

ERAIL MONOGRAPH

GREECE

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The Greek authorities notified the European Commission of the measures adopted in order to comply with the provisions of the infrastructure package directives 2001/12, 2001/13 and 2001/14 on 21 March 2005.

These notifications have not been taken into account in this Country Profile. An update will be made available on short notice. This document reflects the situation end February 2005, and has already anticipated, to a certain extent, the measures under preparation.

1 ORGANISATIONS INVOLVED IN CARRYING OUT PUBLIC TASKS

Public tasks are distinguished according to the following clusters of activities:

- Separation, licensing and charging
- Interoperability and safety
- State aid, competition and public service obligations
- Statistics

The following organisations are involved in one or more of these clusters of activities:

- **OSE S.A.**, involved in licensing, interoperability, safety, public service obligations and statistics
- **Ministry of Transport and Telecommunications**, involved in state aid, public service obligations and statistics

1.1 Current organisations

1.1.1 Hellenic Railways Organisation – OSE S.A

Hellenic Railways Organisation – OSE S.A. (known as CH in UIC and international organisations (Chemins de Fer Helleniques), and as OSE in Greece.)

OSE has the following subsidiaries:

- **ERGA OSE (ERGOSE):**
OSE has a 99.99 % interest in ERGOSE S.A. that was established in May 1996 in order to ensure the efficient realisation of the projects co-funded by the European Union Investment Programme for the Modernisation of the Greek Railway Network.
The takeover of OSE's projects by ERGOSE started in July 1997 and was completed in December 1997. Since then, ERGOSE manages all projects co-funded by the second and third CSF and by the first and second CF.
The overall budget of the projects already constructed by ERGOSE within the period of the second CSF, as well as those that are planned for the period of the third CSF is approximately EURO 4.7 billion.

ERGOSE's objectives are:

- To maximise exploitation of Greek and communal funds placed at the disposal of the OSE for the purpose of making specific railway network and installation improvements, which will benefit the Greek Railways and the national economy.
- To ensure that each of the individually approved investment programme items is delivered to OSE on time and at an acceptable cost and quantity so that they facilitate achievement of OSE's targets.

- To inform OSE and other appropriate bodies about the physical and economic progress of the investment programme at pre-determined levels.

For achieving its targets, ERGOSE uses modern project management methods, and based on its human resources from the Greek as well as the international market, develops the necessary know-how in the field of railway construction projects and mainly in fields that are practically new for Greece, such as electrification and automatic signalling, construction of long tunnels or high speeds, the realisation for high technology freight stations etc.

- THRIASSIO S.A.

Its main responsibility is the operation of the Freight Center in Thriassio as well as the holding, handling and exploitation of the freight and combined railway transportations. More specifically, the company has been established with the following main tasks:

- The operation, holding, handling and exploitation of (railway and combined) freight operations.
- The development of new or the updating of the existing railway infrastructures for the benefit of freight and combined transportations.
- The supply of consultant -expert services related to the development, operation or exploitation of freight and combined transportations.

OSE, in the context of its business plan, selected the area of Triassio for the development of the Freight Center. After the receiving of the essential approvals from the involved parts, the area was comprised in the prescriptive plan of Athens and OSE moved to the expropriation of the required spaces of total size 2.200 sq.m.

The expropriated area is well connected with the road network of the Greater Athens Area. It has also a good railway connection with the railway network and the Pireaus harbour of new Ikonio, through the facilities of the new Railway Hub Acharnes (SKM).

- GAIAOSE S.A.

OSE has a 99.9% interest in GAIAOSE S.A. that was established in 2001. GAIAOSE's objectives are mainly, but not limited to, the development, management and exploitation of real estate owned by OSE, the construction, development and exploitation of various types of installations and also to provide services as adviser, expert or appraiser and the preparation of relevant financial and technical studies.

The above companies (ERGOSE, THRIASSIO S.A. and GAIAOSE) are not involved in transport business, and thus, are not further examined.

- PROASTIAKOS S.A.

Hellenic Railways Organisation (OSE) established in April 2003 a subsidiary for the provision of a passenger rail transport service on the network of the Suburban Railway of Attica¹ (ASRN), under the trade name "ATTICA SUBURBAN RAILWAYS – URBAN, SUBURBAN AND REGIONAL RAIL TRANSPORT OPERATION, EXPLOITATION AND MANAGEMENT S.A." hereinafter referred to as "PROASTIAKOS S.A."

¹ in the Greater Athens Area

PROASTIAKOS S.A. is managed by a nine-members Administrative Board. The company has completed the scheduled purchases of rolling stock, to cover –at first- the needs of the Athens Olympic Games in August-September 2004. The necessary infrastructure for the Olympic Games (including the link to the Athens international Airport) has been almost constructed. The infrastructure for the full scheme of rail suburban system (links to Kiato and Korinthos in Peloponnisos, and to Chalkis and Thiva in the north) will be completed in 2006.

