

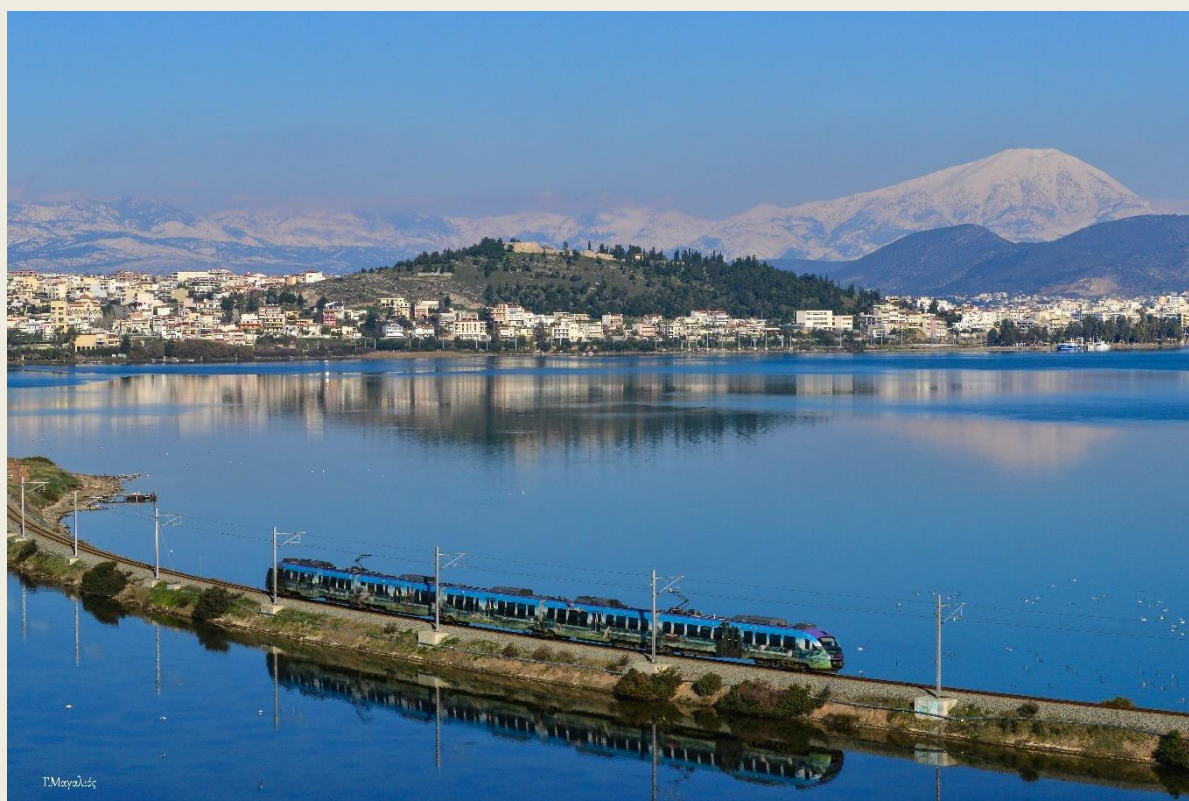


ρυθμιστική αρχή
σιδηροδρόμων

regulatory
authority
for railways

ANNUAL SAFETY REPORT | 2020

GREEK NATIONAL SAFETY AUTHORITY



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1. INTRODUCTION

1.1 Purpose, scope and recipients of the report

1.2 Main conclusions on the reporting year



1. Introduction

The 2020 Annual Report regarding the activities of the Greek National Safety Authority (NSA), the duties of which are performed by the Regulatory Authority for Railways (RAS), was prepared by the Railway Safety and Interoperability Unit (RSIU) of RAS.

It was prepared in accordance with the “Issuing the [yyyy] NSA annual report” (GUI_MRA_002 V 3.0) Guide, which is published by the European Union Agency for Railways (hereinafter the “Agency”) and addressed to the National Safety Authorities (“NSAs”). The report covers all the activities undertaken by RAS in the areas of railway safety & interoperability from 1 January to 31 December 2020 and is available in Greek and English on the following webpage: <http://ras-el.gr>.

For further clarifications, please contact us at: info@ras-el.gr.

1.1 Purpose, scope and recipients of the report

Article 19 of the Railway Safety Directive (EU) 2016/798 transposed into Greek law with article 71, Law 4632/2019 (A’ 159) requires that NSAs publish an annual report each year concerning their activities in the preceding year and send it to the Agency by 30th September.

The annual report contains information on:

- a. the development of railway safety, including an aggregation at Member State level of the Common Safety Indicators («CSIs»), in accordance with Article 5(1) of Directive (EU) 2016/798;
- b. important changes in legislation and regulation concerning railway safety;
- c. the development of safety certification and safety authorization;
- d. the results of, and experience relating to, the supervision of infrastructure managers and railway undertakings, including the number and outcome of inspections and audits;
- e. the derogations decided in accordance with Article 15 of RSD; and
- f. the experience of railway undertakings and infrastructure managers on the application of the relevant Common Safety Methods (“CSMs”).

This report is intended to provide evidence of Greece’s ongoing efforts to harmonize with other EU member states on the following topics:

- Improvement of safety performance;
- Progress in the development of interoperability.

Consequently, the purpose of this report is to inform any interested party and the Agency of RAS's activities on the development of railway safety & interoperability, demonstrating how RAS promotes the EU regulatory framework for railways, monitors the development of railway safety and the interoperability of the railway system in Greece, highlighting problems and good practices.

The structure and the content of this report are based on the Agency's Guide mentioned in the Introduction.

According to article 9 (6) of the Directive (EU) 2016/798, transposed into Greek law with article 61, Law 4632/2019, before 31 May of each year, all Infrastructure Managers ("IM") and Railway Undertakings ("RU") submit to the NSA an annual safety report concerning the preceding calendar year. The annual reports of railway agencies are an important source of information for this report.

This report covers the entire active railway system in Greece.

This report is available to:

- The Agency;
- The Greek National Safety Authority;
- Other NSAs;
- The Greek Ministry of Infrastructure & Transport;
- The National Railway Accident Investigation Body ("NIB") (not active for the time being);
- The railway agencies in Greece, as follows:
 - Railway Undertakings (TRAINOSE, STASY, RAIL CARGO, PEARL & GFR);
 - Infrastructure Manager (OSE);
 - Entity in Charge of Maintenance (formerly EESSTY, currently TRAINOSE);
 - Conformity Assessment Bodies: Notified and Designated Bodies (NoBos & DeBos), Risk Assessment Bodies (AsBos);
- Any other interested party (i.e. passenger associations, e.t.c.)

The availability and publication of this report is ensured through the RAS website at <http://ras-el.gr> and the ERADIS data base of the Agency. A hard copy is also notified to the Minister of Infrastructure & Transport, to the Deputy Minister of Infrastructure & Transport, and to the Secretary General for Transport of the Ministry of Infrastructure & Transport.

1.2 Main conclusions on the reporting year

RAS operates as an Independent Administrative Authority in accordance with the Internal Rules of Procedure, which were approved by Joint Ministerial Decision (JMD) No. Δ4δ/οικ.89995 / 15-11-2018 (B' 5781). In accordance with said JMD, RAS's organizational structure includes the RSIU, which is organized into two Departments: the Railway Safety Department and the Interoperability Department. In 2020, four (4) employees were employed exclusively at the RSIU.

The RSIU implements the functions of the NSA arising in particular from Law 4632/2019 (A' 159), Law 4199/2013 (A' 216), Law 3911/2011 (A' 12) as applicable, and from the respective European legislation on railway safety and interoperability. Furthermore, the RSIU performs the duties of the "Competent Authority" of the Rules in relation to the international carriage of dangerous goods by rail (RID) of JMD No. οικ. Γ5/48222/2474 / 21-06-2019 (B' 2755). Recently, the new JMD for RID 2021, i.e. JMD No Γ5/145078/03-06-2021 (B' 3202) was published in the Government Gazette.

RAS's organisational framework is outlined with further detail in section 3.4 hereof.

The Management Board of RAS is made up of 5 members. The Chairman, the Vice-Chairman and three (3) regular members, substituted by three (3) substitute members. This Administration was appointed in July 2017 and continued performing its duties throughout 2020.

RAS continued its collaboration with the Ministry of Infrastructure and Transport focusing on the application of the new General Traffic Regulation (GKK) of OSE (MD ΑΣ10/77243/580 / 13-02-2019 "Amendment of the General Traffic Regulation (GKK) – Part B (Traffic and Manoeuvre Regulation).", Gov. Gaz. 698), as well as the compliance of Railway Undertakings (RU) with the changes introduced by the amended Regulation.

Within the above framework, it informed the RUs that they should align with the upcoming changes of the amended Regulation and the Regulation (EU) 995/2015 (TSI OPE) which mainly regard to the specialisation of interfaces between the Infrastructure Manager (IM) and the Railway Undertakings (RU) but also to the obligations and responsibilities undertaken by the RUs in order to perform activities. It is noted that the above Regulation (EU) 995/2015 was replaced by Implementing Regulation (EU) 2019/773, applicable since 16-06-2021.

In 2020, RAS continued performing its main, at least, duties detailed in paragraph 2, article 16 of the Directive on railway safety.

Despite the adverse conditions and the special circumstances brought about by the COVID-19 pandemic during 2020, RAS continued performing the RU and IM supervision duty in accordance with the relevant regulatory framework, undertaking a series of railway operator supervision activities, in accordance with the relevant annual Supervision Plan. For the first time in this sector, distance controls and inspections successfully took place through teleconference.

Under Decision No 9442/14-01-2019 (B' 359) which defined the qualifications, and the terms and conditions for recognising the examiners of the train drivers and candidate train drivers, RAS continued to grant examiner recognition/renewal and publish on its website the Recognised Train Driver Examiner and Candidate Train Driver Register. The same was true for the case of granting adequacy certification for train driver trainers and candidate train drivers as well as granting recognition for doctors undertaking the medical examination of train drivers and candidate train drivers.

Within 2020, RAS as competent authority for the implementation of Law 3911/2011 continued issuing the "European" train driver licenses in accordance with the Annex to Regulation (EU) 36/2010. Said licenses are printed by the Hellenic National Passport and Secure Document Centre of the Headquarters of the Hellenic Police (DDEA) in accordance with the provisions of JMD No. ΑΣ19/1052/14 / 20-07-2018 (B' 3089). As regards candidate train driver training, RAS approved the review of the Curriculum related to the train driver license and of the Training Programme related to the train driver certificate, which were submitted by the OSE training centre, as provided of article 23, Law 3911/2011.

