



**Public Agency
for Rail Transport
of Republic Slovenia**

Kopitarjeva 5, 2000 Maribor
telephone: +386 2 2341427
fax: +386 2 2341452
e-mail: azp-info@azp.si
<http://www.azp.si>

NSA ANNUAL REPORT 2006

REPUBLIC OF SLOVENIA

Authorized by::

Tomaž Schara, Acting director

Zdenko Seme, Head of Transport
Department

Prepared by:

Benjamin Steinbacher Pušnjak

Three handwritten signatures are shown on horizontal lines. The top signature is for Tomaž Schara, the middle for Zdenko Seme, and the bottom for Benjamin Steinbacher Pušnjak.

September 2007

A.1. Scope of the report

Prepare Annual Report for ERA according to the Safety Directive.

Restriction:

- The NSA was established in the Republic of Slovenia in 2007 therefore there are no described measures undertaken by NSA for 2006.
- In the data section some data have not been collected because of the different methodology used.

B. Introductory Section

1. Introduction to the report

NSA authorities according to Article 18 of Directive 2004/49/EC on safety on the Community's railways must publish an annual report concerning its activities in the preceding year and send it to the Agency by 30 September at the latest. The report must contain information on:

- the development of railway safety, including a summary at Member State level of the CSIs laid down in Annex I;
- important changes in legislation and regulation concerning railway safety;
- the development of safety certification and safety authorisation;
- results of, and experience relating to, the supervision of Infrastructure Managers and railway undertakings.

2. Railway Structure Information (Annex A)

Railway structure information is presented in annex A:

- Network map (Annex A.1)
- List of Railway Undertakings and Infrastructure Managers (Annex A.2)

3. Summary – General Trend Analysis (e.g. trends in the development of railway safety¹, certification etc.)

In 2006 there were 70 accidents, 23 injuries and 22 fatalities. The total cost of damage to railway installations and rolling stock was 983.432 EUR (included only damage caused in accidents). The cost of delays, disturbances and re-routing of traffic, extra cost for staff and loss of revenues were not included.

4. The Safety Directive - Stage of implementation, National basis of implementation, fulfilment of voluntary elements; applicable national legislation

Stage of implementation

The Safety Directive was transposed into national legislation in 2007 by the amended Railway Transport Act (Official Gazette of the Republic of Slovenia, No 44/07) and the Safety of Railway Transport Act (Official Gazette of the Republic of Slovenia, No 61/07). Organisational structure is presented in annex G

Both the Railway transport Act and the Safety of Railway Transport Act were transposed following amendments in 2004 directives into national legislation:

- Council Directive 91/440/EEA of 29 July 1991 on the development of the Community's railways (Official Journal L 237 of 24 August 1991, p. 25, hereinafter Directive 91/440/EEC), last amended with Directive 2004/51/EC of the European Parliament and of the Council of 29 April 2004, amending Council Directive 91/440/EEC on the development of the Community's railways (Official Journal L 164 of 30 April 2004, p. 164); 164);
- Council Directive 95/18/EC of 19 June 1995 on the licensing of railway carriers (Official Journal L 143 of 27 June 1995, p. 70, hereinafter Directive 95/18/EC), last amended with Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on the safety of the Community's railways and amending Council Directive 95/18/EC on the licensing of railway carriers and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Official Journal L 164 of 30 April 2004, p. 44); 44);
- Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity, the levying of infrastructure charges and safety certification (Official Journal L 75 of 15 March 2001, p. 29, hereinafter Directive 2001/14/EC), last amended with Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on the safety of the Community's railways and amending Council Directive 95/18/EC on the licensing of railway carriers and Directive 2001/14/EC on the allocation of railway infrastructure

¹ General trend analysis in a few drops, the detailed trend analysis is to be developed in the paragraph D.

capacity and the levying of charges for the use of railway infrastructure and safety certification (Official Journal L 164 of 30 April 2004, p. 44); 44);

- Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety of the Community's railways and amending Council Directive 95/18/EC on the licensing of railway carriers and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Official Journal L 164 of 30 April 2004, p. 44) (hereinafter: Council Directive (2004/49/EC)).
- other directives connected with interoperability

Fulfilment of voluntary elements

In Slovenia it is planned to install ERTMS/ETCS equipment on Corridor D by 2013.

C. Organisation

1. Introduction to the organisation

Date of establishment: June 2007

Number of employees: 22 (June 2007) at the agency, 9 people responsible for the tasks of NSA.

Mission statement: Article 21 and Article 24 of the Railway Transport Act (See.: Annex H)

Tasks of internal units: will be defined in the Rules on internal organisation and post classification of the Public agency for Rail Transport of the Republic of Slovenia. The act is in the process of adoption (the Act must be adopted by the Government).

Internal organisation Chart: In the process of adoption

2. *Organisational flow – relationship (diagram) between the NSAs and other national bodies (such as National Investigation Bodies, National Regulatory Bodies, Ministry of Transport etc.) (Annex B)*

All institutions (e.g. NIB, NSA, IB) are established or are in the process of establishment according to the amended Railway Transport Act (from February 2007). The relationship diagram is presented in annex G.

D. The development of railway safety

1. Initiatives to maintain/improve safety performances

The NSA was established in 2007 in the Republic of Slovenia, so no significant safety measures were adopted by MS for the year 2006.

Table D.1.1 - Safety measures triggered by accidents/precursors to these

Safety measure decided	Accidents/precursors which triggered the measure		
	Date	Place	Description of the event
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/

If these safety measures have had other triggers, they should be reported as in Table D.1.2:

Table D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures
/	/
/	/
/	/

2. Detailed data trend analysis

According to statistics there were seventy accidents in 2006.

- three train derailments
- forty - one level-crossing accidents, including accidents involving pedestrians at level crossings
- twenty-three accidents to persons caused by rolling stock in motion with the exception of suicides
- one fire in rolling stock
- two non- classified accidents

23 people were seriously injured and 22 killed.

The railway transport service was disrupted due to accidents and incidents for 6,502 min.

The cost of replacement or repair of damaged rolling stock and railway installations were 983,432 EUR without the cost of delays, disturbances and re-routing of traffic, extra costs for staff and loss of revenues EUR (included only damage caused in accidents).

The cost of injuries and deaths are not calculated, because of absence of national methodology. Methodology proposed by the HEATCO project (Developing Harmonised European Approaches for Transport Costing and Project Assessment) is not accepted by all MS so comparison of data between different member states could be misunderstood.

E. Important changes in legislation and regulation

In year 2006 following national legislation or regulations were amended or issued:

- Rules on brakes, safety devices, special devices and equipment of railway vehicles
- Rules on the maintenance of railway vehicles
- Rules on the signalling-safety devices
- Rules on measures to be taken in emergency situations

Important changes of the legislations or regulations (including also the notified rules), on are stated in the table in **Annex D**:

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)

Starting date: February 2007 - In line with enforcement of Railway Transport Act (Official Gazette of the Republic of Slovenia, No 44/07)

1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC

Starting date: February 2007 - In line with enforcement of Railway Transport Act (Official Gazette of the Republic of Slovenia, No 44/07)

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)

Relevant legislation is available on following websites:

- www.azp.si (Official website of the Public Agency for Rail Transport of RS)
- www.uradni-list.si (Official website of Official Gazette of the Republic of Slovenia)

2. Numerical data (*Annex E*)

In 2006 no Safety Certificates and Safety Authorisation were issued, updated renewed or revoked.

3. Procedural aspects

3.1. Safety Certificates Part A

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

N/A

3.1.2. *Main reasons if the mean issuing time for Part A Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive*

N/A

3.1.3. *Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State*

N/A

3.1.4. *Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate*

N/A

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

Cost: Yes

Amount: Charging fee is set by Administrative Fees Act, which is for issuing certificates 20.000 points. Fee could be raised for other procedural costs. (e.g. technical checking). The charging fee in 2006 was 1418 EUR, raised for other procedural costs.

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

N/A

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

N/A

3.1.8. *Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate*

N/A

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

N/A

3.2. Safety Certificates Part B

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

N/A

3.2.2. *Main reasons if the mean issuing time for Part B Certificates (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive*

N/A

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

Cost: Yes

Amount: Charging fee is set by Administrative Fees Act, which is for issuing certificates 20.000 points. Fee could be raised for other procedural costs. (e.g. technical checking). The charging fee in 2006 was 1418 EUR, raised for other procedural costs.

