

Status: Point in time view as at 23/04/2012.

Changes to legislation: There are currently no known outstanding effects for the Commission Decision of 23 April 2012 on the second set of common safety targets as regards the rail system (notified under document C(2012) 2084) (Text with EEA relevance) (2012/226/EU), ANNEX. (See end of Document for details)

ANNEX

1. National Reference Values (NRVs)

1.1. NRVs for risk to passengers (NRV 1.1 and NRV 1.2)

Member State	NRV 1.1 ($\times 10^{-9}$) ^a	NRV 1.2 ($\times 10^{-9}$) ^b
Belgium (BE)	37,3	0,318
Bulgaria (BG)	170,0	1,65
Czech Republic (CZ)	46,5	0,817
Denmark (DK)	9,04	0,11
Germany (DE)	8,13	0,081
Estonia (EE)	78,2	0,665
Ireland (IE)	2,74	0,0276
Greece (EL)	54,7	0,503
Spain (ES)	29,2	0,27
France (FR)	22,5	0,11
Italy (IT)	38,1	0,257
Latvia (LV)	78,2	0,665
Lithuania (LT)	97,2	0,757
Luxembourg (LU)	23,8	0,176
Hungary (HU)	170,0	1,65
Netherlands (NL)	7,43	0,0889
Austria (AT)	26,3	0,292
Poland (PL)	116,1	0,849
Portugal (PT)	41,8	0,309
Romania (RO)	170,0	1,65
Slovenia (SI)	25,3	0,362
Slovakia (SK)	35,8	0,513
Finland (FI)	9,04	0,11
Sweden (SE)	3,54	0,0329
United Kingdom (UK)	2,73	0,0276

a NRV1.1 expressed as: Number of passenger FWSIs per year arising from significant accidents/Number of passenger train-km per year. Passenger train-km here is the unit of traffic for passenger trains only.

b NRV1.2 expressed as: Number of passenger FWSIs per year arising from significant accidents/Number of passenger-km per year.

FWSIs in (*) and (**) are as defined in point d of Article 3 of Decision 2009/460/EC.

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1.2. NRVs for risk to employees (NRV 2)

Member State	NRV 2 ($\times 10^{-9}$) ^a
Belgium (BE)	24,6
Bulgaria (BG)	21,2
Czech Republic (CZ)	16,5
Denmark (DK)	9,1
Germany (DE)	12,6
Estonia (EE)	64,8
Ireland (IE)	5,22
Greece (EL)	77,9
Spain (ES)	8,81
France (FR)	6,06
Italy (IT)	18,9
Latvia (LV)	64,8
Lithuania (LT)	41,0
Luxembourg (LU)	12,0
Hungary (HU)	9,31
Netherlands (NL)	5,97
Austria (AT)	20,3
Poland (PL)	17,2
Portugal (PT)	53,1
Romania (RO)	21,2
Slovenia (SI)	40,9
Slovakia (SK)	1,36
Finland (FI)	9,21
Sweden (SE)	2,86
United Kingdom (UK)	5,17

^a NRV 2 expressed as: Number of employee FWSIs per year arising from significant accidents/Number of train-km per year.

FWSIs here are as defined in point d of Article 3 of Decision 2009/460/EC.

1.3. NRVs for risk to level crossing users (NRV 3.1 and NRV 3.2)

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Member State	NRV 3.1 ($\times 10^{-9}$)^a	NRV 3.2^b
Belgium (BE)	138,0	n/a
Bulgaria (BG)	341,0	n/a
Czech Republic (CZ)	238,0	n/a
Denmark (DK)	65,4	n/a
Germany (DE)	67,8	n/a
Estonia (EE)	400,0	n/a
Ireland (IE)	23,6	n/a
Greece (EL)	710,0	n/a
Spain (ES)	109,0	n/a
France (FR)	78,7	n/a
Italy (IT)	42,9	n/a
Latvia (LV)	239,0	n/a
Lithuania (LT)	522,0	n/a
Luxembourg (LU)	95,9	n/a
Hungary (HU)	274,0	n/a
Netherlands (NL)	127,0	n/a
Austria (AT)	160,0	n/a
Poland (PL)	277,0	n/a
Portugal (PT)	461,0	n/a
Romania (RO)	341,0	n/a
Slovenia (SI)	364,0	n/a
Slovakia (SK)	309,0	n/a
Finland (FI)	164,0	n/a
Sweden (SE)	64,0	n/a
United Kingdom (UK)	23,5	n/a

a NRV3.1 expressed as: Number of level crossing user FWSIs per year arising from significant accidents/Number of train-km per year.

b NRV3.2 expressed as: Number of level crossing user FWSIs per year arising from significant accidents/[(Number of Train-km per year \times Number of level crossings)/Track-km]. Data on the number of level crossings and track-km were not sufficiently reliable at the time of data extraction (most of the Member States reported common data on line-km instead of track-km).

FWSIs in (*) and (**) are as defined in point d of Article 3 of Decision 2009/460/EC.