According to the provisions of its Incorporation Act, the objectives of “PROASTIAKOS S.A.” include the following:

- a. Preparatory actions for the operation of the Suburban Railway Network of Attica (ASRN), which -among other things- includes:
 - Cooperation with OSE, ERGOSE (affiliated company of OSE, in charge of executing the major part of the railway construction program of Greece for the period 2000-2008) and, if required, with the contractors of the superstructure and infrastructure construction works.
 - Preparation and Implementation of the required Operation and Safety “Regulations” for the passenger railway transport services on the ASRN.
 - Development of the regulatory framework for training, examinations, certification and licensing of its personnel.
- b. The responsibility for the provision of passenger railway transport services on ASRN in a reliable, consistent and safe manner, which includes the following:
 - Planning and execution of the required passenger railway transport services.
 - Management of transport demand and intermodality of the system in collaboration with the other urban - suburban transport operators.
 - Communication and interfacing among the Control Centres.
 - Managing the required commercial services.
 - Preparation, implementation and monitoring of a”Passenger Rights Charter”.
 - Establishment and implementation of the required fare policy.
- c. Collaboration with OSE and the other subsidiaries of the OSE Group towards meeting the wider objectives of OSE (as State Company providing railway services).
- d. Collaboration with all other passenger transport operators for the provision of integrated transport services in the Greater Athens Region. This includes the individual companies of ETHEL (urban buses), ILPAP (electric buses), AMEL and ISAP (metro).

The following tables present the structure and the manpower per division for the company PROASTIAKOS S.A.

Current Condition (2004)

Level	Financial staff	Commercial	Operation	Technical	Total
1	3	2	2	2	9
2	9	6	6	6	27
3	14	9	11	8	42
Op.1			28		28
Op.2			78		78
Op.3			139		139
	26	17	264	16	326*

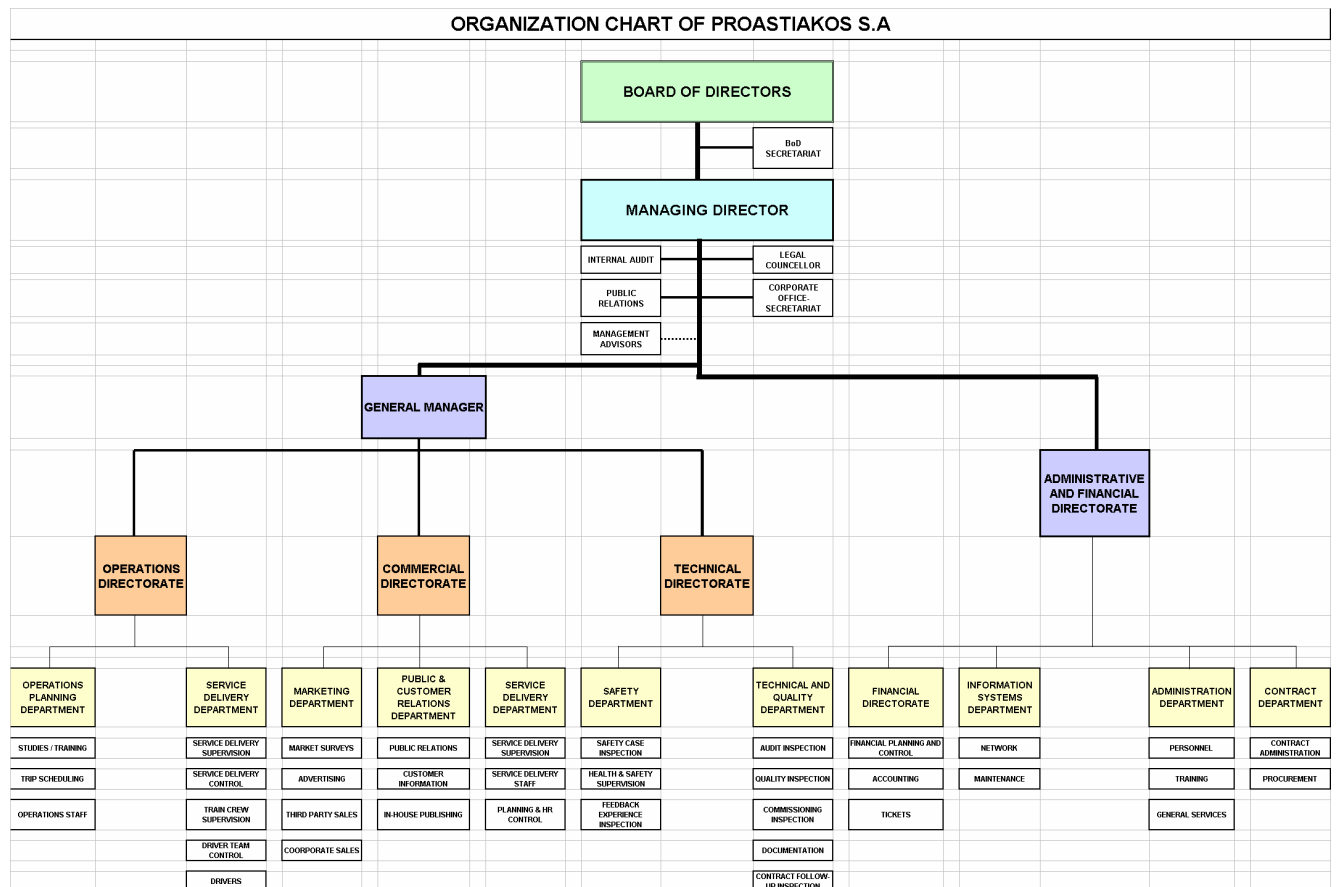
*Can be reduced to 277 according to the needs and the productivity