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

N/A

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

N/A

3.2.6. *Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate*

N/A

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

N/A

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations

N/A

3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to those mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive

N/A

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

N/A

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation

N/A

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

N/A

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost)

Cost: Yes

Amount: Not defined yet in Administrative Fees Act

G. Supervision of Railway Undertakings and Infrastructure Managers

1. Description of the supervision of Railway Undertakings and Infrastructure Managers

NSA in Republic Slovenia was established in 2007, so no supervision of Railway Undertakings and Infrastructure Managers were carried out in 2006

2. Submission of all Infrastructure Managers and Railway Undertakings annual safety reports according to Article 9(4) Safety Directive by the legal deadline

No.

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of inspections of RUs/IMs for 2006 ¹	planned	N/A	N/A	N/A	N/A
	carried out	N/A	N/A	N/A	N/A

¹ The NSA was established in 2007, so there were no inspections by NSA in 2006

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 2006 ²	planned	N/A	N/A	N/A	N/A
	carried out	N/A	N/A	N/A	N/A

² The NSA was established in 2007, so there were no inspections by NSA in 2006

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

NSA in Republic Slovenia was established in 2007, so no additional corrective measures/actions were carried out in 2006

6. Complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate

N/A

7. Complaints from RU('s) concerning IM('s) related to conditions in their authorisation

N/A

H. Conclusions – Priorities – Results of safety recommendations

I. Annexes

ANNEX A: Railway Structure Information

ANNEX B: Organisation chart(s) of the National Safety Authority

ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

ANNEX E: The development of safety certification and authorisation – Numerical Data

ANNEX F: Institutional framework in 2006

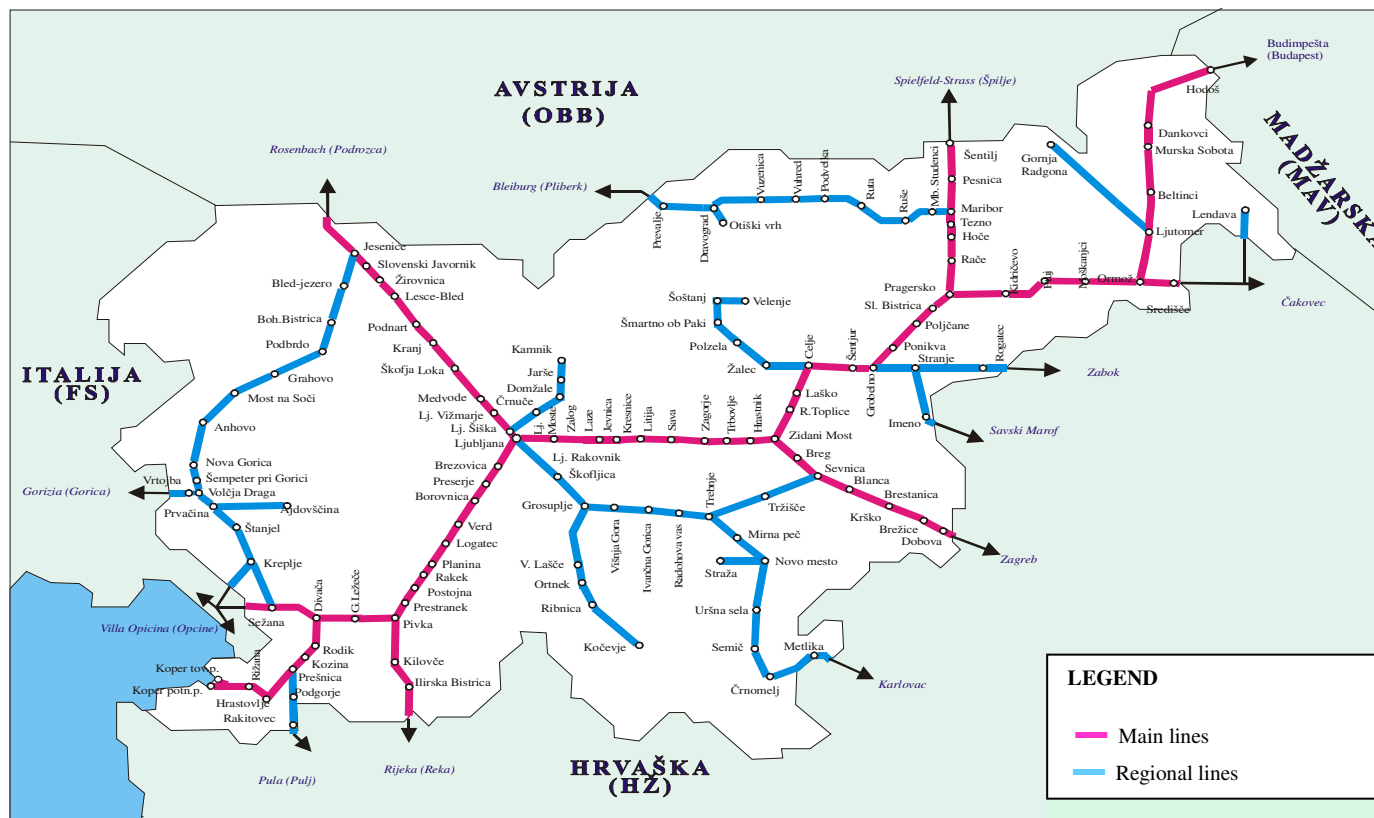
ANNEX G: Institutional framework in 2007

ANNEX H: Mission Statement

ANNEX A: Railway Structure Information

Institutional setup is described in the annex F (situation in 2006) annex G (situation in 2007).

A.1. Network map



A.2. List of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure Manager(s)

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
Public Agency for Rail Transport of RS	Kopitarjeva ulica 5	www.azp.si	/	2003	1229/1435	503/3KV AC	330/898	/	Indusi I-60	965	/

A.2.2. Authorised Infrastructure Manager(s)

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
Holding SŽ, d.o.o.	Kolodvorska uli 6 1506 Ljubljana	/	/	/	/	/	/	/	/	/	/

A.2.3. Railway Undertaking(s)

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date)	Start date commercial activity	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
Holdin g SŽ, d.o.o.		www.slo-zeleznice .si	266-190/2004/ZP01 0500/26.2.2004	/	/	Freight/passe nger	149	0/267	138/4465	/	/	/

Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)
 ATP = Automatic Train Protection
 LC = Level Crossing