In summer 2020, examinations for candidate train drivers were held for the second time, in accordance with decision No 10720/18-07-2019 (B' 2962) – RAS decision on the "Procedure for acquiring a train driver license – Organisation and definition of the process of examination to obtain a train driver license." 24 train driver candidates of the TRAINOSE, RAIL, CARGO & PEARL RUs participated in the train driver license exams held on 31/07 & 04/08.

As regards important safety indicators, in 2020 there were 9 significant accidents (lower in relation to 2019 when the corresponding number was 18), while the average for the last five years was 16.4 accidents. Therefore, in 2020 there was a reduction of 50% compared to the previous year, while there was a reduction of 45% compared to the average of the last five years.

Further, in 2020, only 2 fatalities were recorded, while in 2019 there were 12 fatalities and the average of the five last years was 11.2. This indicator also shows a 83% reduction compared to the previous year and to the average of the last five years.

It should be noted that 2020 is a year during which the global community faced unprecedented difficulties due to the Covid-19 pandemic. Within this framework, railway transport in Greece and worldwide was subject to restrictive measures to prevent the spread of the pandemic resulting to the reduction of the RUs productive work for 2020 and therefore the reduction of significant accidents recorded.

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3. NSA SAFETY STRATEGY, PROGRAMMES, INITIATIVES AND ORGANIZATIONAL FRAMEWORK

- 3.1 Strategy and planning activities
- 3.2 Safety Recommendations
- 3.3 Safety measures implemented in addition to the recommendations
- 3.4 Organizational Context of Safety



3. NSA SAFETY STRATEGY, PROGRAMMES, INITIATIVES AND ORGANIZATIONAL FRAMEWORK

3.1 Strategy and planning activities

One of the most important objectives of the Greek Ministry of Infrastructure and Transport is the continuous improvement of the safety level in Greek railways and therefore the improvement of significant CSIs. To this end, the main concerns are the completion of the new infrastructure projects including modern systems (i.e. ERTMS), the development of a safety culture, the reduction of serious accidents, the implementation of Law 4632/2019 (Incorporation into the Greek Law of the technical pillar of the Fourth Railway Package) the implementation of the revised General Traffic Regulation (GKK) – Part B’.

In this context, in 2020 RAS planned and carried out the following activities / initiatives:

- With Ministerial Decision ΑΣ10/77243/580/13-02-2019 (B’ 698), General Traffic Regulation (GKK) – Part B (entry into force in 01/01/2020) was amended and changes regarding primarily the obligations and responsibilities taken up by the RUs to perform activities, traditionally performed by the IM and are main elements of safety management, were incorporated. The above institutional framework change brought about increased requirements for RUs in terms of the railway system’s proper operation. In order for the RUs to comply with the changes introduced by the amended Regulation, RAS informed and supported RUs in order to draft and include in their SMS all necessary procedures/rules, as stated by way of indication, in the train composition rules, in the checks and tests before train departure, in the rules based on which the necessary breaking performance is at least met during the operation of each train, in the Train Driver Manual etc.
- A working group comprised by representatives of the Ministry of Infrastructure and Transport, OSE IM and RAS undertook to reexamine the applicable national rules on safety and to investigate the adoption of new rules. The working group, taking into account article 8 of Directive (EU) 2016/798 (see article 60 of Law 4632/2019), Annex II of Directive (EU) 2016/798 (see article 81 of Law 4632/2019) and Appendix I of the Annex of Implementing Regulation (EU) 2019/773 (TSI OPE), resulted in the proposed national rules on safety and in acceptable means of compliance.

The proposed national rules on safety and the acceptable means of compliance were submitted to online consultation with the organizations of the railway sector via the RAS webpage. The consultation lasted until 21 June 2020. Subsequently, RAS submitted the above proposals together with the consultation comments to the

Ministry of Infrastructure and Transport in order (article 60 of Law 4632/2019 (A'159)) for them to be submitted to the EU Railway Agency (ERA) and to the European Commission where they will be evaluated in accordance with articles 25 and 26 of Implementing Regulation (EU) 2016/796.

- RAS continued receiving train monitoring Reports for TRAINOSE RU trains on a monthly basis in order to monitor train driver compliance with speed limits.
- RAS continued monitoring railway incidents and accidents on the national railway network to draw conclusions on the overall safety level of the national railway network.
- RAS continued performing its supervising activities based on the annual Supervision Plan and the approved Supervision Strategy, in targeted sectors.
- RAS, in collaboration with OSE, continued implementing the “Safe co-existence of students with the railway network” program for the prevention of accidents on the railway network. Unfortunately, due to the COVID-19 pandemic and the suspension of live classes, it was forced to suspend the programme at some point near the end of March. The programme is addressed to students of primary schools and high schools located near the rail network.
- In the framework of the 12th International Level Crossing Awareness Day (ILCAD), which was on 11 June for 2020, RAS, TRAINOSE S.A. and the “Panos Mylonas” Road Safety Institute joined their forces to carry out in Greece an Information Campaign on issues pertaining to the safe crossing of level railway crossings.

3.2 Safety Recommendations

The Railway Accident and Incident Investigation Committee established under article 2, law 4313/2014 (A' 261) has not been activated for the time being. Therefore, no safety recommendations were issued during 2020.

3.3 Safety measures implemented

In 2020, RAS proposed and monitored the implementation of the following measures:

- In July RAS asked the STASY RU to place in the cabinet of the driving cab of all trains the new Service Table (of the Rulebook) as well as the Contingency plans.
- In December 2020, RAS asked the IM as regards the Agioi Anargyroi railway tunnel to restore the fixed communication network, to set up a sign about the existence of a camera and to emphasize the employees' obligation to wear personal protective equipment.
- In December 2020, RAS asked the RUs to prepare a procedure regarding the check performed by visitors during the train preparation. With the new GKK the above function was transferred to the RUs.

3.4 Organizational Context of Safety

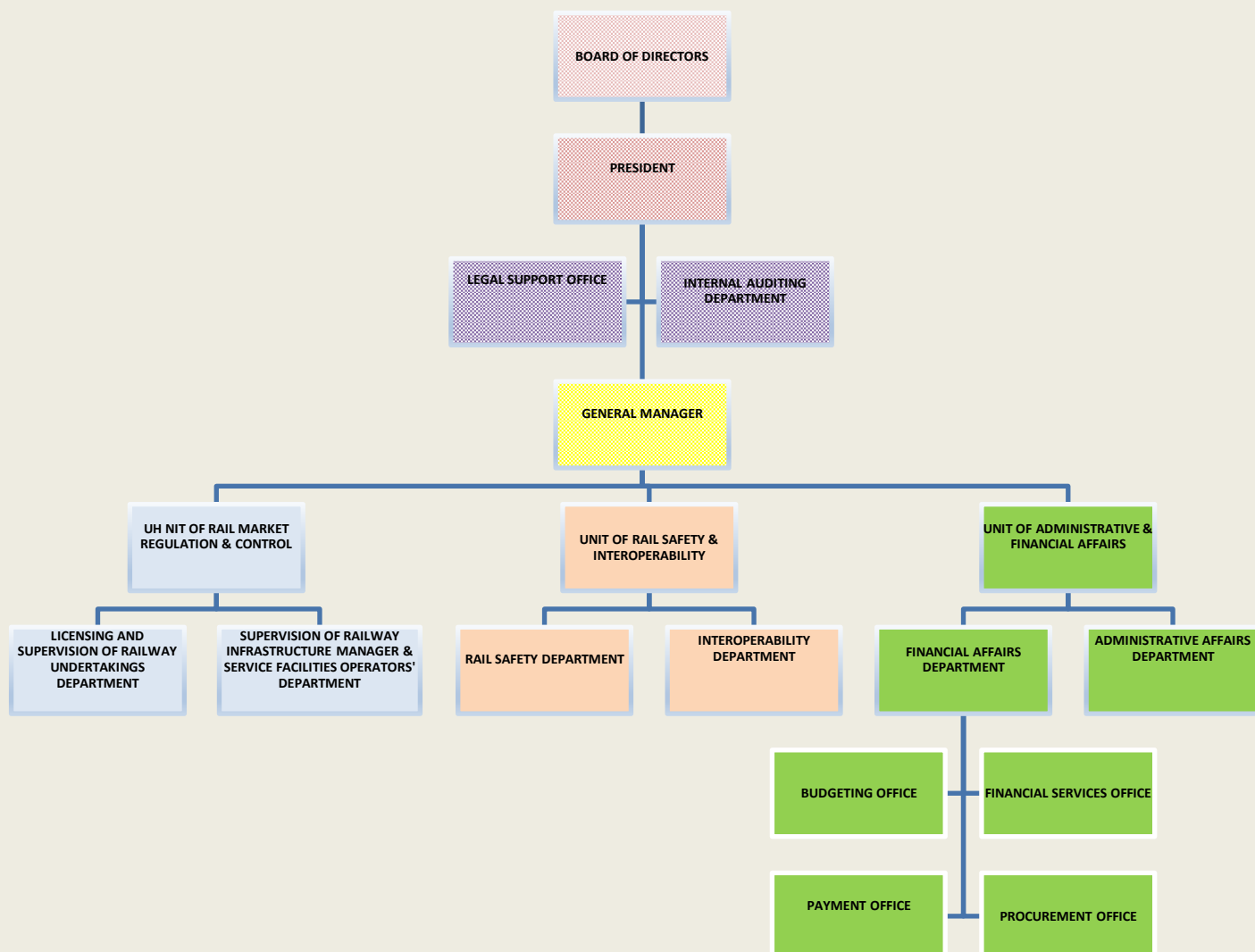
In 2020 the national organizational framework in Greece as regards railway safety is as follows:

- The Ministry of Infrastructure & Transport is the legislative authority, responsible for the railway sector in Greece. OSE and ERGOSE operate under its supervision.
- RAS is an Independent Administrative Authority performing, among others, the duties of Greek NSA, in accordance with Law 4199/2013 and Law 4632/2019.
- The Railway Accident and Incident Investigation Committee is an Independent Administrative Authority established under article 2 of Law 4313/2014 (A' 261) in order to perform the duties of the National Investigation Body of article 22 of Directive (EU) 2016/786. For the time being this Committee is not active.
- OSE is the sole national railway infrastructure manager, holder of a valid safety authorization, operating in Greece under the supervision of the Ministry of Infrastructure and Transport. OSE is also the owner of the only recognized Train Driver and Candidate Train Driver Training Center.
 - ERGOSE S.A. is a subsidiary of OSE, responsible for the execution of its Investment Program and the management of the new railway infrastructure projects.
- There are six (6) licensed Railway Undertakings (RUs), five (5) of which hold a safety certificate, as follows:
 - STASY, a public RU providing only passenger services, including high-speed services, Safety Certified (Part A and Part B), in operation;

- TRAINOSE – Member of the Ferrovie Dello Stato Italiane S.p.A. Group, a private RU providing passenger services, including high-speed services, and freight services, including carriage of dangerous goods services, Safety Certified (Part A and Part B), in operation;
- RAIL CARGO LOGISTIC GOLDAIR, a private RU providing freight services, including carriage of dangerous goods services, Safety Certified (Part A and Part B), in operation;
- PEARL, a private RU providing freight services, carriage of dangerous goods services not included, Safety Certified (Part A and Part B), has not started operating for the time being;
- MAKIOS, a private RU providing freight services, Non Safety Certified, has not started operating; Its license was suspended in October 2020.
- GFR, a private Romanian RU providing freight services, carriage of dangerous goods included, is Safety Certified (certificate issued by ERA in April 2020) in accordance with article 10 of Directive (EU) 2016/798. GFR operates in the Romanian railway network and has not started its operation in the Greek railway network.
- The former EESSTY S.A. is the sole Entity in Charge of Maintenance of Freight Wagons and Rail vehicles in general, holder of a valid ECM certificate with regard to freight wagons. As already mentioned, in 2019 EESSTY S.A. was merged by acquisition by TRAINOSE.
- GAIA OSE S.A. is a public enterprise, holder and manager of the existing national rolling stock, under the supervision of the Ministry of Finance.

