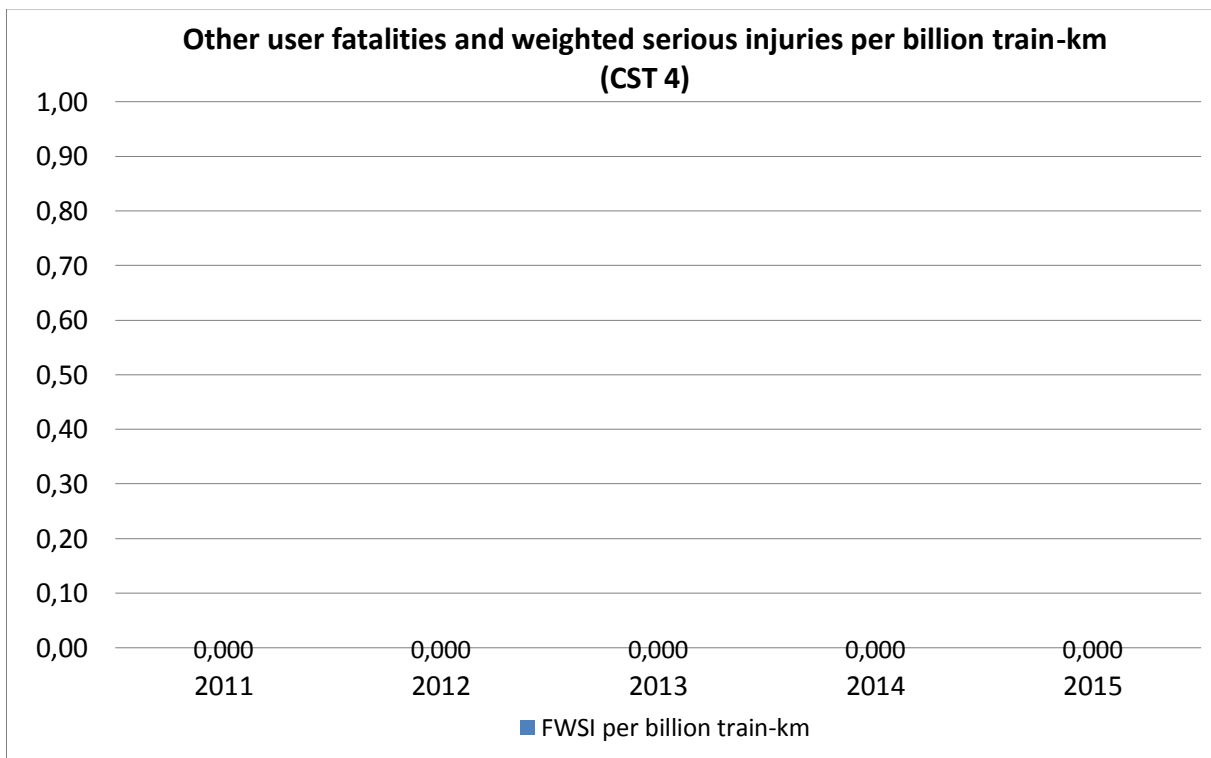
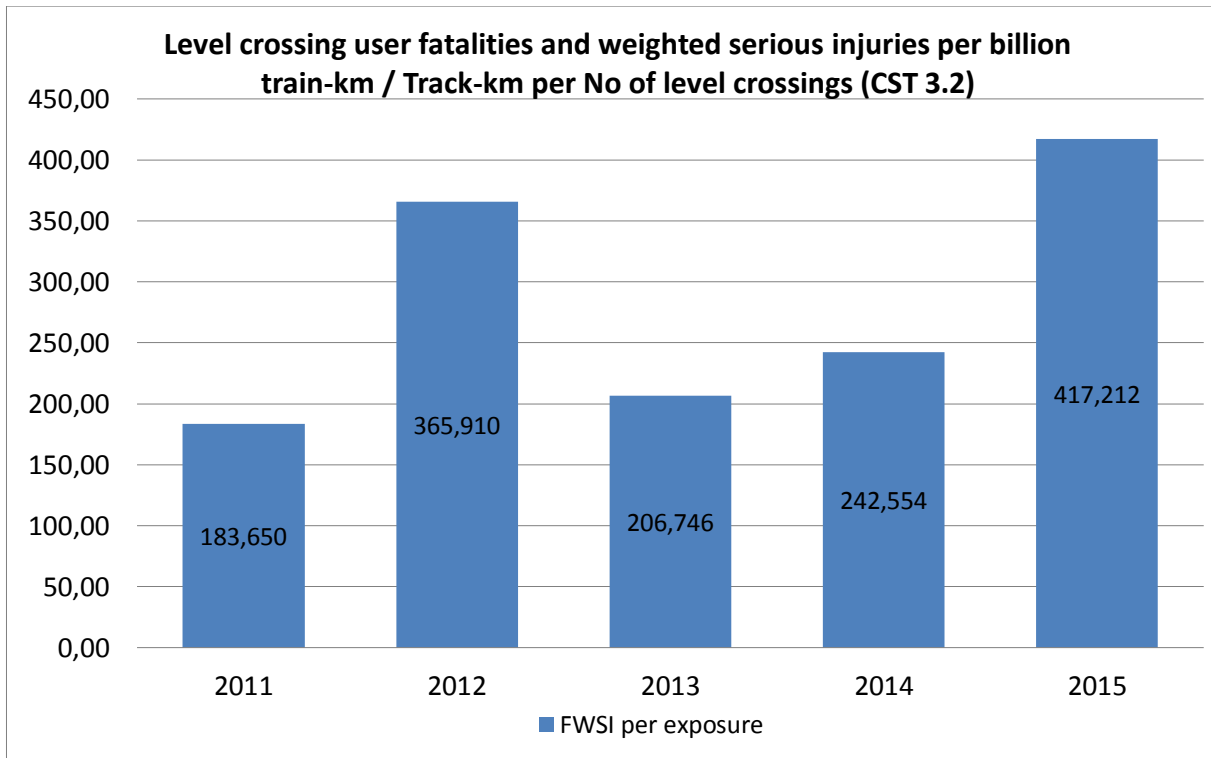


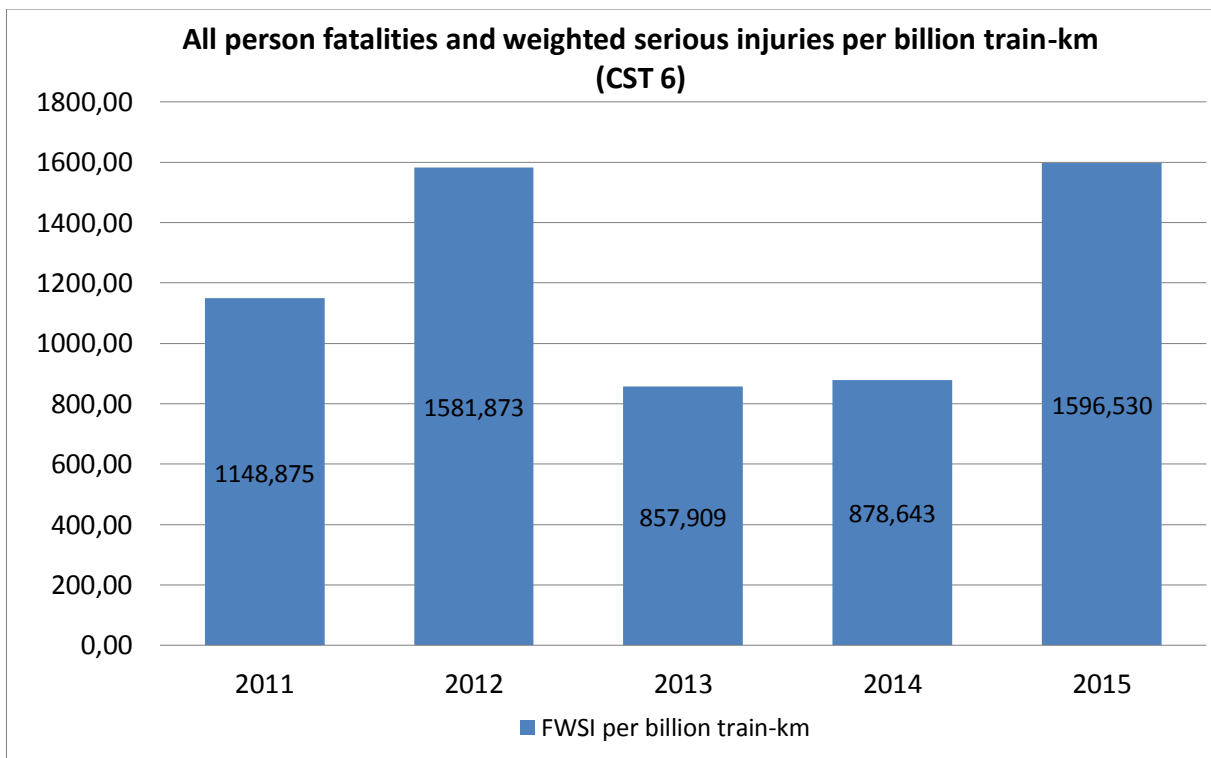
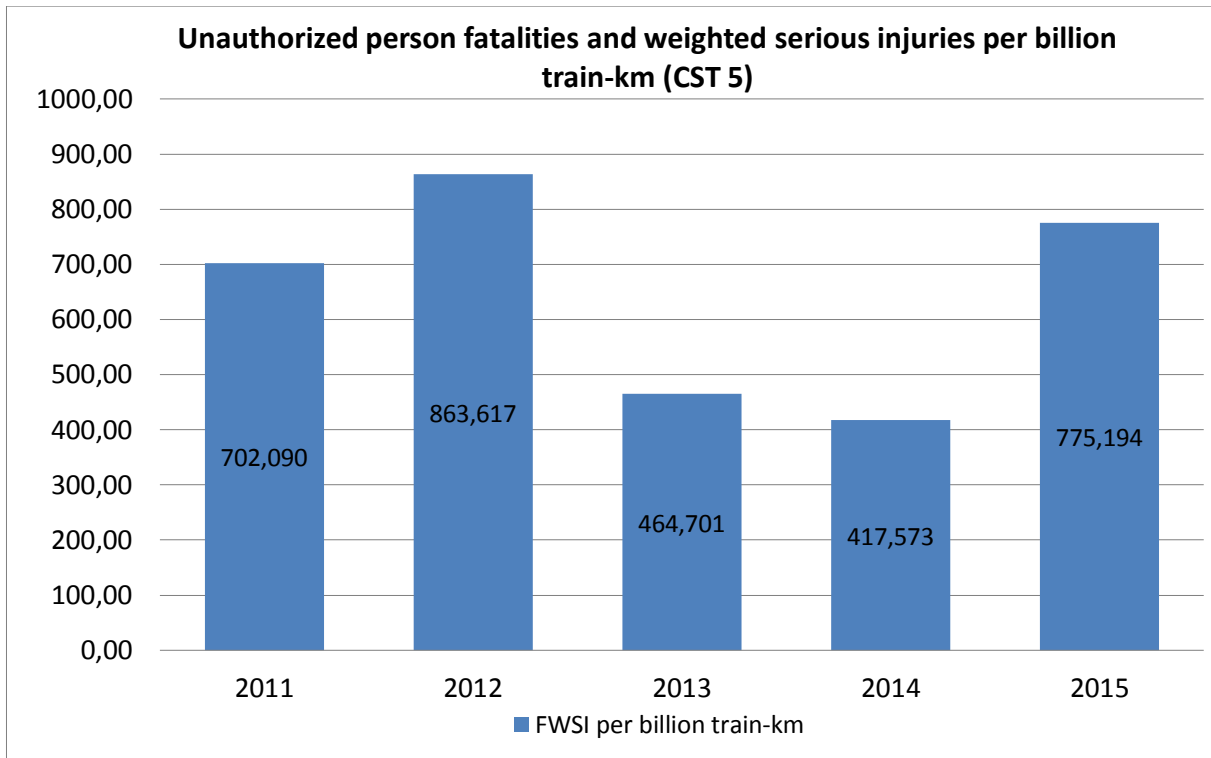


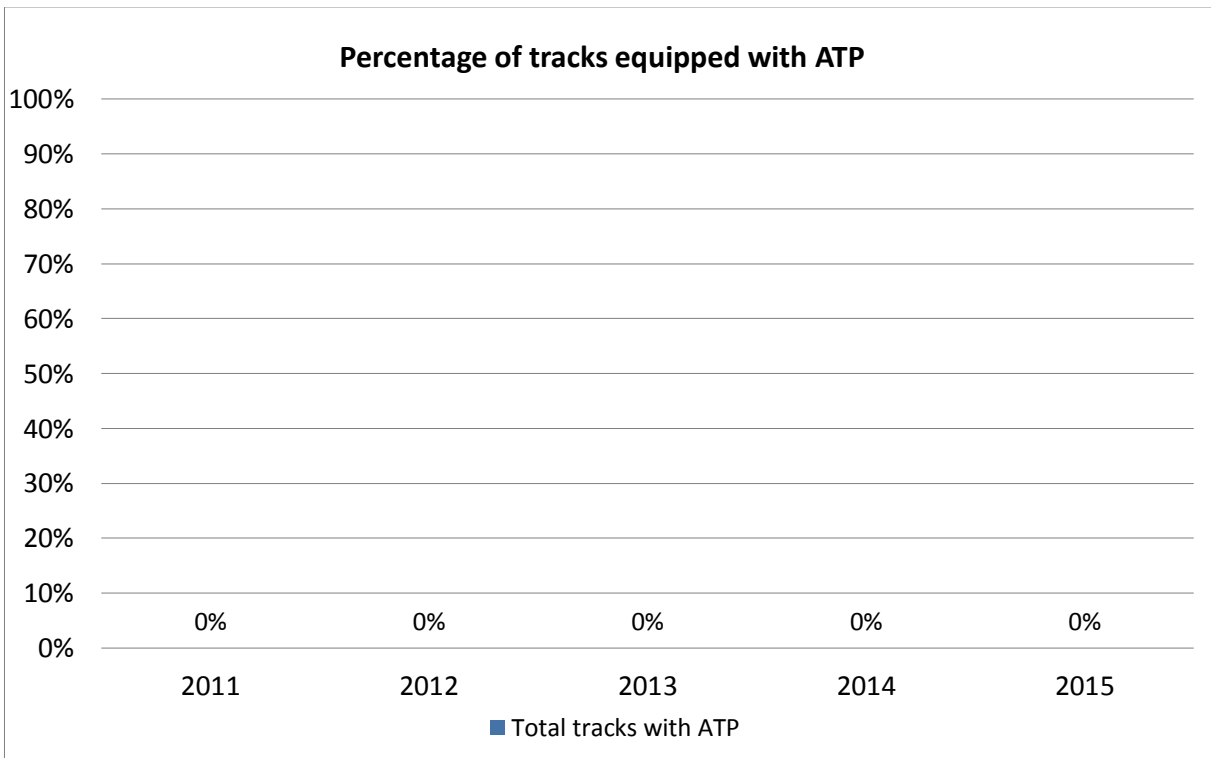
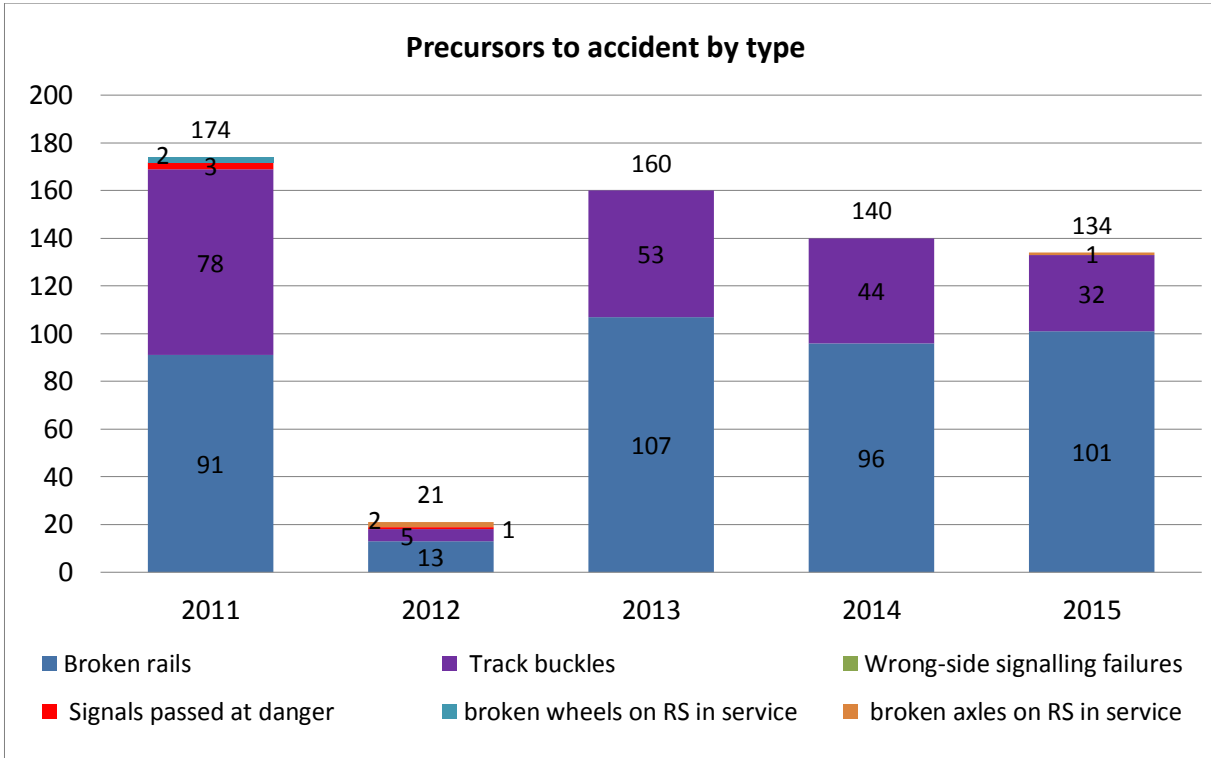


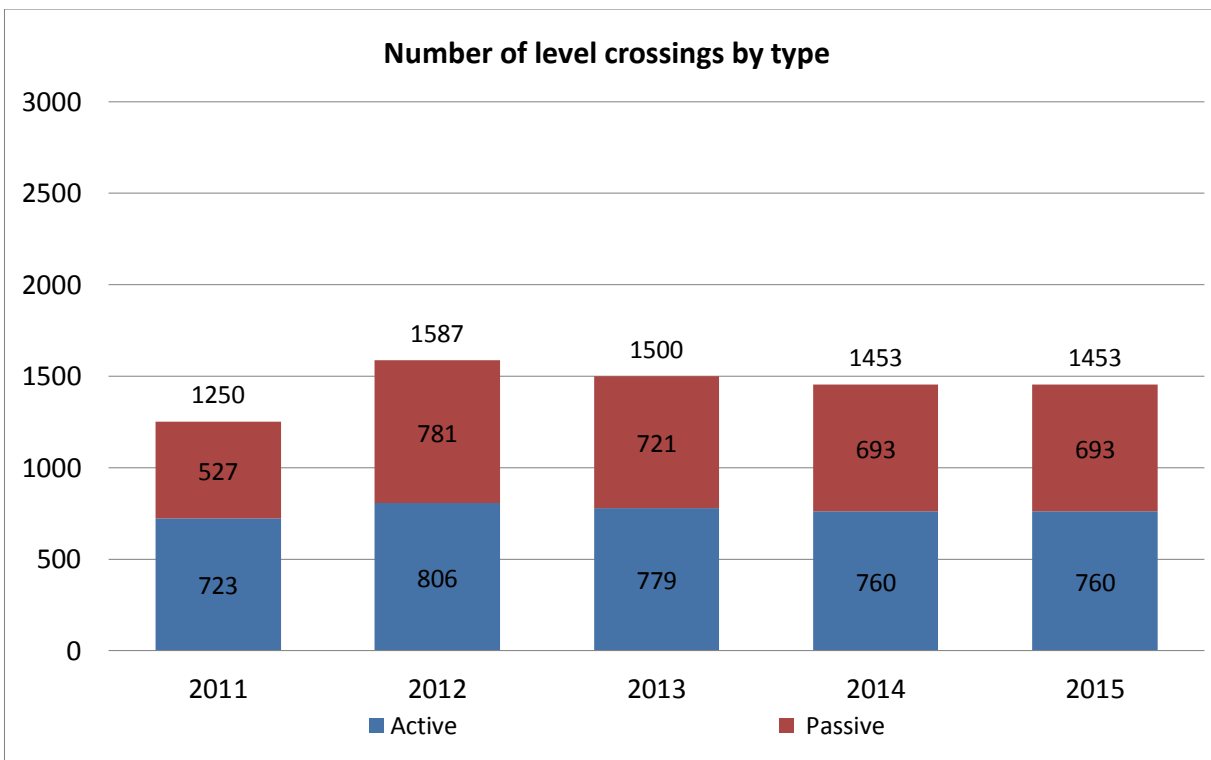