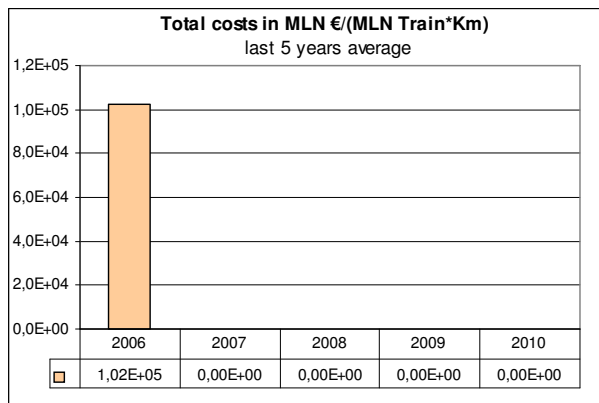
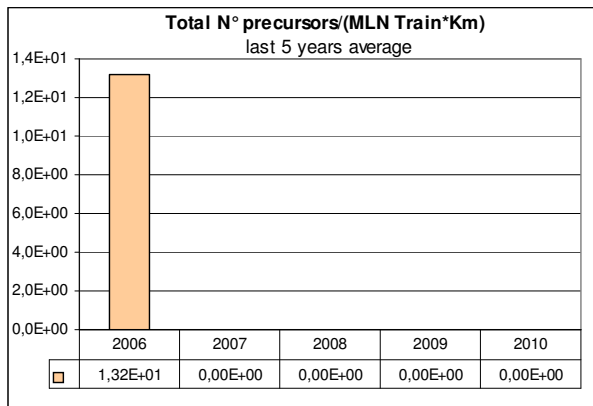
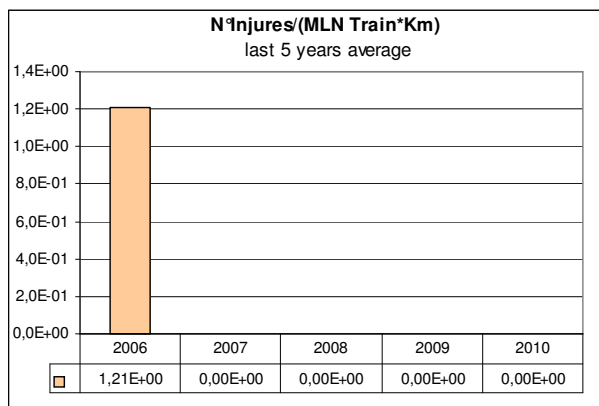
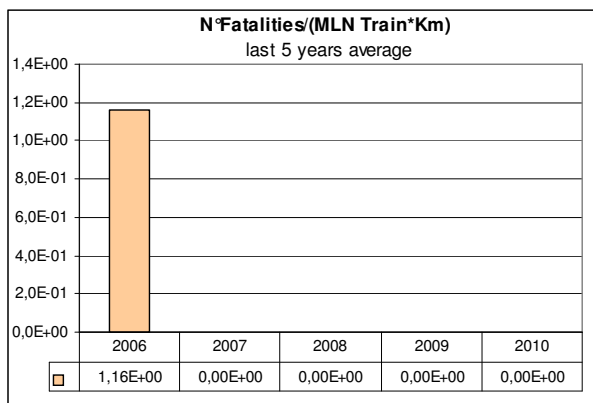
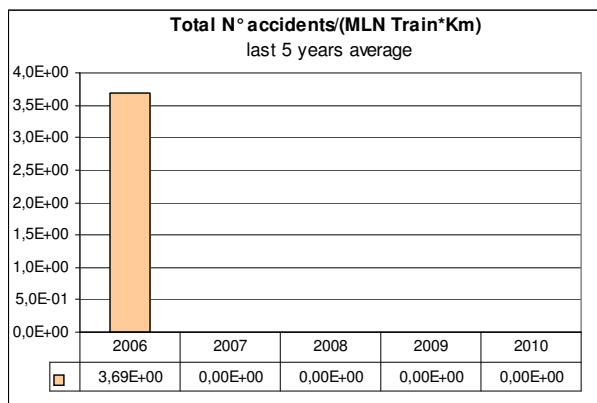
ANNEX B: Organisation chart(s) of the National Safety Authority

See annex F and annex G!

ANNEX C: CSIs data – Definitions applied

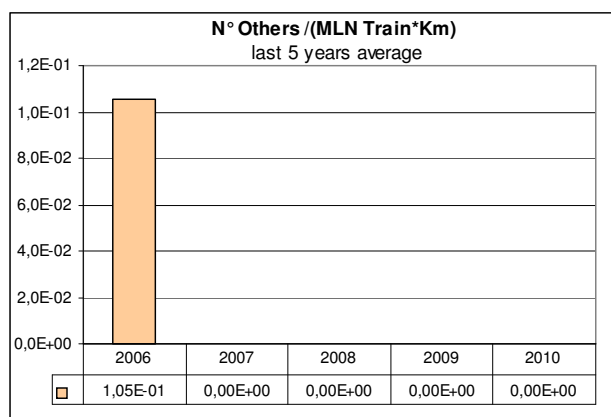
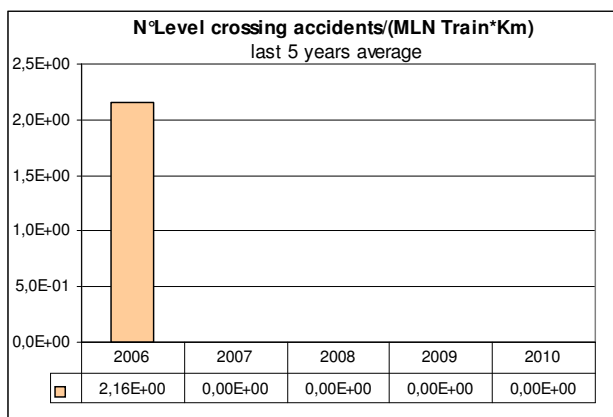
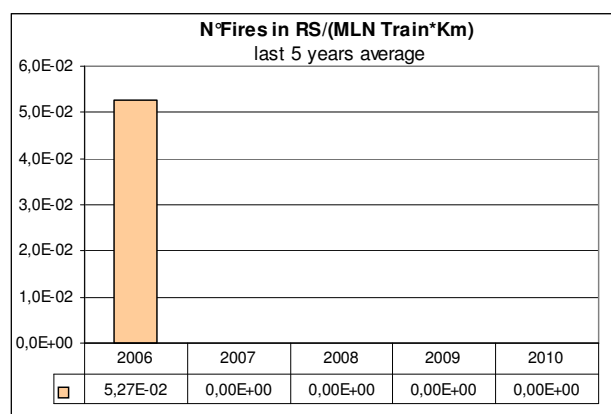
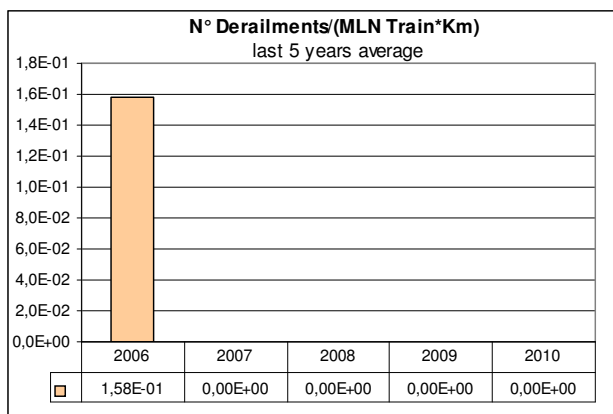
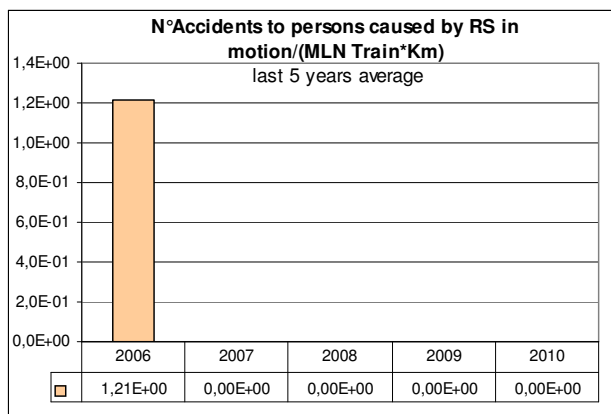
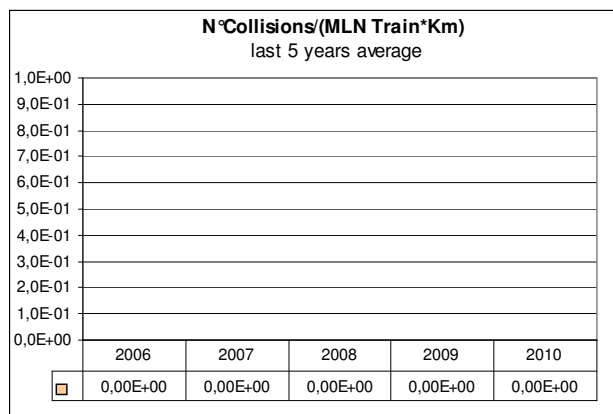
C.1. CSIs data²