See below the organizational chart of RAS and a table with information on the personnel of the Rail Safety & Interoperability Unit (RSIU) of RAS in 2020.

Chart 1: RAS organizational chart



Rail Safety and Interoperability Unit	Provided number of staff positions (Engineers)	Number of covered staff positions (Engineers)	Number of vacant staff positions
Railway Safety Department	6	3	3
Interoperability Department	5	3	2
Total			
	11	6	5

Table 1: Personnel of the Rail Safety & Interoperability Unit of RAS in 2020

4. SAFETY PERFORMANCE

4.1 Analysis of particular safety performance information in the last five years

4.2 CSI data charts



4 SAFETY PERFORMANCE

4.1 Analysis of particular safety performance information in the last five years

Based on the CSIs reported from 2016 to 2020, the following safety performance trend analysis was conducted:

Number of significant accidents:

(at least 1 fatality or 1 serious injury, or damages over €150.000 or a delay of more than 6 hours):

2016	2017	2018	2019	2020	2016-20 average
9	22	24	18	9	16.4

The total number of significant accidents in 2020 compared to the respective number in previous years shows a significant decrease (2016 is an exception) and is significantly lower than the average of the last five years.

It should be noted, that 2020 is a year when the global community faced unprecedented difficulties due to the COVID-19 pandemic and was subject to strict restrictive measures in all sectors of human activity, aiming solely to protect the population overall from this dangerous infection and to avoid further spreading. In this framework restrictive measures were applied to railway transport, both passenger and freight, in Greece and worldwide, in order to prevent the pandemic from spreading, of which measures the primary one was the prohibition of unnecessary commuting of citizens, closing of borders, reduction of commercial activity, and a series of other targeted measures. The aforementioned measures resulted in the reduction of RUs' productive work in 2020 and therefore in the reduction of the as above significant accidents recorded. Indicatively, in order to support the effort to reduce unnecessary commute, and the safety of passengers and personnel, TRAINOSE RU suspended a series of passenger services in the whole network as of March 2020.

RUs operating in the national network as well as the IM, being fully harmonised with the guidelines of the Public Health Executive Agency (PHEA) and the Ministry of Infrastructure and Transport took measures during COVID-19 pandemic for the protection of their passengers and personnel, aiming at their safety and at the prevention of a further spreading

of this serious respiratory tract infection. Such measures to prevent congestion and commingling were, inter alia, the removal of tables and chairs from canteens and the provision of only standardised products, the reduction of seats available for booking as of 18/3/2020 by 50% with one empty seat/one occupied alternately, free window opening in trains and installations for additional fresh air input combined with the ventilation system of the wagons and the installations etc.

Most accidents (5 in total, 55%) are accidents to persons caused by rolling stock in motion. These are cases of pedestrians being carried away by trains along the line (level crossings not included). This category remains the main cause of serious accidents. Compared to 2019, the reduction is attributable to the reduction in productive work due to the restrictive measures imposed for the protection of citizens from COVID-19 and the prevention of further spreading. The most important reason for accidents is the habit of people living near the railway line to cross the track or walk along it at points where it is not allowed instead of using overhead pedestrian crossings or level crossings (LC).

The second category of serious accidents (2 in total, 23%) involves level crossings. Such accidents involve a collision of vehicles with a train and are mainly caused due to, light and sound, sign and warning violations at the crossings by passing-by drivers. In 2020, there was 1 incident at an unattended crossing (3 incidents in 2019) and 1 incident at a crossing with an automatic protection system (4 incidents in 2019). In this category as well, there has been a significant reduction compared to 2019 (7 incidents), for the reasons above.

Number of fatalities:

2016	2017	2018	2019	2020	2016-20 average
7	18	17	12	2	11.2

The number of fatalities in 2020, compared to all previous years shows a significant reduction, as well as compared with the average for the last five years (83%). The two fatalities in 2020 were due to pedestrians carried away by rolling stock in motion (suicides not included). As regards incidents of pedestrians hit, these involve refugees, walking or sleeping on the tracks.

Number of serious injuries:

2016	2017	2018	2019	2020	2016-20 average
2	10	12	8	7	7.8

The number of serious injuries in 2020 is at the same level as in 2019 (8) (a small reduction of 12%), as well as compared with the average number in the last five years (7.8).

The highest percentage (57%) of accidents was caused to persons by rolling stock in motion. These are cases of pedestrians hit by trains along the tracks (level crossings not included), which is the main cause of serious accidents.

The second category with most serious accidents regards level crossings and there have been 2 incidents (28%). Such accidents involve a collision of vehicles with a train and are mainly due to sign and warning breaches at the crossings by drivers passing through.

Number of suicides:

2016	2017	2018	2019	2020	2016-20 average
7	7	5	2	4	5.0

The number of suicides in 2020 compared to 2019 shows a clear increase (2) but remains lower than the average number of suicides in the last five years. After four years (2015-2018) with a fixed number of suicides, in 2019 an obvious reduction was noted, which unfortunately did not continue in 2020.

Number of precursors to accidents:

2016	2017	2018	2019	2020	2016-20 average
127	126	101	74	56	96.8

The number of precursors to accidents in 2020 compared to the respective number in 2019 decreased by 24%. Furthermore, compared to the average of the last five years a greater reduction has been recorded (42%). The delivery of new parts of lines to operation in the last years has contributed significantly to said reduction.

Cost of serious accidents (in million Euro):

2016	2017	2018	2019	2020	2016-20 average
7.79	22.76	18.71	13.14	7.01	13.88

The financial cost of serious accidents in 2020 compared to 2019 and to previous years decreased (2016 being an exception). Compared to the average of the last five years, the cost decreased by 49%, a fact that confirms that in 2020 there has been a reduction in all CSIs, such as significant accidents, fatalities and serious injuries.

The cost due to fatalities amounts to €4.46 million (which remains the greatest part of the total cost) and is significantly reduced compared to 2019 (€12.07 million) in conjunction with the reduction of fatalities in the year of reference. The cost due to injuries amounts to €2.39 and has doubled compared to 2019 (€1.05 million). Costs due to train delays (€0.038 million) and damages in rolling stock (€0.128 million) remain low but there has been a significant increase compared to 2019 (€0.008 million and €0.005 million respectively).