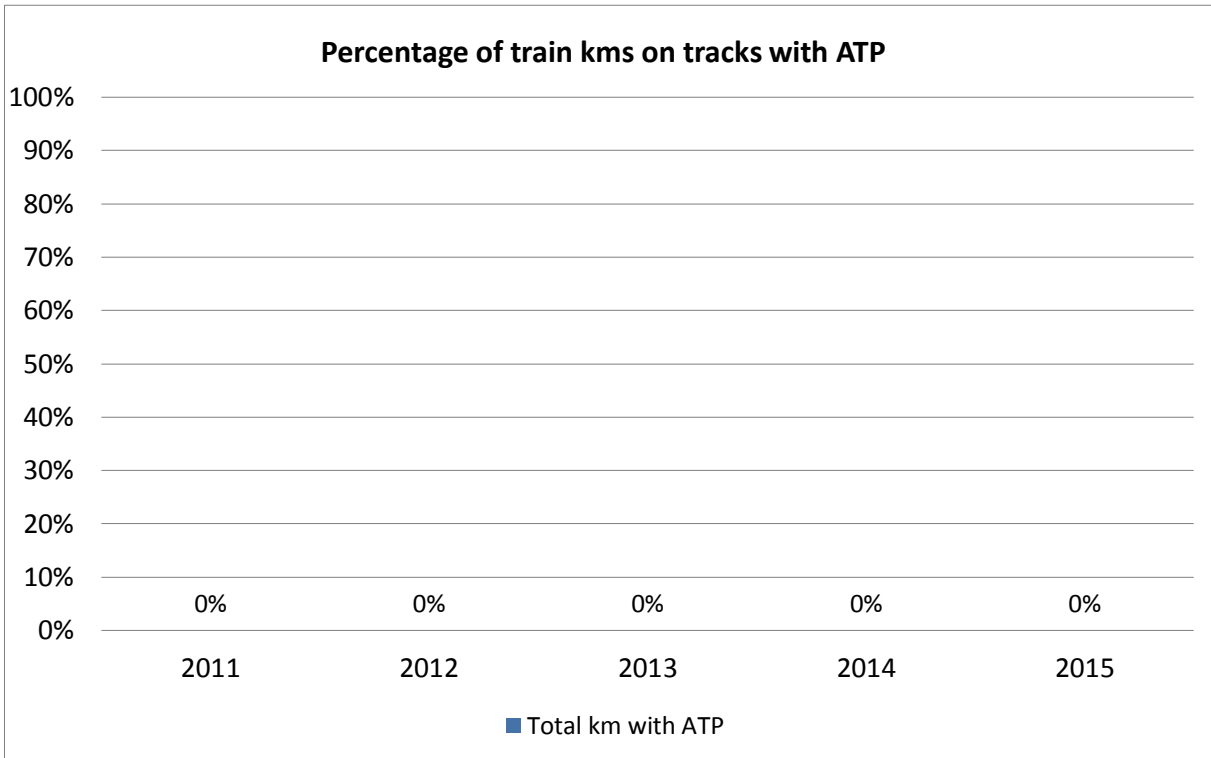












ANNEX B

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	Y	Joint Ministerial Decision ΑΣ4.1/60964/3095	19/11/2015

Table 2

LEGISLATION AND REGULATION	Legal reference	Date of entry into force	Description of change	Reasons for the change
Concerning the NSA				
Concerning NoBos, DeBos, ABs, third party entities for registration, examination, etc.				
Concerning RUs/IMs/ECMs				
Implementation of other EU requirements (if concerning railway safety)				
Implementation of other EU requirements (if concerning railway safety)	Joint Ministerial Decision ΑΣ19/οικ.71945/3670/ 23.11.2015 (Official Gazette of the Hellenic Republic Β' 2539 / 25-11-2015)	25-11-2015	Amending Directive 2007/59/EC of the European Parliament and of the Council as regards general professional knowledge and medical and licence requirements	Harmonization of Greek legislation to EC legislation 2014/82

LEGISLATION AND REGULATION	Legal reference	Date of entry into force	Description of change	Reasons for the change
Implementation of other EU requirements (if concerning railway safety)	Joint Ministerial Decision ΑΣ4.1/75307/5740/03.12.2015 (Official Gazette of the Hellenic Republic Β' 2753 / 18-12-2015)	18-12-2015	Amending Annexes V and VI to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community	Harmonization of Greek legislation to EC legislation 2014/106