Performances at a glance

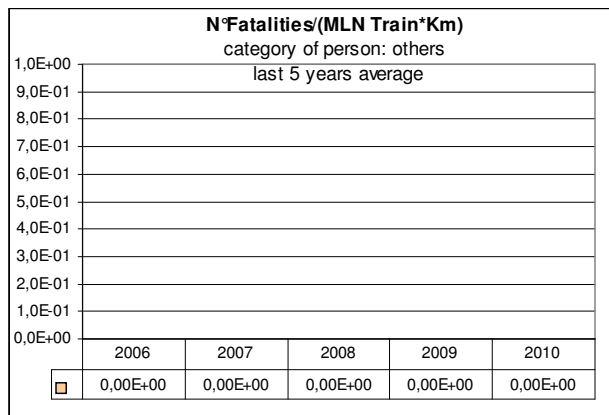
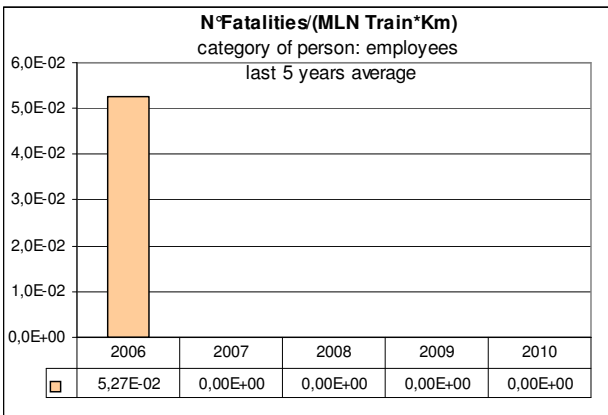
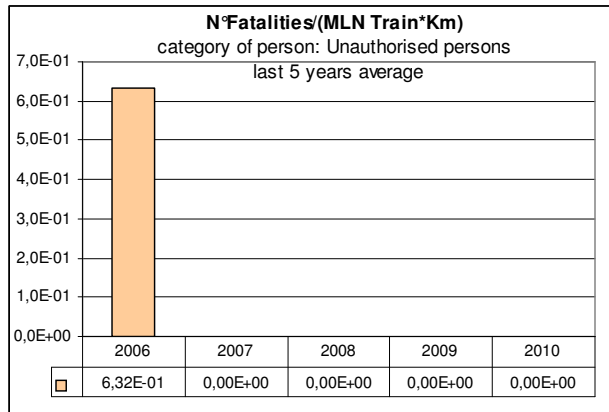
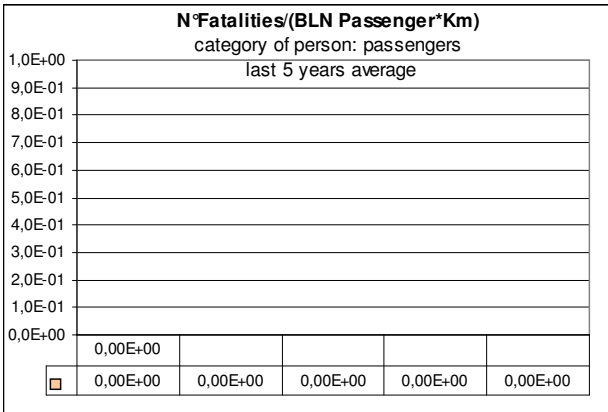
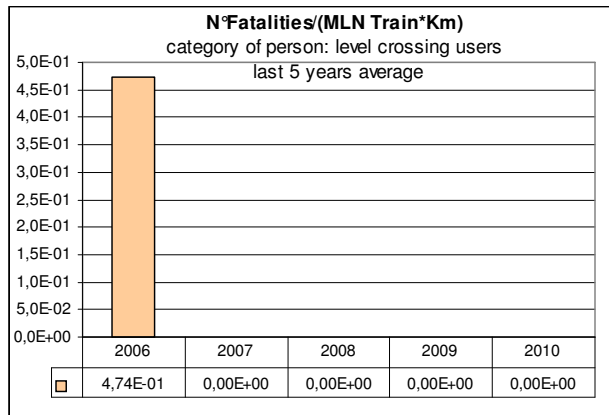
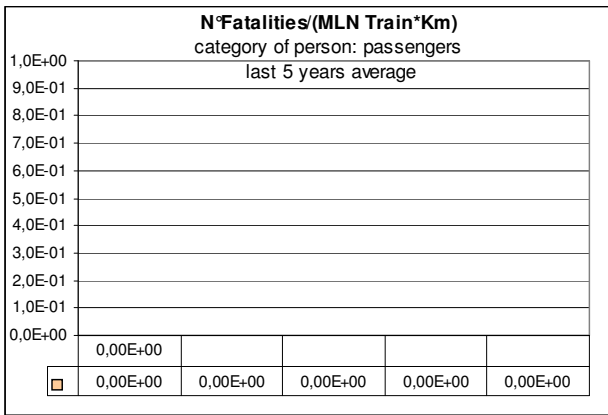


² Data in charts are just examples.

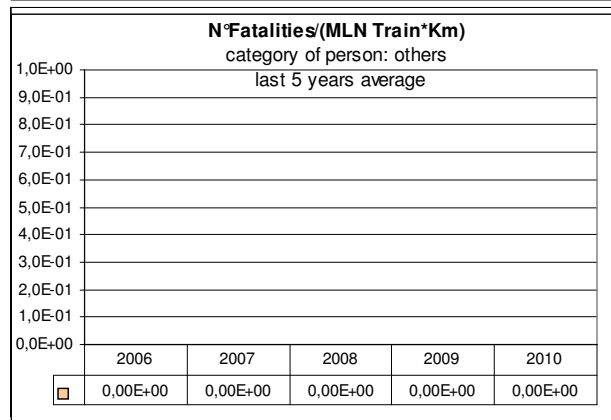
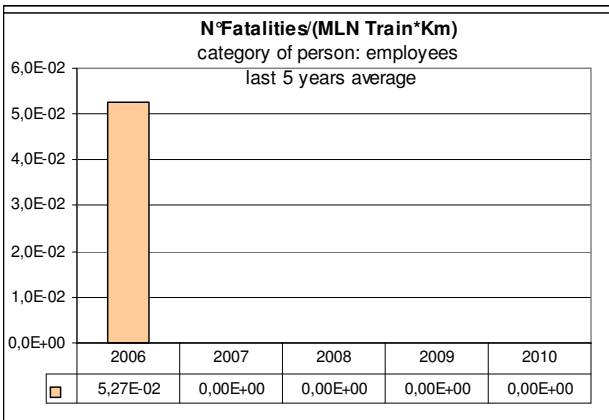
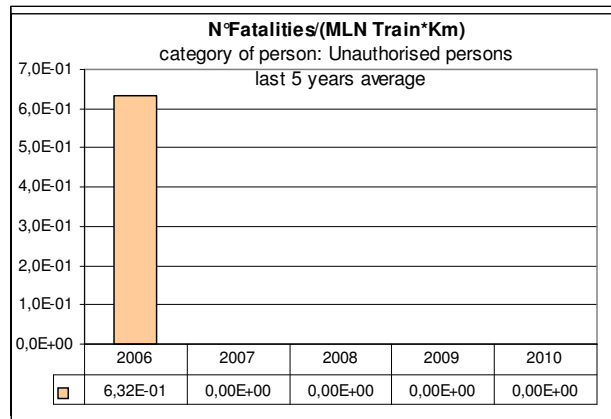
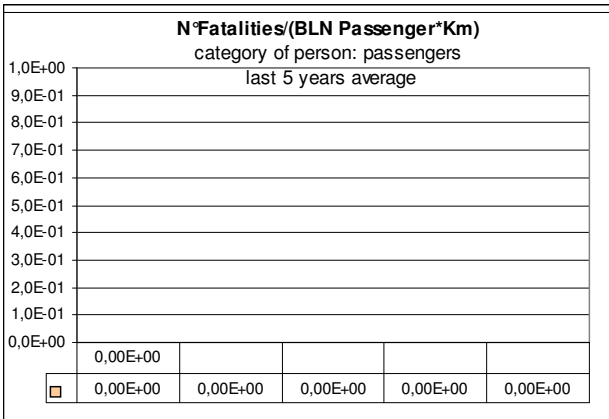
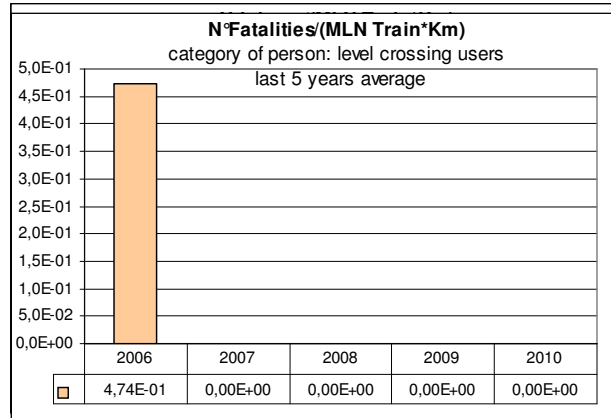
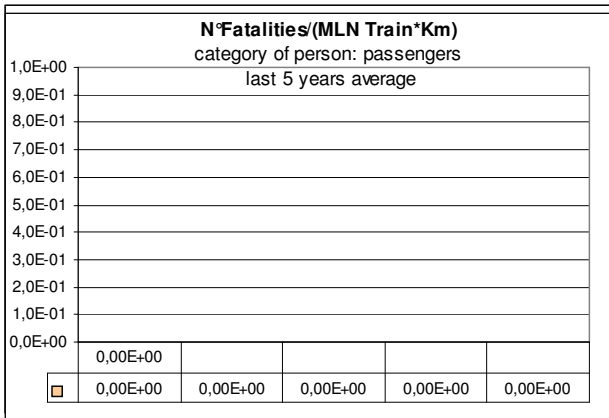
Accidents divided by type