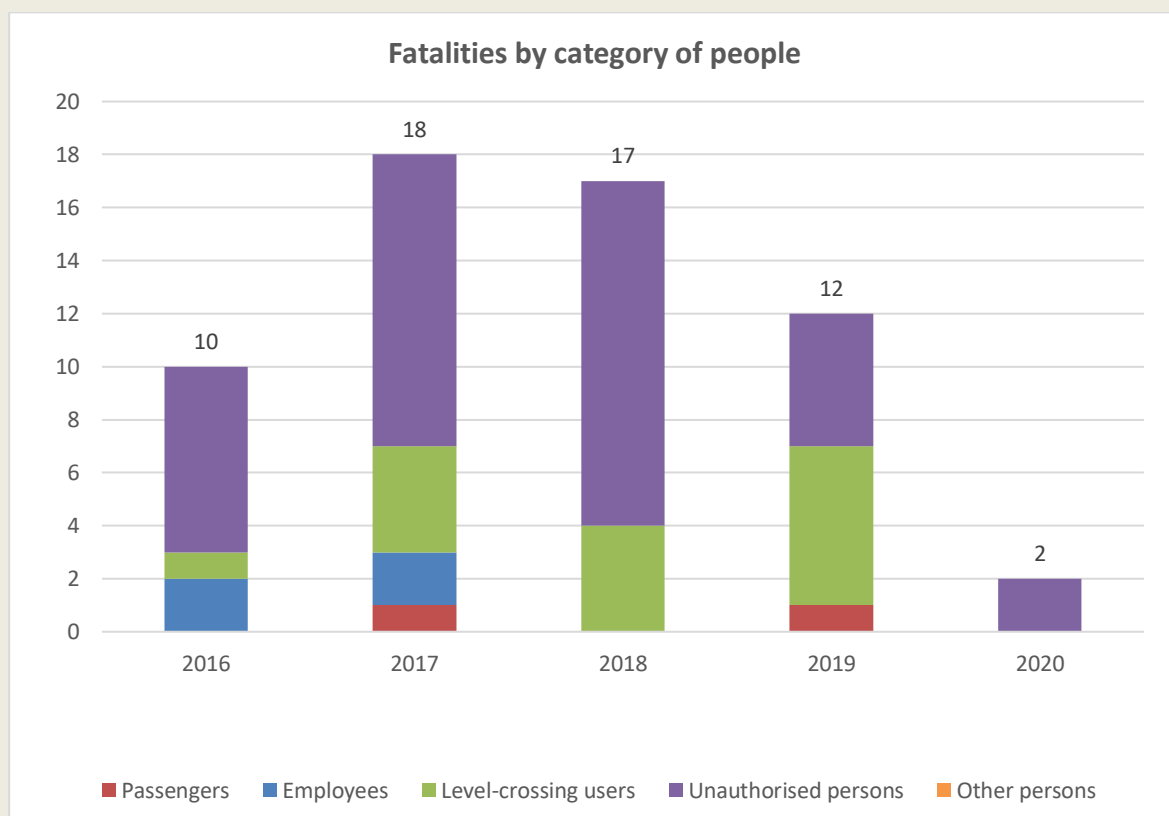
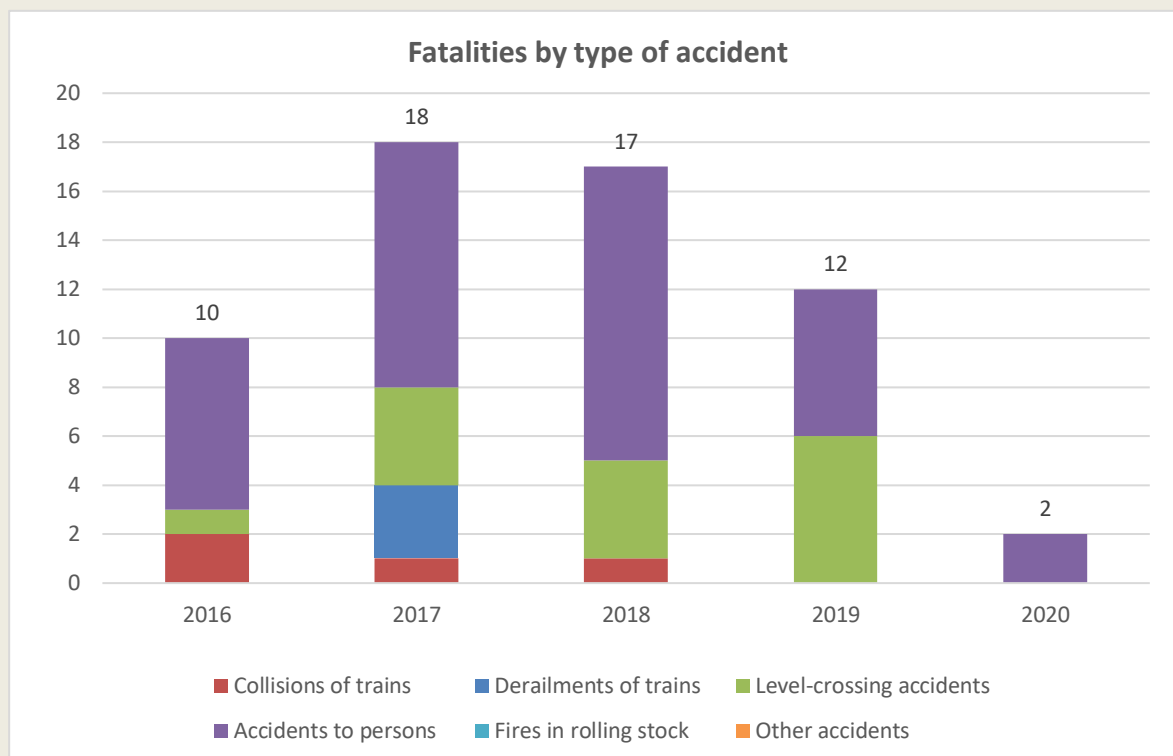
Technical safety of infrastructure and its implementation, safety management:

Number of level crossings by type:

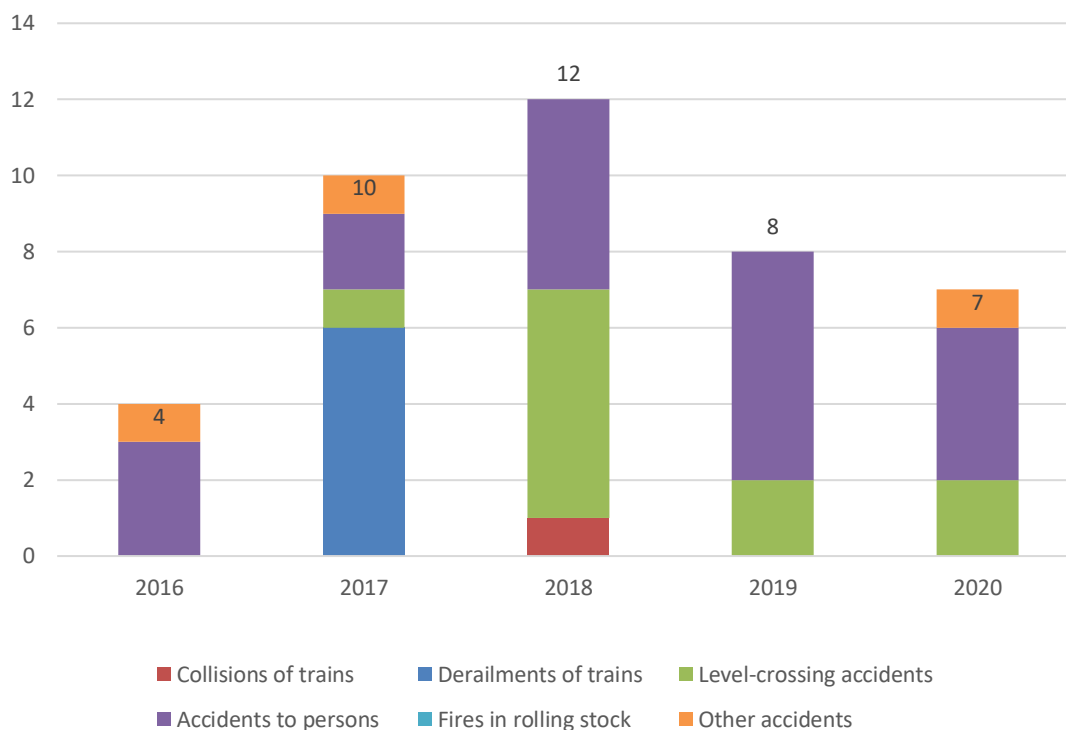
	2016	2017	2018	2019	2020
Active	749	692	695	685	684
Passive	656	571	568	551	552
Total	1405	1263	1263	1236	1236

The number of IMs in the national network for 2020 was stable compared to 2019. In the previous years, due to the gradual delivery of parts of the new line in operation there has been a reduction of level crossings (both active LCs and passive LCs).