1.4. NRVs for risk to persons classified as 'others' (NRV 4)

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Member State	NRV 4 ($\times 10^{-9}$)^a
Belgium (BE)	2,86
Bulgaria (BG)	4,51
Czech Republic (CZ)	2,41
Denmark (DK)	14,2
Germany (DE)	3,05
Estonia (EE)	11,6
Ireland (IE)	7,0
Greece (EL)	4,51
Spain (ES)	5,54
France (FR)	7,71
Italy (IT)	6,7
Latvia (LV)	11,6
Lithuania (LT)	11,6
Luxembourg (LU)	5,47
Hungary (HU)	4,51
Netherlands (NL)	4,7
Austria (AT)	11,1
Poland (PL)	11,6
Portugal (PT)	5,54
Romania (RO)	4,51
Slovenia (SI)	14,5
Slovakia (SK)	2,41
Finland (FI)	14,2
Sweden (SE)	14,2
United Kingdom (UK)	7,0

^a NRV 4 expressed as: Yearly number of FWSIs to persons belonging to the category 'others' arising from significant accidents/Number of train-km per year.

FWSIs here are as defined in point d of Article 3 of Decision 2009/460/EC.

1.5. *NRVs for risk to unauthorised persons on railway premises (NRV 5)*

Member State	NRV 5 ($\times 10^{-9}$)^a
Belgium (BE)	72,6

^a NRV 5 expressed as: Number of FWSIs to unauthorised persons on railway premises per year arising from significant accidents/Number of train-km per year.

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Bulgaria (BG)	829,0
Czech Republic (CZ)	301,0
Denmark (DK)	116,0
Germany (DE)	113,0
Estonia (EE)	1 550,0
Ireland (IE)	85,2
Greece (EL)	723,0
Spain (ES)	168,0
France (FR)	67,2
Italy (IT)	119,0
Latvia (LV)	1 310,0
Lithuania (LT)	2 050,0
Luxembourg (LU)	79,9
Hungary (HU)	588,0
Netherlands (NL)	15,9
Austria (AT)	119,0
Poland (PL)	1 210,0
Portugal (PT)	834,0
Romania (RO)	829,0
Slovenia (SI)	236,0
Slovakia (SK)	779,0
Finland (FI)	249,0
Sweden (SE)	94,8
United Kingdom (UK)	84,5

a NRV 5 expressed as: Number of FWSIs to unauthorised persons on railway premises per year arising from significant accidents/Number of train-km per year.

FWSIs here are as defined in point d of Article 3 of Decision 2009/460/EC.

1.6. *NRVs for societal risk (NRV 6)*

Member State	NRV 6 ($\times 10^{-9}$)^a
Belgium (BE)	275,0
Bulgaria (BG)	1 240,0
Czech Republic (CZ)	519,0

a NRV 6 expressed as: Total number of FWSIs per year arising from significant accidents/Number of train-km per year.

The total number of FWSIs here is the sum of all the FWSIs considered for calculating all the other NRVs.

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Denmark (DK)	218,0
Germany (DE)	203,0
Estonia (EE)	2 110,0
Ireland (IE)	114,0
Greece (EL)	1 540,0
Spain (ES)	323,0
France (FR)	180,0
Italy (IT)	231,0
Latvia (LV)	1 660,0
Lithuania (LT)	2 590,0
Luxembourg (LU)	210,0
Hungary (HU)	1 020,0
Netherlands (NL)	148,0
Austria (AT)	329,0
Poland (PL)	1 590,0
Portugal (PT)	1 360,0
Romania (RO)	1 240,0
Slovenia (SI)	698,0
Slovakia (SK)	1 130,0
Finland (FI)	417,0
Sweden (SE)	169,0
United Kingdom (UK)	120,0

a NRV 6 expressed as: Total number of FWSIs per year arising from significant accidents/Number of train-km per year.

The total number of FWSIs here is the sum of all the FWSIs considered for calculating all the other NRVs.

2. Values assigned to the second set of common safety targets

Risk Category	CST Value ($\times 10^{-6}$)		Measurement units
Risk to passengers	CST 1.1	0,17	Number of passenger FWSIs per year arising from significant accidents/ Number of passenger train-km per year
	CST 1.2	0,00165	Number of passenger FWSIs

a Data on the number of level crossings and track-km, which are necessary to calculate this CST, were not sufficiently reliable at the time of data extraction (e.g. most Member States reported line-km instead of track-km).

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			per year arising from significant accidents/Number of passenger-km per year
Risk to employees	CST 2	0,0779	Number of employee FWSIs per year arising from significant accidents/ Number of train-km per year
Risk to level crossing users	CST 3.1	0,71	Number of level crossing user FWSIs per year arising from significant accidents/ Number of train-km per year
	CST 3.2	n/a ^a	Number of level crossing user FWSIs per year arising from significant accidents/[(Number of Train-km per year × Number of level crossings)/Track-km]
Risk to 'others'	CST 4	0,0145	Yearly number of FWSIs to persons belonging to the category 'others' arising from significant accidents/ Number of train-km per year
Risk to unauthorised persons on railway premises	CST 5	2,05	Number of FWSIs to unauthorised persons on railway premises per year arising from significant accidents/ Number of train-km per year
Risk to society as a whole	CST 6	2,59	Total number of FWSIs per year arising from significant accidents/ Number of train-km per year

^a Data on the number of level crossings and track-km, which are necessary to calculate this CST, were not sufficiently reliable at the time of data extraction (e.g. most Member States reported line-km instead of track-km).

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