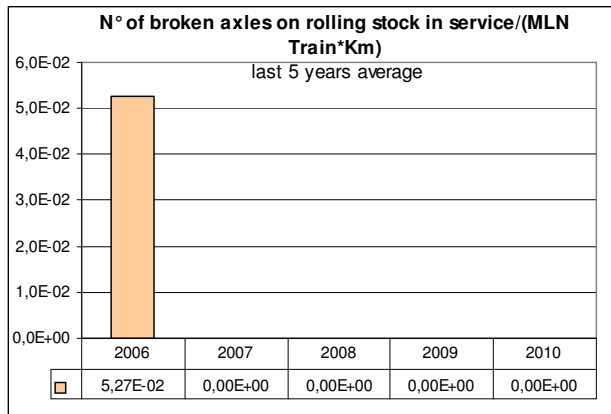
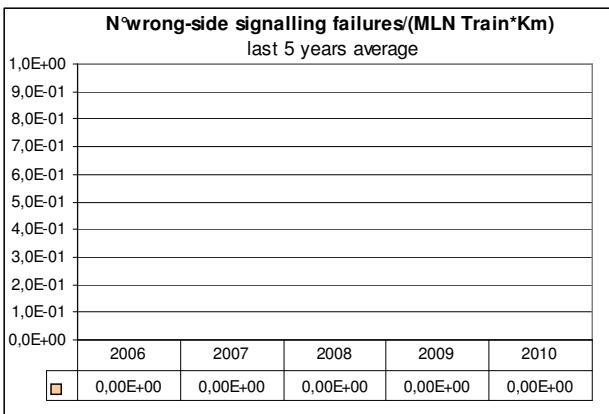
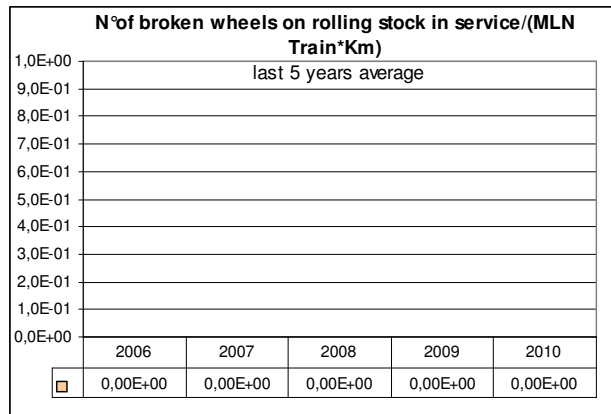
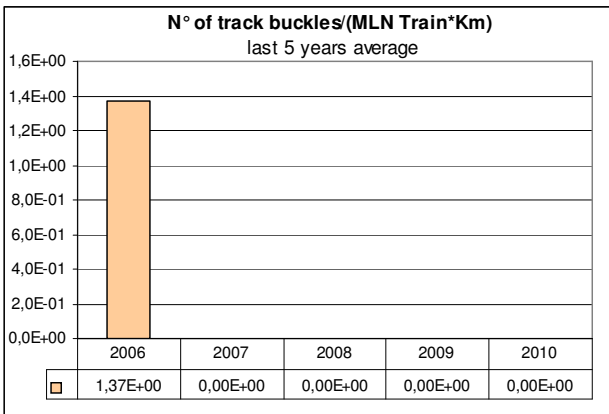
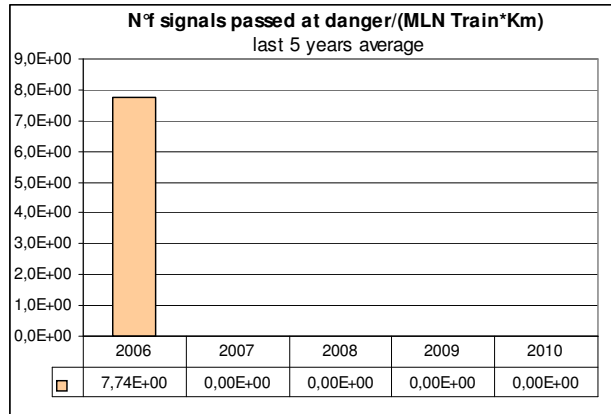
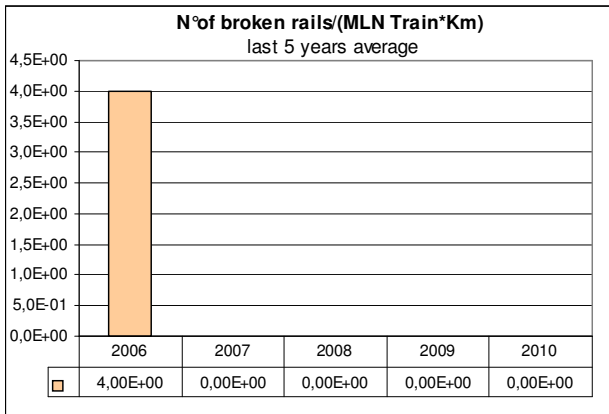
Fatalities divided by category of people involved



Injures divided by category of people involved

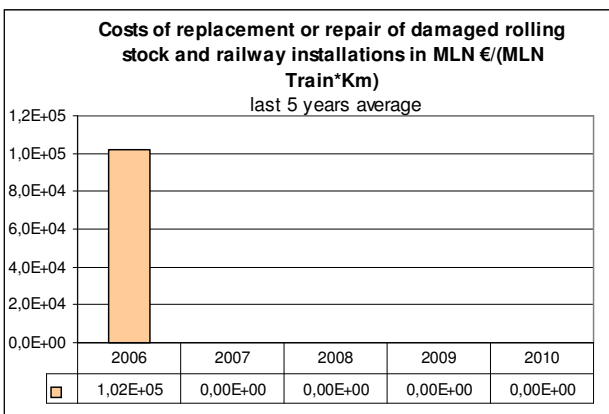
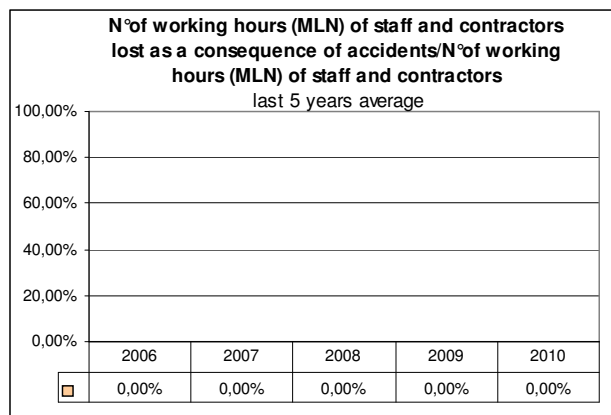
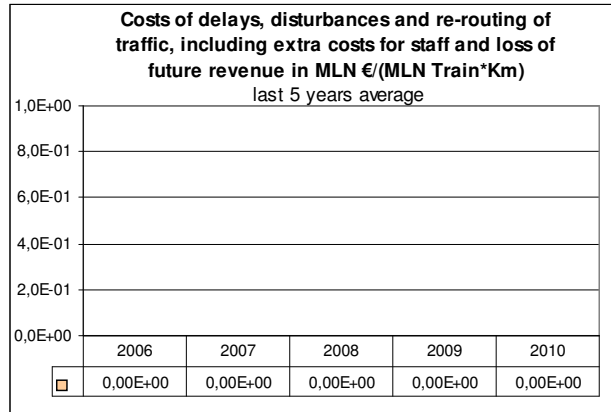
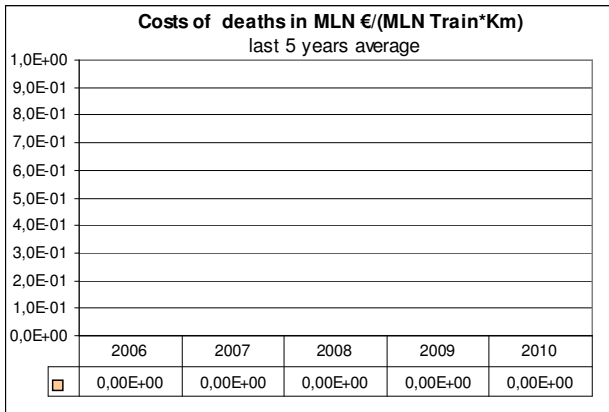