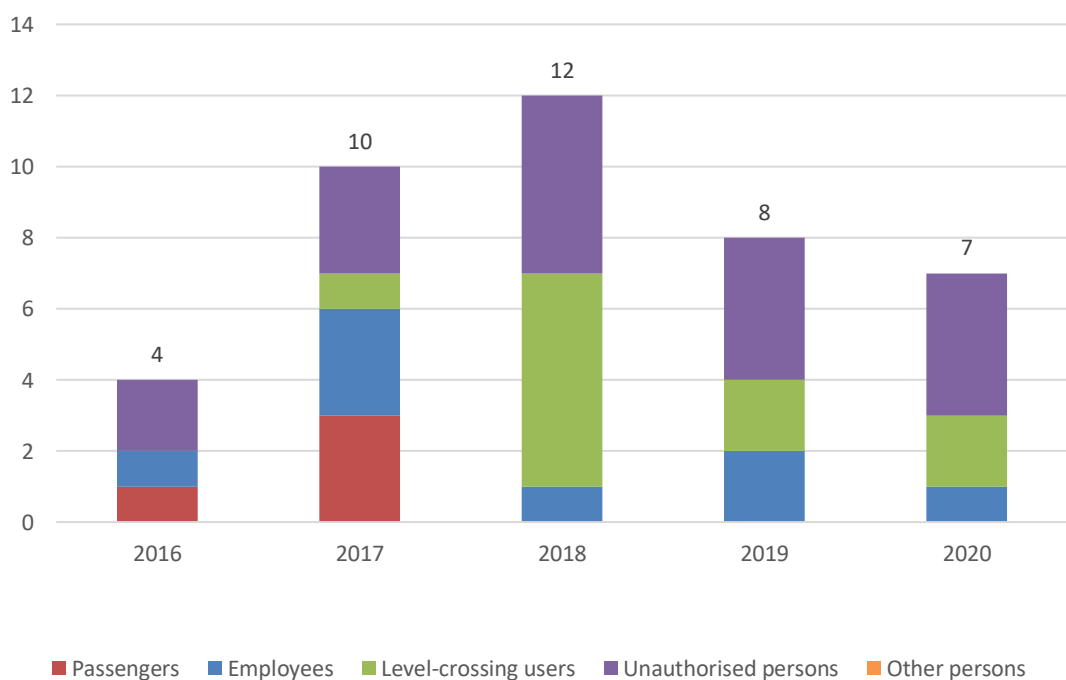
4.2 CSI data charts

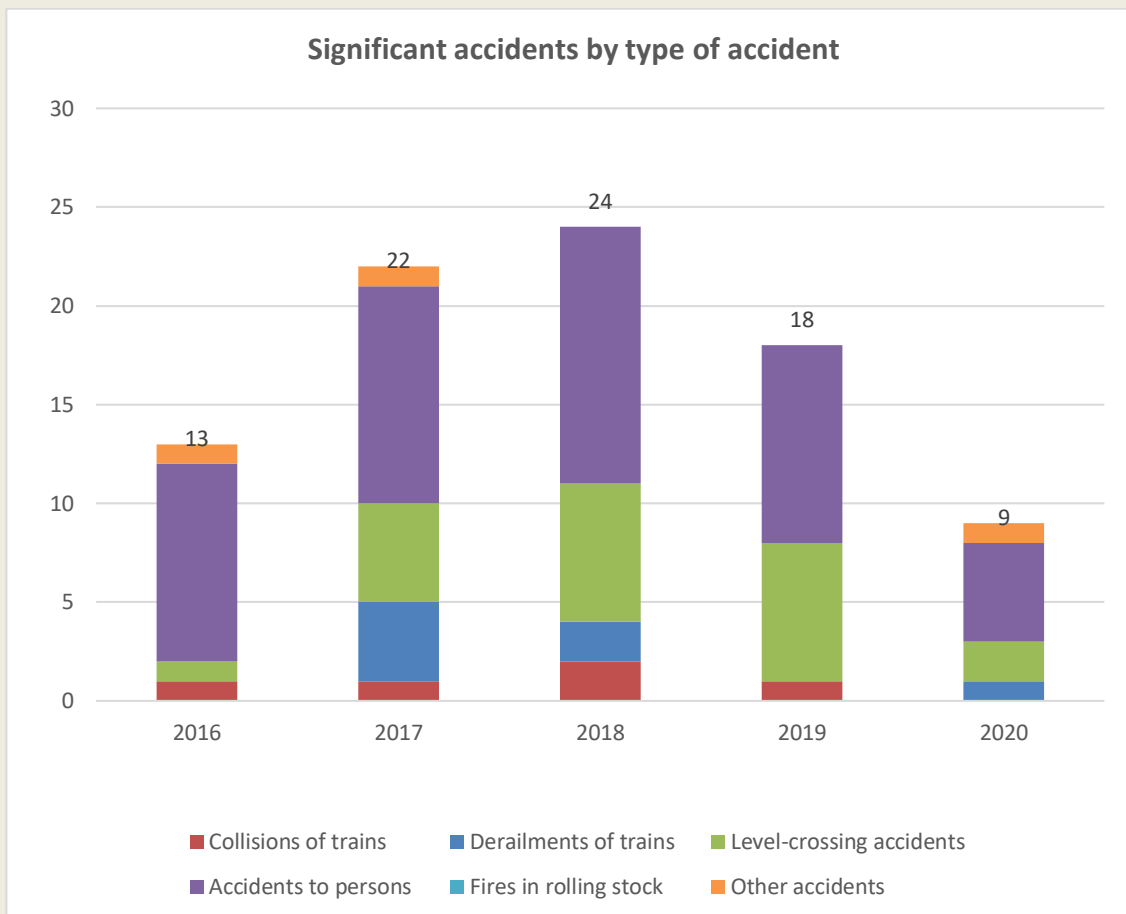


Serious injuries by type of accident



Serious injuries by category of people





5. EU LEGISLATION AND REGULATION

5.1 Changes in laws and regulations

5.2 Derogations pursuant to Art. 15 Directive (EU) 2016/798



5. EU LEGISLATION & REGULATION

5.1 Changes in laws and regulations

2020 has been a year mainly characterised by the COVID-19 pandemic explosion as well as the adoption of special measures, both on European and national level, in order to address said pandemic. Indicatively, Regulation (EU) 2020/698 (Omnibus I) was adopted implementing measures regarding the renewal or expansion of certain certificates, licenses and authorisations and the suspension of certain periodic controls and training in certain sections of the legislations for transport.

For all legislative acts issued in 2020 there has been a collaboration with the railway sector and its information, with the care of the Ministry of Infrastructure and Transport and RAS.

In 2020, the following legal and regulatory acts on railway safety and interoperability were issued on a national level:

1. Order “Measures in order to address the continued consequences of the COVID-19 pandemic and other urgent provisions” (A’ 84/13-04-2020). In this framework, in article 63 thereof, the following is mentioned “2. *Deadlines set by law provisions or decisions of the Regulatory Authority for Railways regarding the submission of applications or procurement of documents, issue or renewal of certificates or certified statements, by interested railway undertakings expiring from 25 February 2020 through 30 May 2020 are extended automatically until 31 May 2020.* 3. *Train driver licenses granted pursuant to provisions of Law 3911/2011 (A’ 32) shall remain in force until 30 June 2020, regardless if they expire at an earlier date. The provisions of article 16, Law 3911/2011 on periodic controls shall be suspended until 31st May 2020*”.
2. Joint Ministerial Decision N. ΑΣ16.2/οικ.50101/516 / 20-08-2020 (B’ 3807) “Definition of procedures and supporting documents for the authorisation- notification and/or definition of the Organisations for the evaluation of compliance of structural subsystems of the European Union railway system”.
3. Decision of the Secretary General of Transport ΑΣ10/3816/44 / 02-04-2020 (B’ 1341) “Approval of Annexes II and III of the General Traffic Regulation (GTR) – Part B (Traffic and Manoeuvre Regulation).”

5.2 Derogations pursuant to Art. 15 Directive (EU) 2016/798

In Greece, no derogation pursuant to Art. 15 Directive (EU) 2016/798 has been decided.

6. SAFETY CERTIFICATIONS, SAFETY AUTHORISATIONS AND OTHER CERTIFICATES ISSUED BY THE NSA

- 6.1 Single Safety Certificates and Safety Authorisations
- 6.2 Vehicle Authorisations
- 6.3 Entities in Charge of Maintenance of Freight Wagons (ECM)
- 6.4 Train Drivers
- 6.5 Other types of Authorizations and Certifications
- 6.6 Contacts with other National Safety Authorities
- 6.7 Exchange of Information between NSAs and Railway Operators
- 6.8 Cooperation with the EU Railway Agency



6. SAFETY CERTIFICATIONS, SAFETY AUTHORISATIONS AND OTHER CERTIFICATES ISSUED BY THE NSA

6.1 Single Safety Certificates and Safety Authorisations

In 2020 no Single Safety Certificate was issued in Greece by RAS. However, the safety certificates (Part A and Part B) in the following table issued in accordance with Regulations (EU) 1158/2010 and 1169/2010 shall remain in force until their expiry date.

The valid Safety Certificates and Safety Authorisations issued by RAS until the end of 2020 are shown in the table below:

Company	History	Date of issue	Valid until	Certificate Type	Type of service
OSE	New	05-06-15	04-06-20	Safety Authorization	Infrastructure Manager
			04-12-20	Extension due to (EU) 2020/698	
			03-10-21	Extension due to (EU) 2021/267	
PIRAEUS EUROPE ASIA RAIL LOGISTICS (PEARL) SA	Amended	21-03-18	09-11-22	Safety Certificate - Part B	Freight, carriage of dangerous goods not included
PIRAEUS EUROPE ASIA RAIL LOGISTICS (PEARL) SA	Amended	21-03-18	18-12-21	Safety Certificate - Part A	Freight, carriage of dangerous goods not included
RAIL CARGO LOGISTICS GOLDAIR (RCLG) SA	New	21-06-17	20-06-22	Safety Certificate - Part B	Freight, dangerous goods carriage services included
RAIL CARGO LOGISTICS GOLDAIR (RCLG) SA	New	30-09-16	29-09-21	Safety Certificate - Part A	Freight, dangerous goods carriage services included.

Company	History	Date of issue	Valid until	Certificate Type	Type of service
TRAINOSE S.A.	Renewed	28-12-17	31-12-22	Safety Certificate - Part A	Passenger, high-speed services included - Freight, dangerous goods carriage services included
TRAINOSE S.A.	Renewed	28-12-17	31-12-22	Safety Certificate - Part B.	Passenger, high-speed services included - Freight, dangerous goods carriage services included
STASY S.A.	New	15-07-16	14-05-22	Safety Certificate - Part A	Passenger, high-speed services included
STASY S.A.	New	15-07-16	14-05-22	Safety Certificate—Part B.	Passenger, high-speed services included

For the time being, there has been no case of a Safety Certificate or a Safety Authorization having been revoked in Greece.

There were no changes in the procedures of RAS for issuing Safety Certificates and Safety Authorizations, with the exception of the ones introduced by new legislation, by which 4th Railway Package was transposed (Law 4632/2019).

OSE

Safety Authorization Recognition EE EL 21 2015 0001 of OSE S.A. Infrastructure Manager, which would expire on 04-06-20, was extended due to measures related to the COVID-19 pandemic explosion, in accordance with Regulations (EU) 2020/698 & 2021/267 and shall remain in force through **03-10-2021**.

In June 2020, OSE submitted an application for the renewal of the IM safety authorization. In October 2020, the initial application control was completed and **it was found complete** in accordance with Annex II of Recommendation (EU) 2019/780. Next, followed the detailed evaluation of the application and of the accompanying documents stage in accordance with Annex II to the Recommendation (EU) 2019/780, which was not completed in 2020.

STASY

In 2020 contacts and consultations with officers of STASY RU were carried out with regard to the preparation of the issuance of a Single Safety Certificate within 2021.

GFR

At the end of 2019, GFR RU submitted an application to ERA, via the One Stop Shop(OSS), for the issuance of a single safety certificate, in accordance with Article 10 of Directive 2016/798.

In the framework of the above application, a team of RAS assessors was set up in order to examine the national part of the application and of the documents submitted.

During the evaluation of the application there have been discussions/consultations with both the respective NSA of Romania and ERA for the issuance of a Single Safety Certificate. The Single Safety Certificate was issued by ERA, on 06-04-2020, with the EU1020200017 identification number and period of validity from 09-04-2020 to 08-04-2025.

Apart from the case above, no other discussions or cooperation with other NSAs have taken place concerning the issuance of a Safety Certificate or Authorization in 2020.

6.2 Vehicle Authorizations

Until the end of 2020, there have been no cases of Vehicle Authorization issuance for placing in the market in the Greek railway network by RAS.

Applications V-20190917004 and V-20190917005, submitted in 2019 by GFR RU, via the One Stop Shop (OSS), for the Authorization of two Romanian vehicles, one diesel and one electric locomotive, to be used on the Greek railway network, were ended in 2020 under the applicant's responsibility.

With regard to the above vehicles, two new applications, V-20201008-004 and V-20201008-005, were submitted by GFR RU (authorization case: "extended use area", authorization entity: ERA), which were also ended in 2020 under the applicant's responsibility due to lack of sufficient supporting documentation.

Additionally, in 2020 discussions and correspondence exchange were initiated with PETROGAZ company, owner of rail vehicles, with regard to the vehicle authorisation procedure for their launch in the market and entering into the Greek Vehicle Register.

Additionally, in 2020 discussions and correspondence exchange were held with representatives of GAIAOSE concerning the application for the approval of the commissioning of the on-board ETCS subsystem on eighty eight (88) locomotives. The new requirements applicable with the legislation of the 4th Railway Package, which must be applied for the approval above were discussed and noted.

There were no changes to the strategy and the procedures of RAS for issuing Vehicle Authorizations, with the exception of the ones added with the new legislation transposing the 4th Railway Package (Law 4632/2019).

6.3 Entities in Charge of Maintenance of Freight Wagons (ECM)

RAS is the certification body/agency appointed by the Greek legislation for the rolling stock maintenance system (RSMS) of freight wagons for ECMs in Greece. Every agency responsible for the maintenance of freight wagons used on the railway network in EU, must have a certified maintenance system in accordance with the Regulation EU 445/2011.

Until the end of 2019, EESSTY S.A. was the only rolling stock ECM in Greece, holder of freight wagon ECM certificate No. EL 3120180001 issued by RAS in 2018.

Due to the sale and transfer of 100% of the EESSTY's ECM share capital to TRAINOSE RU, a subsidiary of Ferrovie Dello Stato Italiane S.p.A., and the completion of the merger of the two companies with the acquisition of EESSTY by TRAINOSE, RAS, as the agency responsible for certifying freight wagon ECMs and in the context of the above legal change requested from TRAINOSE to submit an application for the update of the existing ECM Certificate of EESSTY, in accordance with the provisions of Regulation EU 445/2011.

Said application was submitted in May 2020 and immediately thereafter RAS started the evaluation of its compliance with the applicable legislative requirements.

6.4 Train Drivers

Issuance of train driver licences

In accordance with L.3911/2011, RAS is the competent authority for the issuance of train driver licenses under the community template of Appendix I to Regulation (EU) No. 36/2010. According to the provisions of the above law, the printing of the train driver licenses was assigned to the Hellenic National Passport and Secure Document Centre of the Headquarters of the Hellenic Police (DDEA).

RAS, applying the above legislation, has installed and operates the “TRAIN DRIVER LICENSES” electronic online programme/application, via which it receives applications for the issuance and granting of train driver licenses.

The first licenses were issued in February 2019, in accordance with the template of Annex I to Regulation (EU) 36/2010, and in 2020 79 licenses were issued in total, 34 of which regarded the conversion of valid national licenses into “European” licenses while 45 regarded a new issuance of “European” licenses.

Furthermore, the “TRAIN DRIVER LICENSES” program-application is connected and feeds with the data of the train drivers the National Train Driver Licenses Register kept by RAS, in accordance with Decision No. 2010/17/EU “on the adoption of main parameters for registers of train driver licences”. By the end of 2020, the National Train Driver Licenses Register included the data of 293 train driver licenses.

Train driver licensing procedure

The process for organizing and conducting the examination to obtain a train driver license is defined in accordance with RAS decision N. 10720/18-07-2019 (Gov. Gaz. B 2962/19-07-2019).

In accordance with the above framework, following a decision of the President of RAS, the Central Examination Committee (CEC) was established for organizing and defining the examination conducting, with a three-year term.

CEC approved, by a decision, that the pool of questions for the examinations be enriched with further questions, submitted by OSE’s recognized training center and certified trainers. The enriched pool of questions was posted on RAS’s webpage. For the conduct of the examination, CEC established Examination Committees made up of examiners listed in the Recognized Train Driver Examiner Register kept by RAS.

Applying the above decisions, theoretical and practical examinations took place on 31/07/20 & on 04/08/2020 at the OSE vocational training center and at the Service in the part Thessaloniki Passenger Station – Platy- Thessaloniki Passenger Station respectively, with twenty four (24) train driver candidates of the TRAINOSE, RAIL CARGO & PEARL RUs participating.

The RAS Plenary approved the results of the examinations the candidate train drivers had taken and the granting of an examination success certificate to successful candidates so that they could apply for the issuance of a train driver license.

Train driver certificates

RAS requested that the RUs begin issuing train driver certificates for train drivers for whom a train driver license has been issued and that they keep a Complementary Certificate Register. TRAINOSE, STASY & RCLG RUs have issued the train driver certificates in accordance

with the template of Annex II to Regulation (EU) 36/2010 and they have distributed their copies to the train drivers.

TRAI NOSE RU gave RAS access via cloud to the electronic folder with the train driver certificates and the Register thereof, in accordance with the provisions in the legislation, for the performance of RASs supervision activities.

Recognition of train driver and candidate train driver training centres

In 2020 RAS did not issue a new statement of recognition of a train driver and candidate train driver training centre.

The declaration of recognition of the OSE training center for train drivers and candidate train drivers was issued by RAS in 2018 and is valid through 22-08-2023.

As regards candidate train driver training, RAS approved the review of the Curriculum related to the train driver license and of the Training Programme related to the train driver certificate, which were submitted by the recognized OSE training center, as provided of article 23, Law 3911/2011.

Trainers - Examiners - Doctors of candidate train drivers & train drivers

In 2020 RAS granted:

- Recognition to twenty-four (24) doctors to conduct the required examination for the confirmation of the physical and occupational psychological fitness of train drivers and candidate train drivers. Of which seven (7) regarded a new recognition and seventeen (17) regarded the renewal of a recognition.
- Adequacy certification to two (2) train driver– candidate train driver trainers. By the end of 2020, the trainer register included 152 trainers.
- Recognition of (2) examiners for train drivers - train driver candidates in 2020 and renewal of recognition for 20 examiners. By the end of 2020, the examiner register included 22 examiners.

6.5 Other types of Authorizations /Certifications

RAS is the competent authority in Greece for authorizing the placing in service of fixed installations, in accordance with article 18 of the Directive (EU) 2016/797. In this context, no such authorization was issued in 2019.

Additionally, within the framework of the exercise of the duties of RAS as the Competent Authority pursuant to the Rules in relation to the international carriage of dangerous goods by rail (RID) of JMD Γ5/48222/2474 (Gov. Gaz. 2755/B'/03-07-2019), RAS approved by its No. 13419/20-07-2020 Decision the renewal of the authorization of the company KR Hellas Limited as an inspection body for Chapters 6.2 and 6.7 of the Rules on the international

carriage of dangerous goods by rail (RID). The validity of the authorization was determined through 21-07-2024.

6.6 Contacts with other National Safety Authorities

In 2020, RAS continued contacts and cooperation with the Romanian NSA and Agency on the application for a safety certificate submitted by the GFR RU and on the two applications for authorizations for vehicles to be launched in the market submitted by the same RU.

In 2020, no requests from / to other NSAs asking for information on authorisations/certifications were sent because there is no RU operating an international route between Greece and a neighbouring country.

There were no outcomes of discussions with other NSAs on supervision results.

6.7 Exchange of Information between NSAs and Railway Operators

In 2020, RAS continued exchanging views and information with railway operators on issues related to railway safety and interoperability. This exchange of information is usually carried out through regular and extraordinary supervision, or other meetings as well as through correspondence. Railway Operators can express opinions on issuing procedures/practices, can file complaints to RAS and can raise any topic for discussion. In accordance with the regulatory framework for supervision, at least one supervision meeting with each railway operator separately and at least one joint meeting with all the actors are carried out on an annual basis.

The topics discussed at the as above meetings in 2020 are listed below:

- Review of the implementation progress of the actions of the 3rd Joint Supervision Meeting/2019
- An overview of the supervision activities of RAS in 2020 and their results - Planned actions regarding Supervision in 2021
- Safety Culture
- Implementation of Law 4632/2019 (A' 159) – Outstanding issues (issuance of secondary legislation, guides etc.)
- Implementation of the revised General Traffic Regulation (GKK) – Part B' - Information on problems related to its implementation
- National rules related to safety
- Train driver issues (Conversion of existing Train driver licenses, issuance of new licenses, issuance of train driver certificates by RUs and the IM, outstanding issues related to legislation, problems with train driver training etc.)

- One Stop Shop (OSS)
- Information by the Ministry related to the obligations of the RUs arising from the implementation of Regulation 2019/774 for the amendment of Regulation 1304/2014 with regard to the implementation of the TSI on the “Rolling stock - Noise” subsystem in the existing freight wagons.

6.8 Cooperation with the EU Railway Agency

In 2020, RAS and the Agency collaborated within the framework of the Cooperation Agreement they concluded on 11-06-2019 in Bucharest, pursuant to article 76, Regulation (EU) 796/2016.

Specifically, they collaborated for the evaluation:

- Of application S-20191123-001 of GFR RU for the issuance of a single safety certificate for the provision of services in Romania and Greece. Within this framework, RAS evaluated the national part of the application. The relevant EU1020200017 single safety certificate was issued by the Agency on 06-04-2020, and is valid from 09-04-2020 through 08-04-2025.
- Of V-20201008-004 and V-20201008-005 applications of GFR RU for the authorization of two vehicles to be launched in the market (authorization case “extended use area”). In both cases, RAS assessed the national part of the application, while an assessor of RAS from the ERA team of experts participated in the assessment of the European part of the two applications, carried out under the responsibility of ERA. Both applications were ended under the responsibility of the applicant, due to shortage of sufficient supporting documents.

7. SUPERVISION

- 7.1 Strategy, planning and decision making
- 7.2 Supervision results
- 7.3 Coordination and cooperation
- 7.4 Follow-up audit of the RAS performance and decision making by the Agency



7. SUPERVISION

7.1 Strategy, planning and decision making.

Railway operator supervision is one of the most important activities of RAS, within the framework of its duties as a National Safety Authority (NSA) pursuant to article 68, Law 4632/2019 (A' 159).

Delegated Regulation (EU) 2018/761 provides that supervision should be focused on the activities the NSA deems as posing the most serious risks or in cases when risks are less controlled. To this end, the NSA should prepare and implement a risk-based supervision Strategy and Plan(s), describing the way it selects the goals of its activities and the way it defines its priorities with regard to supervision.

Furthermore, in the provisions of article 4 of the RAS regulatory framework for supervision, it is mentioned that by its decision RAS approves, issues and implements a Supervision Strategy of a three-year duration, posted on its webpage.

For the implementation of the above requirement the Railway Safety and Interoperability Unit (RSIU) drafted a Supervision Strategy for RAS for the period 2020-2022, in accordance with the requirements of Annex I to the Delegated Regulation (EU) 2018/761, approved by RAS's Plenary in October 2020. This Strategy has been posted on RAS's webpage and the interested railway operators have been informed.

In 2020, RAS's Directorate-General prepared a draft decision on the inspection process, based mainly on Implementing Regulation (EU) 2018/761 and on the ISO 19011 standard. It was not possible to approve the draft decision in 2020.

The reform of the Regulatory Framework was, until the end of 2020, a main obligation for RAS in accordance with the ERA Audit Report (June 2019) and its completion had been included in the RAS Action Plan, agreed upon with ERA. Due to the unprecedented conditions brought about by the COVID-19 pandemic, it was not possible for the RAS plenary to approve the reform of the regulatory framework and its publication in the Government Gazette.

In accordance with the new regulatory framework under reform, the broadening of its scope is provided regarding the oversight of the maintenance systems of the Entities in Charge of Maintenance (ECM), as well as regarding supervision activities in the field of the regulation and control of the railway market (installations for the provision of railway transport services, implementation of Regulation 1371/2007, etc.) so that it can respond to the new demands of the 4th Railway Package.

Despite the lack of an approved strategy until October 2020, supervision activities for 2020 were carried out taking into account risks after the analysis of information taken from various sources. Indicatively, we mention reports of earlier supervision activities, reports of previous supervision activities, reports from the conformity assessment of applications for safety certification or safety authorization, meetings with railway operators, data from railway accident and incident reports, complaints, findings and investigation reports of railway accidents and incidents, complaints, annual reports of railway operators, safety indicators, monthly statistical processing of data on the compliance of TRAINOSE RU with the provided train speed limits, etc.

The supervision activities schedule of the Authority is approved at the beginning of each year and includes supervision activities per month, per railway operator as well as the necessary resources (number of inspectors) for the performance of each supervision activity. The yearly schedule does not include any extraordinary or random supervision activities of RAS.