Precursors to accidents

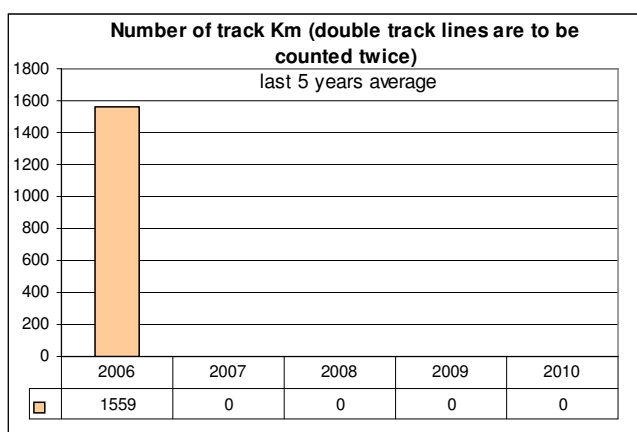
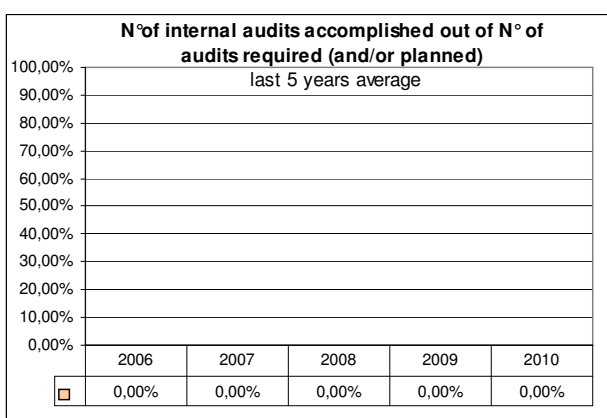
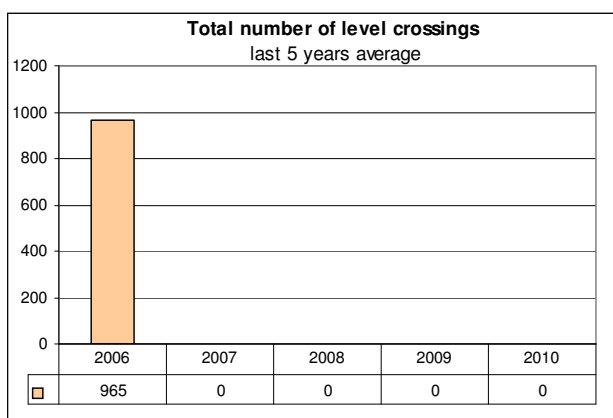
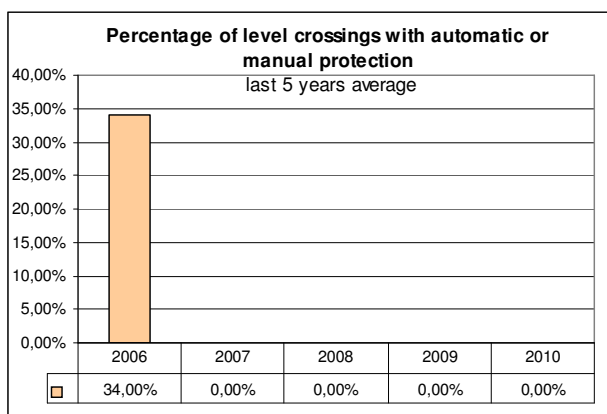
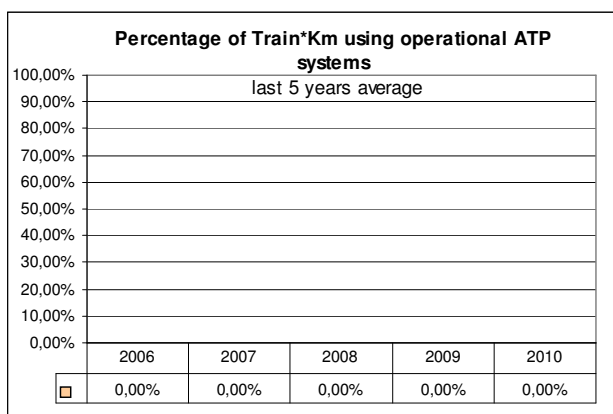
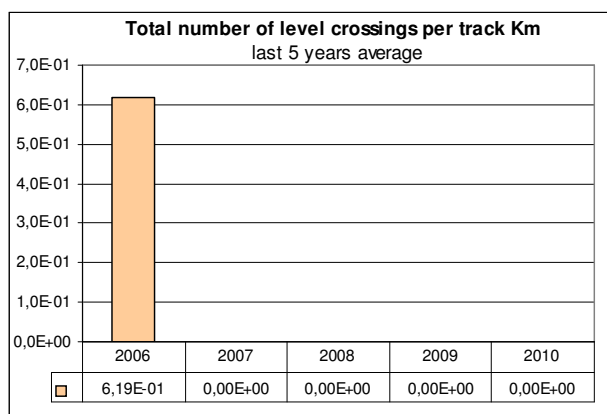
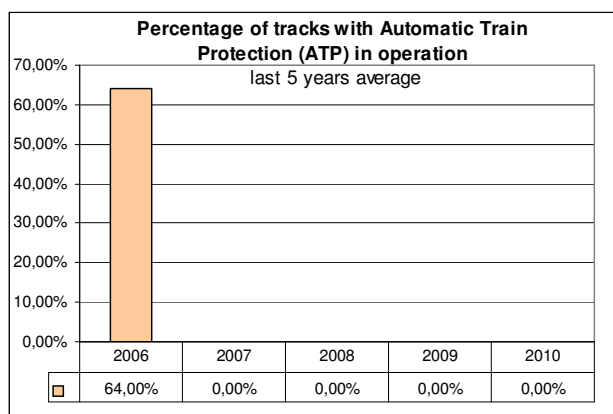


Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents

The cost of injuries and deaths are not calculated, because of absence of national methodology. Methodology proposed by the HEATCO project (Developing Harmonised European Approaches for Transport Costing and Project Assessment) is not accepted by all MS so comparison of data between different member states could be misunderstood.



Technical safety of infrastructure and its implementation, management of safety



C.2. Definitions used in the annual report

C.2.1. Definitions in Regulation 91/03 to be applied:

deaths (killed person)

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

injures (seriously injured person)

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

passenger-km

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account

rail passenger

means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included

suicide

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority

significant accident

means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded

train

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

train*Km

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account

C.2.2. National definitions

N/A

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10^6
BLN	10^9
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager
N/A	Not Applicable

ANNEX D: Important changes in legislation and regulation

Annual Report	
General national railway safety legislation	
Legislation concerning the national safety authority	/
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	/
National rules concerning railway safety	
Rules concerning national safety targets and methods	/
Rules concerning requirements for safety management systems and safety certification of railway undertakings	/
Rules concerning requirements for safety management systems and safety authorisation of infrastructure managers	/
Rules concerning requirements for wagonkeepers	/
Rules concerning requirements for maintenance workshops	/
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between railway undertakings, registration systems and requirements on testing procedures	Rules on brakes, safety devices, special devices and equipment of railway vehicles and Rules on the maintenance of railway vehicles
Common operating rules of the railway network including rules relating to the signalling and traffic procedures	Rules on the signalling-safety devices
Rules setting out requirements for additional internal operating rules (company rules) that must be established by the infrastructure managers and railway undertakings	/
Rules concerning requirements for staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	/
Rules concerning the investigation of the accident and incidents including recommendation	/
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	Rules on measures to be taken in emergency situations
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	/

	Legal reference	Date legislation comes into force (modification)	Reason for introduction (specify new law or amendment to existing legislation)	Description
General national railway safety legislation	NONE	/	/	/
Legislation concerning the national safety authority	/	/	/	/
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE	/	/	/
		/	/	/
National rules concerning railway safety		/	/	/
Rules concerning national safety targets and methods	/	/	/	/
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE	/	/	/
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE	/	/	/
Rules concerning requirements for wagonkeepers	NONE	/	/	/
Rules concerning requirements for maintenance workshops	NONE	/	/	/
Rules concerning requirements for the autorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	Rules on brakes, safety devices, special devices and equipment of railway vehicles	January 2007	amended	/ Changing the date validity from 1.1.2007 to 1.1.2008
	Rules on the maintenance of railway vehicles	1.1.2007	amended	/ New deadline cycles for maintaining vehicles
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	Rules on the signalling-safety devices	January 2007	amended	/ Changing the date validity from 1.1.2007 to 1.1.2008
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	/	/	/	/
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	/	/	/	/
Rules concerning the investigation of the accident and incidents including recommendation	Rules on measures to be taken in emergency situations	January 2007	amended	Changing the date validity from 1.1.2007 to 1.1.2008
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	/	/	/	/
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE	/	/	/

ANNEX E: The development of safety certification and authorisation – Numerical Data

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 2006 being licensed	in your Member State	0
	in another Member State	0

E.2. Safety Certificates according to Directive 2004/49/EC

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates Part A held by Railway Undertakings in the year 2006 being registered	in your Member State	0	0	0
	in another Member State	0	0	

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in the year 2006 being registered	in your Member State	0	0	0
	in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway	in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

Undertakings in year 2006 being registered	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway Undertakings in year 2006 being registered	in your Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued
R = Rejected applications, no certificate was issued
P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

E.3. Safety Authorisations according to Directive 2004/49/EC

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2006 being registered in your Member State	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2006 being registered in your Member State	new authorisations	0	0	0
	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued
R = Rejected applications, no authorisation was issued
P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 2006 for Railway Undertakings holding	a licence released by your Member State	/	/	/
	a licence released by another Member State	/	/	/

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety	a licence released by your Member State?	/	/	/
	a licence released by another Member State?	/	/	/

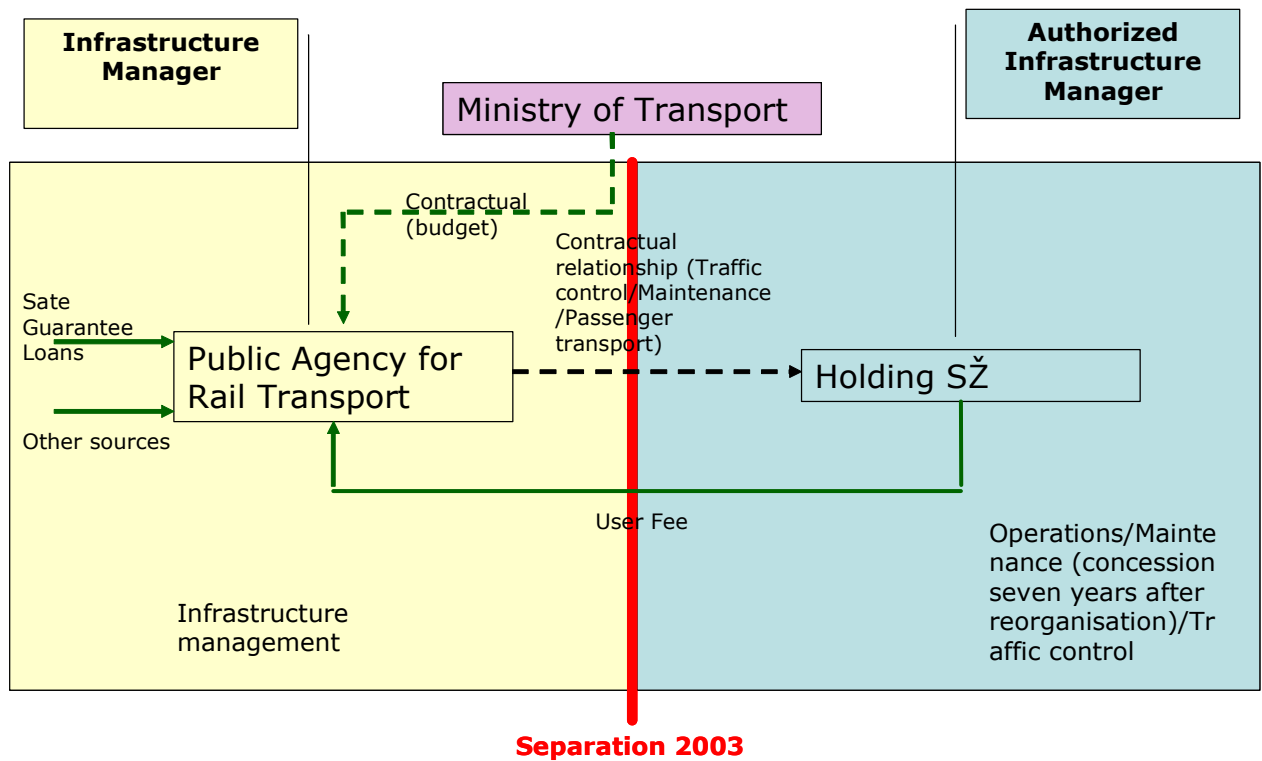
Certificate Part B in year 2006 for Railway Undertakings holding				
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E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2006 for Infrastructure Managers holding	a licence released by your Member State	/	/	/
	a licence released by another Member State	/	/	/

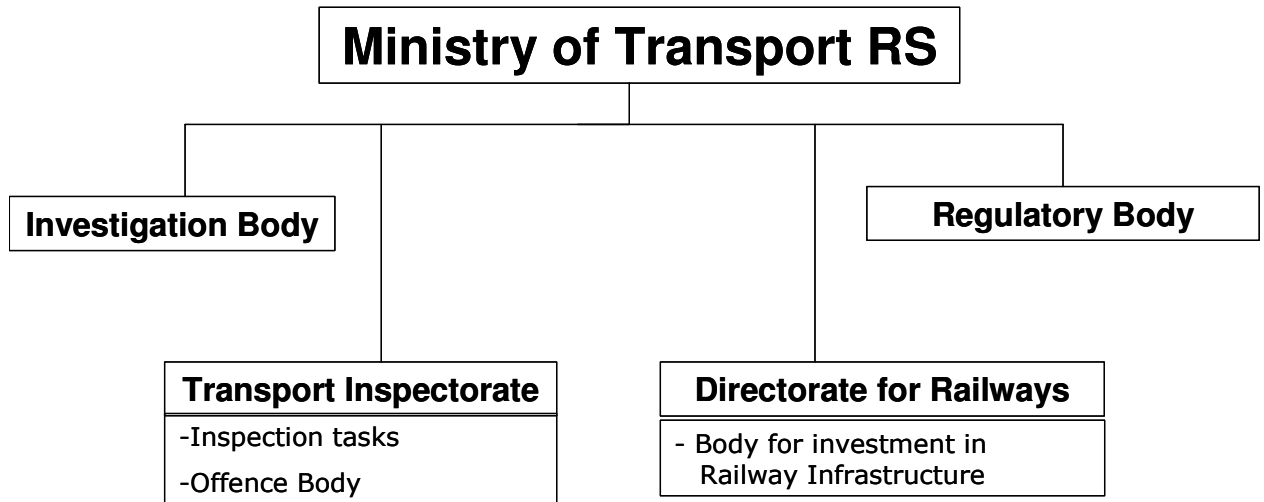
ANNEX F: Institutional framework in 2006

Not valid in 2007. Institutional framework changed in 2007 (see Annex G).