The Supervision Plan for 2020 was approved in February and included seventeen (17) supervision activities on the IM and RUs. Its implementation was suspended from 27 March until 10 June due to preventive and restrictive measures taken against the spread of the corona virus and it was updated in August 2020. The updated plan included fifteen (15) supervision activities of which twelve (12) took place.

It should be noted that within 2020 the design and installation of an information system following up RAS's supervision activities was initiated, focusing on following up findings identified during said activities, as well as monitoring the implementation progress for the relevant corrective actions undertaken for their remedy.

No complaints on the decisions made by RAS during the supervision activities were filed by the parties concerned.

7.2 Supervision results

In 2020, RAS conducted the following supervision activities per railway operator:

- OSE IM (3 supervisory activities)
 - One 1 inspection of the OSE training center - February.
 - one 1 inspection of infrastructure (A. Anargyroi tunnel) – December
 - One (1) supervision meeting – March
- TRAINOSE RU (2 supervision activities)
 - One (1) inspection of activity (CabRide) - November
 - One (1) supervision meeting – June

- EESTY ECM
 - One (1) surveillance audit of the maintenance system (RSMS) of freight wagons
- STASY RU (3 supervisory activities)
 - One (1) inspection of activity (CabRide) – July
 - Two (2) supervision meetings – February - June
- PEARL RU (1 supervisory activity)
 - One (1) supervision meeting – May.
- RAILCARGO RU (1 supervisory activity)
 - One (1) supervision meeting – June
- IM & all RUs (1 supervision activity)
 - Joint supervision meeting - December

The outcomes of the above activities showed seven (7) cases of non-compliance and also one (1) area for improvement indicated by the auditors of RAS. Non-compliances involved, among others, sectors such as train driver documentations, adequacy of staff, the internal inspection of SMSs, etc.

Two of the above non-compliances have already been closed, while the implementation of the required corrective actions for the remaining non-compliances is still underway under the monitoring of RAS.

7.3 Coordination and cooperation

There have been no discussions on supervision results with other NSAs during 2020.

7.4 Follow-up audit of the RAS performance and decision making by the European Railway Agency

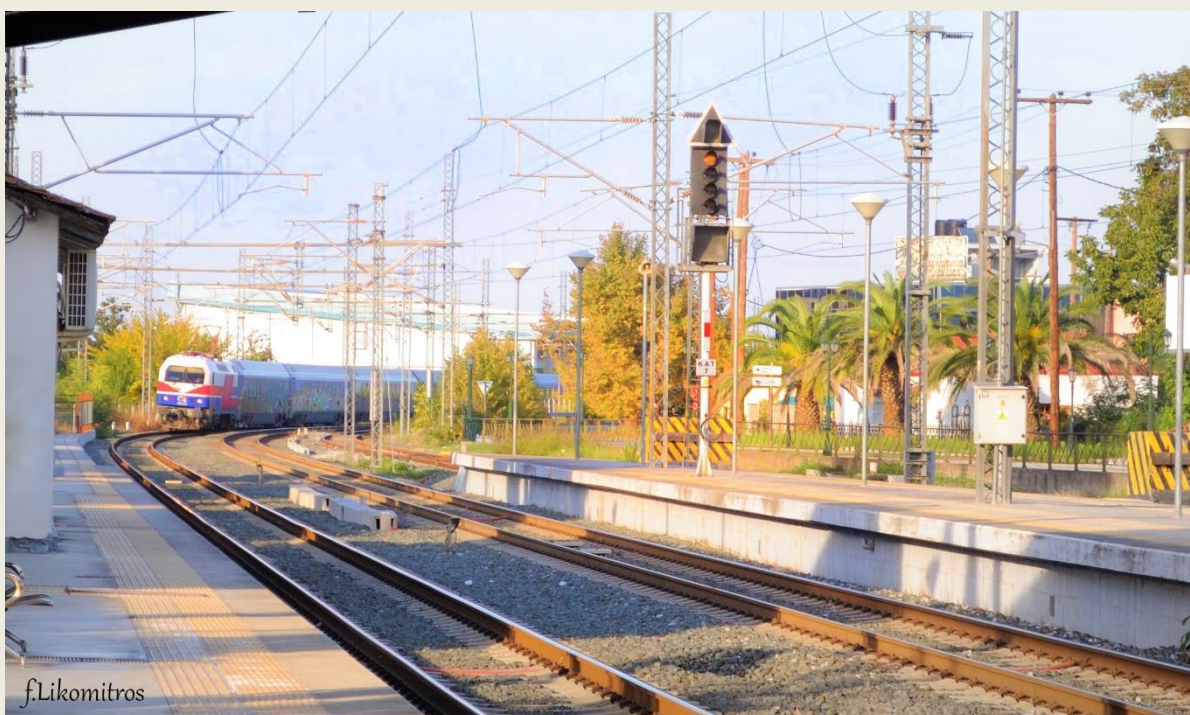
Pursuant to article 33, Regulation (EU) 2016/796, RAS was audited by a team of ERA inspectors, the scope of the audit being: a) the adequacy of the personnel performing supervision activities and assessing the applications for granting safety certificates and vehicle authorizations and b) the supervision of railway agencies. The audit started on 25/01/2019, the date of the first contact between RAS and the Agency and was completed on 25/11/2019. The on-site audit was carried out during 25-28 June 2019 at the offices of RAS.

The audit report and the agreed upon action plan were sent to RAS on 15/01/2020. In the framework of monitoring the implementation of the aforementioned action plan, RAS submitted to the Agency four (4) relevant interim reports on the following dates: 20/01, 03/04 and 08/05, 10/07 and 08/11, attaching as well the relevant implementation evidence for the plan activities, in order to remedy the findings of the audit.

Finally, on 03-12-2020, a follow-up meeting took place between RAS and the Agency's Audit Team, via teleconference, aiming to present the progress of implementation of the agreed upon action plan.

8. APPLICATION OF CSMs BY RUs and IMs

- 8.1 Application of Regulation (EU) 2018/762 on the CSM for the Safety Management System
- 8.2 Application of Regulation (EU) 402/2013 on the CSM for risk evaluation and assessment
- 8.3 Application of Regulation (EU) 1078/2012 on the CSM for the Safety Management System for Monitoring
- 8.4 Participation in and implementation of EU projects



8. APPLICATION OF CSMs BY RUs and IMs

8.1 Application of Regulation (EU) 2018/762 on the CSM for the Safety Management System

The implementation of the new CSM for the Safety Management System [Commission Regulation (EU) 2018/762] has not been applied by RUs and by the IM in Greece yet, given that in 2020 no evaluations took place for the single safety certificate and safety authorization to be issued by RAS. So far, all Safety Management Systems have been evaluated and supervised by RAS based on the criteria stipulated in Regulations (EU) 1158/2010 and 1169/2010,

The application of the above regulations by the national railway sector is deemed satisfactory.

8.2 Application of Regulation (EU) 402/2013 on the CSM for risk evaluation and assessment

The new CSM for risk evaluation and assessment has not been applied in Greece yet. The national legislation clearly requires that its application by applicants be examined in cases of applications for placing structural subsystems into service.

The implementation of Regulation (EU) 402/2013 had been included as a supervision activity in the supervision schedule for 2020. Within this framework TRAINOSE RU in accordance with article 4 of Regulation (EU) 402/2013 examined whether the EESSTY-TRAINOSE merger (as a change of an organizational nature) had any implication for the operation or for the maintenance processes. Said change was deemed as not affecting safety, therefore, the implementation of the risk process under article 5 of the above regulation was not necessary.

The implementation of Regulation (EU) 402/2013 has been included in the supervision plan for 2021 and RAS shall attempt the reexamination of its implementation.

8.3 Application of Regulation (EU) 1078/2012 on the CSM for the Safety Management System for Monitoring

Most of railway organisations in Greece have tried to apply the CSM for Monitoring without, however, substantial results. It is considered necessary for the organizations to distinguish monitoring from other similar activities, such as the internal audit or the management review.

The implementation of the CSM for monitoring, despite having been included as a supervision activity in the supervision schedule for 2020 was not carried out due to the COVID-19 pandemic. The implementation of the CSM has been included in the supervision plan for 2021 and RAS shall attempt the reexamination of its implementation.

8.4 Participation in and implementation of EU projects

Due to the COVID-19 pandemic, RAS was not able to conduct the Safety Culture training programme, with ERA's support, where the whole railway sector would be invited. RAS in cooperation with ERA shall investigate the possibility to implement the programme in 2021. The programme shall focus on the supervision of the effective implementation of the Safety Culture by the railway sector.

OSE and PEARL have signed the "European Railway Safety Culture Declaration" and the remaining RUs have informed RAS that they are willing to sign it within 2021.

In the context of 2021 having been declared as the European year for railways, RAS cooperated with the Ministry of Infrastructure and Transport for the planning of actions and undertaking of relevant initiatives, such as the promotion of railway as a safe and green means of transport, the promotion of the safety culture, the training of young people for a career in railway etc.

9. SAFETY CULTURE

9.1 Safety Culture Evaluation and Monitoring

9.2 Safety Culture Initiatives/Projects

9.3 Safety Culture Communication



9. SAFETY CULTURE

9.1 Evaluation and Monitoring

The 4th Railway Package, and in particular the Directive on railway safety, [Directive (EU) 2016/798] requires that Member-States promote a culture of mutual trust, good faith and learning. Through the Safety Management Systems implemented, railway undertakings and infrastructure managers are called to promote the above culture with staff being encouraged to contribute to the development of safety. The development of a safety culture and the manner of its promotion has been an area of supervision activity for RAS in accordance with the approved supervision plan for 2020. Due to COVID-19, the implementation of the programme was suspended (see Chapter 7.1) for more than 2 months and this resulted in the planned supervision activity not being conducted. The above action has been included in the schedule for 2021.

RAS, even though it has not yet started the evaluation and monitoring process for the safety culture in the Greek railway market, in 2020 it continued in cooperation with the ERA the effort to inform railway organizations and the signing on their part of the text of the ERA's European Railway Safety Culture Declaration.

RAS in cooperation with the Agency prepared the organization of a training programme in Athens to train employees of RAS and of railways operators in the Greek market on the evaluation and monitoring of the safety culture of railway operators. The implementation of said programme was scheduled for 2020 but it was not possible to conduct it due to COVID-19 pandemic. RAS in cooperation with ERA shall investigate the possibility of implementing the programme in 2021. The programme shall focus on the supervision of the effective implementation of the Safety Culture by the railway sector.

Additionally, RAS encouraged the railway sector to participate in ERA's research "European Research on the safety environment of railways", to be conducted in 2021.

RAS plans to take part in the above research as a partner cooperating with the Agency.