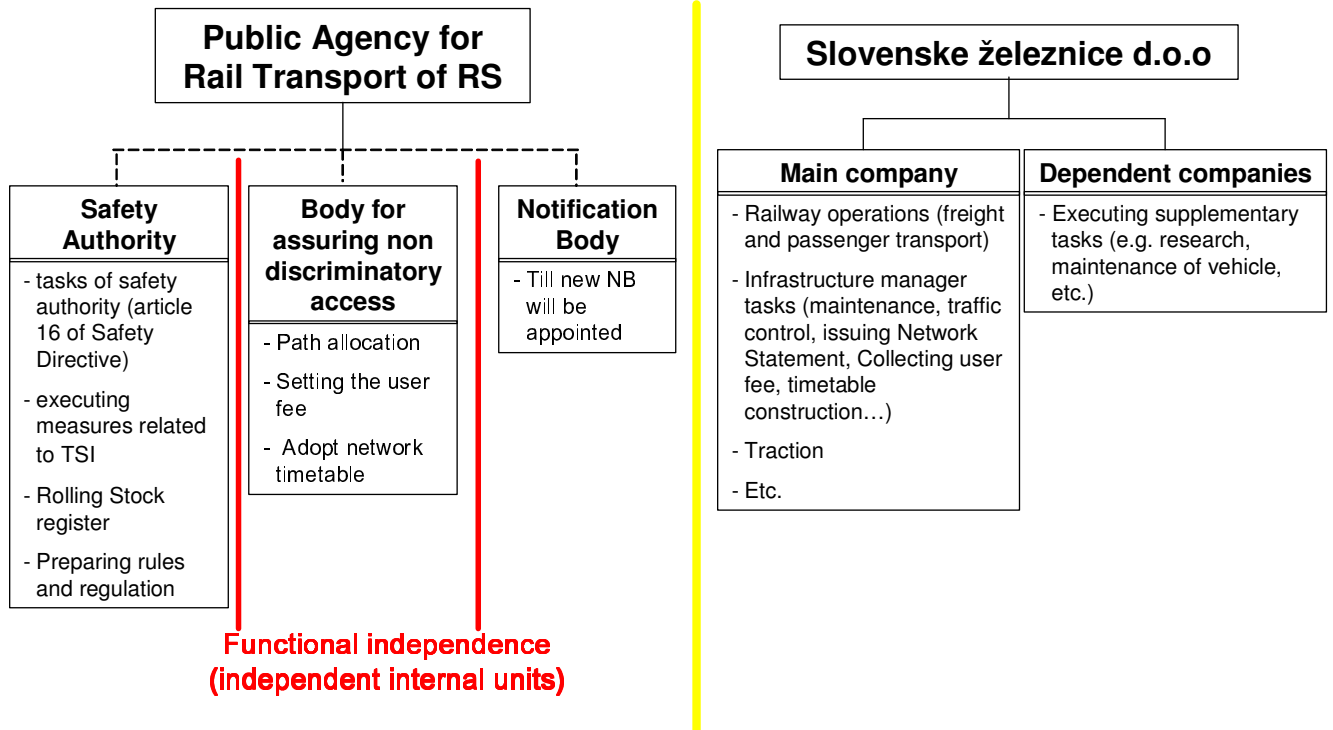


Annex G: Institutional framework in 2007

Governmental level



Public/Non governmental level



Annex H: Mission Statement

Railway Transport Act (Official Gazette of the Republic of Slovenia, No 44/07)

Article 21

(Public Railway Transport Agency and its tasks)

(1) The government shall found the Public Railway Transport Agency to perform the tasks laid down hereunder.

(2) The Agency shall issue general acts for the implementation of public authorisations which regulate legal relations in its area of work and which chiefly concern the Agency's official records, the collection and delivery of data from its area of work, and other issues connected with the fulfilment of the Agency's tasks. The Agency shall issue administrative decisions of first instance on the basis of this Act and of the law governing railway transport safety, which the ministry shall issue until the founding of the Agency.

(3) The Agency shall perform tasks aimed at ensuring non-discriminatory access to the railway infrastructure, which include:

- allocation of train paths;
- setting the user fee;
- ensuring the efficiency of international train paths;
- ensuring the competitiveness of international freight transport;
- granting, revoking or suspending licences;
- supervision of the validity of licences, approved train paths and the fulfilment of conditions relating thereto,
- adopt the network timetable

The tasks referred to in the first and the second indent shall be carried out by the independent organisational unit of the Agency that is not connected with the performance of the tasks of the safety authority.

(4) The Agency shall also perform the following functions:

- tasks of the safety authority;
- implementing measures regarding the application of TSI.

(5) The Agency shall decide in administrative matters in its area of competence in accordance with the act governing the general administrative procedure, unless otherwise determined by this Act.

(6) To ensure the Agency's independence of the operator and the carriers, the members of the Agency's Council may not be the persons employed with or the persons for whom there exists a conflict of personal and public interests pursued by the Agency due to their connections with the operator or the carriers. The act on the establishment of the agency shall lay down more specific conditions to be fulfilled by the members of the Agency's Council.

Article 24

(Safety authority)

- (1) The safety authority shall carry out the following tasks:
- issuing, revoking or suspending the carrier's safety certificates;
 - issuing, revoking or suspending the operator's safety authorisations;
 - monitoring the validity of safety certificates and safety authorisations;
 - issue authorisations for the beginning of the operation of structural sub-systems which represent the Pan-European railway system in accordance with Article 14 of the Directive 96/48/EC and Article 14 of the Directive 2001/16/EC and regular checking whether these systems operate and are maintained in accordance with the essential requirements;
 - monitoring the compatibility between interoperability components and the key requirements Directive 96/48/EC and Directive 2001/16/EC;
 - issuing permits for the beginning of operation of significantly modified rail vehicles which are not yet included in TSI;
 - monitoring the adequacy of registration of rail vehicles and the accuracy and up-to-datedness of safety information in the national register established in accordance with Directive 96/48/EC and Directive 2001/16/EC;
 - monitor, promote, enforce and develop the safety and regulatory framework and the system of national safety regulations, including the preparation of the proposed secondary regulations in the field of railway traffic safety;
 - writing annual reports on its work for the European Railway Agency.
- The authorisation from the fourth indent can also be issued after obtaining the EC declaration of verification which is issued by the notified authority in accordance with the law regulating railway traffic safety. The authorisation from the sixth indent can also be issued under the terms and conditions stipulated by the law regulating railway traffic safety.
- (2) The tasks of the safety authority may not be transferred or subcontracted to another person or body. The safety authority must be independent from any railway carrier, railway infrastructure operator, the applicant and the supply services in terms of organisation, financial and legal aspects and when adopting decisions.
- (3) The safety authority shall carry out its tasks in an open, non-discriminatory and transparent manner. In carrying out its tasks, it may request technical assistance from a railway infrastructure operator, a railway undertaking or other agencies with relevant capability.
- (4) The safety authority shall enable all those involved to issue a statement and explain their positions. The safety authority shall immediately answer the requirements and the applications and communicate its requests regarding the information needed for the adoption of decisions. The safety authority shall adopt all its decisions within four months of submitting all the requested information.
- (5) During the process of developing the safety regulations framework, the safety authority shall consult all those involved and interested, including the operator, the railway carriers, the maintenance staff, the users and the employee

representatives.

- (6) Appeal shall be allowed against the decisions of the safety authority in accordance with Article 18d hereof.
- (7) In order to harmonise its decision-making criteria with the criteria applicable in the European Community, the safety authority shall co-operate with the safety authorities of other Member States of the European Community. The aim of such co-operation is to harmonise and co-ordinate the granting of safety certificates to railway carriers that have been assigned international train paths in accordance with the procedure laid down in Article 15 of Directive 2001/14/EC.
- (8) Each year the safety authority shall publish the annual report in respect of its activities in the previous year and send it to the European Railway Agency by no later than 30 September. The report must contain data on:
 - a) development of safety on the railway, including the combining of common safety indicators from Annex I to Directive 49/2004/EC at the level of the Member States of the European Community;
 - b) important changes to the legislation and regulation of railway safety;
 - c) changes in the granting of a safety certificate and safety authorisation;
 - d) results and experience connected with the supervision of the railway infrastructure operators and railway carriers.
- (9) The tasks of safety authority shall be carried out by the Agency.