9.2 Safety Culture Initiatives/Projects

The Fourth Railway Package, and in particular the Directive on railway safety, [Directive (EU) 2016/798] requires that Member-States promote a culture of mutual trust, good faith and learning. Through the Safety Management Systems implemented, railway undertakings and infrastructure managers are called to promote the above culture with staff being encouraged to contribute to the development of safety.

During the seminar entitled: “Raising awareness of safety issues” that took place in 2019, ERA’s Declaration for European Railway Safety Culture was read. The above “European Railway Safety Culture Declaration” was signed in 2020, by OSE and PEARL. This way, they confirmed their agreement to promote relations of mutual trust, good faith and learning, in the context of which the people of Railway Undertakings and of the Infrastructure Manager will contribute to the development of Safety.

Furthermore, as mentioned above, contacts with the railway sector of our country have been carried out in order to participate in ERA’s “European Research on the safety environment of railways”.

9.3 Safety Culture Communication

In 2020, RAS wishing to get closer to the Greek society on issues of safety in the railway sector, undertook the following initiatives and actions:

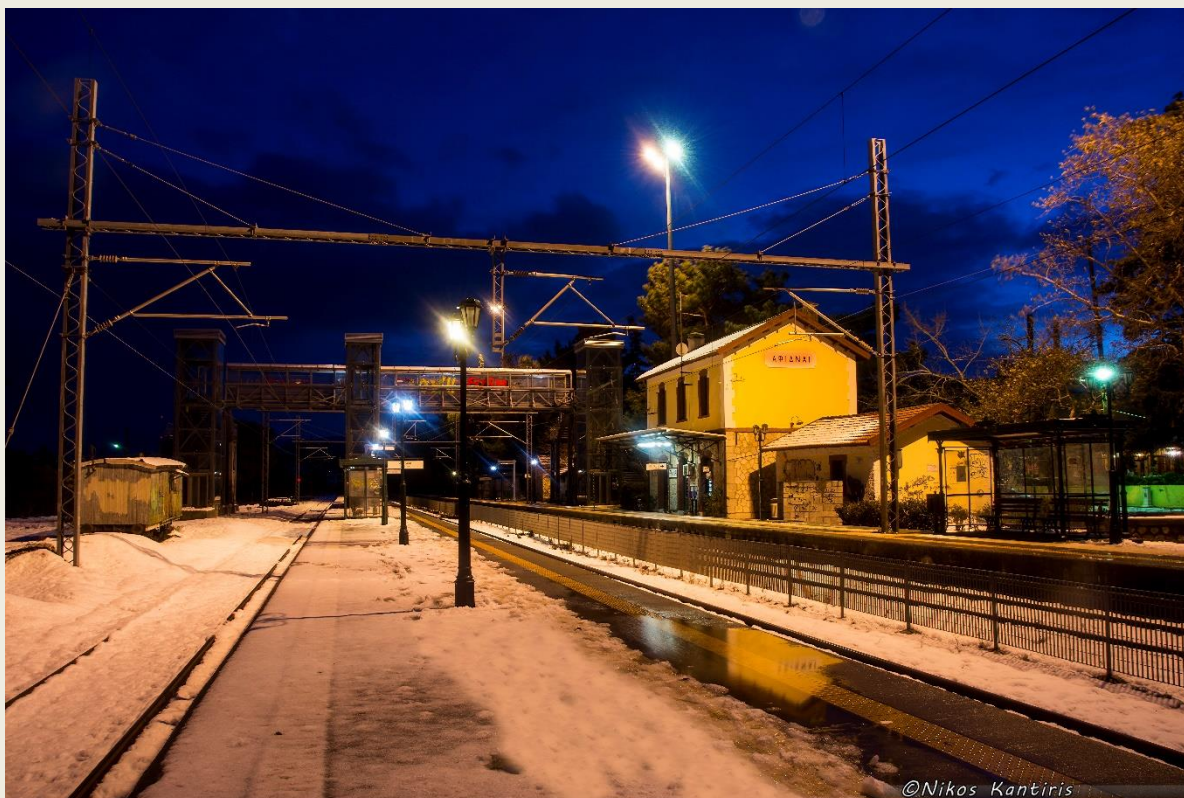
- RAS, in collaboration with OSE, continued implementing the information program for the prevention of accidents on the railway network entitled: "Safe co-existence of students with the railway network".

Unfortunately, due to the COVID-19 pandemic, sometime in the end of March it was forced to suspend the programme . The programme is addressed to students of primary schools and secondary schools located near the railway network. (<https://ras-el.gr/enhmerwsou/>).

- For the second consecutive year, RAS, in cooperation with the “Panos Mylonas” Road Safety Institute participated in the events of the “International Level Crossing Awareness Day (ILCAD 2020)”, which was held on Wednesday, June 10, 2020 and is organised by the International Union of Railways (UIC). RAS and the Panos Mylonas Institute issued a joint press release and produced a poster. Moreover, at a teleconference organized by the International Union of Railways (UIC), they presented the actions and initiatives concerning safety at level crossings that they have undertaken.

THEME CHAPTER

Not applied.



ANNEX: PROGRESS WITH INTEROPERABILITY



ANNEX I: Progress with interoperability

1. Lines excluded from the scope of IOP/SAF Directive (end of year)

1a	Length of lines excluded from the scope of application of the IOP Directive [km]	115.30
1b	Length of lines excluded from the scope of application of the SAF Directive [km]	115.30

Please provide the list of lines excluded:

2. Length of new lines authorized by NSA (during the reporting year)

2a	Total length of lines [km]	0
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3. PRM adapted stations (end of year)

3a	PRM TSI compliant railway stations	0
3b	PRM TSI compliant railway stations - partial TSI compliance	2
3c	Accessible railway stations	40
3d	Other stations	208

4. Train driver licenses (end of year)

4a	Total number of valid European licenses issued in accordance with the TDD	
4b	Number of newly issued European licenses (first issuance)	

5. Number of vehicles authorized under the interoperability Directive (EU) 2008/57 (during the reporting year)

5a	First authorization – total	
5aa	Wagon	
5ab	Locomotives	
5ac	Hauled passenger vehicles	
5ad	Fixed or pre-defined formation	
5ae	Special vehicles	
5b	Additional authorization - total	
5ba	Wagon	
5bb	Locomotives	
5bc	Hauled passenger vehicles	
5bd	Fixed or pre-defined formation	
5be	Special vehicles	
5c	Type authorization – total	
5ca	Wagon	
5cb	Locomotives	

5cc	Hauled passenger vehicles	
5cd	Fixed or pre-defined formation	
5ce	Special vehicles	
5d	Authorizations granted after upgrade or renewal - total	
5da	Wagon	
5db	Locomotives	
5dc	Hauled passenger vehicles	
5de	Fixed or pre-defined formation	
5df	Special vehicles	

6. ERTMS adapted stations (end of year)

6a	Tractive vehicles including trainsets equipped with ERTMS	
6b	Tractive vehicles including trainsets – no ERTMS	

7. Number of NSA staff (full time equivalent employees) by the end of year

7a	FTE staff involved in safety certification	
7b	FTE staff involved in vehicle authorization	
7c	FTE staff involved in supervision	
7d	FTE staff involved in other railway-related tasks	

Appendix to Annex I: Definitions – Progress with interoperability

Applicable definitions are those contained in the relevant articles of the legal documents.

In addition, the following definitions apply:

1. Lines excluded from the scope of IOP/SAF Directive (end of year)

Railway lines excluded by the Member States from the scope of the application of RSD/IOD: DIRECTIVE (EU) 2015/797, Art. 4 a-d; DIRECTIVE (EU) 2015/798, Art. 3 a-d, as of 31.12.20xx (reporting year).

2. Length of new lines authorized by NSA (during the reporting year)

Length of lines constituting the Union rail system authorized for placing in service in accordance with Article 18(2) of Directive (EU) 2015/797 during the reporting year.

3. PRM adapted stations (end of year)

Railway stations as of 31.12.2019 (reporting year), that complies with the requirements of the Commission Regulation (EU) No 1300/2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility (PRM TSI).

Full TSI compliance means full conformity with PRM TSI requirements, as demonstrated with the NoBo certificate. Partial TSI compliance means conformity with some (but not all) PRM TSI requirements, as demonstrated with the NoBo certificate. Accessible station means a station considered accessible under national legislation. (No NoBo certificate available.).

Railway station means a location on a railway system where a passenger train service can start, stop or end.

4. Train driver licenses (end of year)

Newly issued and valid driver licenses as of 31.12.2019 (reporting year), issued in accordance with the Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the EU railway system.

5. Number of vehicles authorized under the interoperability Directive (EU) 2008/57 (during the reporting year)

The number of issued, renewed and amended vehicle authorizations for placing on the market in accordance with Article 21(8) of Directive (EU) 2015/797 during the reporting year.

5. ERTMS adapted stations (end of year)

Number of operated tractive vehicles (owned, leased, and rented minus rented-out) equipped with ETCS.

Vehicles without power units are excluded. Multiple units to be counted once. Includes only vehicles which are operated to transport freight or passengers. Yellow fleet and other IM vehicles are not included. Includes only vehicles which are registered in the country of main business activities of RUs.

7. Number of NSA staff (full time equivalent employees) by the end of year

Total number of full time equivalent NSA employees as of 31.12.2019 (reporting year).

Only staff dealing with railways is to be included

ANNEX II: ACRONYMS AND DEFINITIONS

Acronym	Meaning
GKK	General Traffic Regulation
DDEA	National Passport and Secure Document Centre
IM	Infrastructure Manager
NSA	National Safety Authority
EU	European Union or European Commission
EESSTY	Hellenic Company for Rolling Stock Maintenance
EMAM	National Register of Train Driver Licences
CSI	Common Safety Indicators
KEE	Central Examination Committee
KEK	Vocational Training Centre
CSM	Common Safety Methods
JMD	Joint Ministerial Decision
RSIU	Rail Safety & Interoperability Unit
PD	Presidential Decree
RAS	Regulatory Authority for Railways
HSRL	High-Speed Railway Line
SMS	Safety Management System
RU	Railway Undertaking
TSI	Technical Specification for Interoperability
ECM	Entity in Charge of Maintenance
YYM	Ministry of Infrastructure and Transport
Gov. Gaz.	Government Gazette

Acronym	Meaning
ASBO	Assessment Body
DEBO	Designated Body
ERA	European Railway Agency
ERADIS	European Railway Agency Database for Interoperability and Safety
ERTMS	European Railway Traffic Management System
ETCS	European Train Control System
GSMR	Global System Mobile for Railways
NIB	National Investigation Body
NSA	National Safety Authority