Forecasted Condition in full operation (2006)

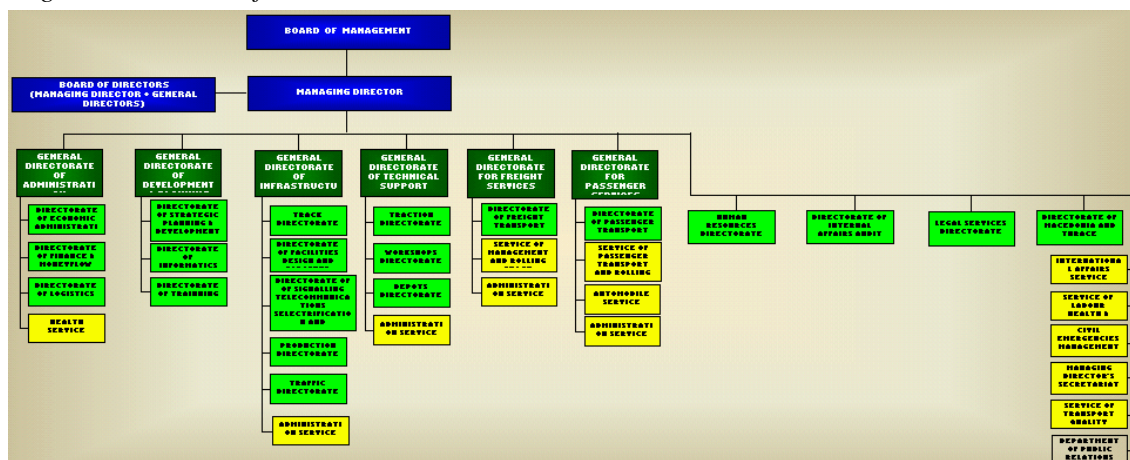
Level	Financial staff	Commercial	Operation	Technical	Total
1	3	2	2	2	9
2	9	6	6	6	27
3	14	9	11	8	42
Op.1			28		28
Op.2			129		129
Op.3			158		158
	26	17	334	16	393

*Can be reduced to 320 according to the needs and the productivity

Organisation chart of PROASTIAKOS S.A.



Organisation chart of OSE S.A.



Income and expenses (data 2001)

The main financial results of OSE are as follows:

	In thousand drs	In thousand Euros
Revenues from train passengers	15,687,000	46,070
Revenues from road passengers	3,127,000	9,184
Revenues from freight	7,556,000	22,191
Total revenues	44,760,000	131,454
Total operating costs	188,085,000	552,379

Number of employees

The Personnel Directorate has the responsibility of the management of the staff. The general picture is as follows:

Personnel – total	9601
Out of which,	
Operations	2792
Traction	3205
Track	2039
Various	1565

Legal constitution

The predecessor of Hellenic Railways (OSE – Organismos Sidirodromon Ellados) (“OSE”) was originally established in 1902 and was purchased by the Republic in 1914. At first the Republic operated the railways as two separate entities known as Larisaikos and Peloponnisos. In 1920, the two entities were merged into a single entity under the name Greek State Railways.

The train line running from Athens to Thessaloniki was completed in 1918. With the completion of this line, existing lines in Attica and Peloponnisos were connected with lines running through Macedonia and Thrace and thus with most of the rest of Europe.

In 1971, the Greek State Railways, which was a public interest corporation, became Hellenic Railways (OSE —Organismos Sidirodromon Ellados), a legal entity organised under private law with the Republic as its only shareholder.

The Hellenic Railways Organisation (which changed its name to “Hellenic Railways (OSE — Organismos Sidirodromon Ellados)” in 1996 pursuant to Law 2414/1996), is a public corporation established and validly existing under Legislative Decree 674/70 as codified by Royal Decree 532/72, which was further amended and modified by Presidential Decree 59/85, article 38 of Law 2065/92, article I of Law 2366/95, Law 2414/96 and the Ministerial Decision 41342/4616/96 (statutes) on the basis of Law 2414/96 and Law 2671/98 which regulates matters related to OSE. It has a finite life of fifty years from 27 December 1996 and is 100 per cent. owned and controlled by the Republic. It has a monopoly over, and is responsible for, all commercial and passenger railway traffic and the running of the rail network throughout the Republic. OSE has full power to own its property and assets and to carry out its objectives. OSE’s Head Office is at 1-3, Karolou Street, GR-104 37 Athens, Greece.

OSE’s objectives are the performance of the following activities:

- (a) Development, organisation and operation of passenger and freight transport, the provision of urban, suburban, intercity and international rail services (which includes sleeper facilities and the operation of onboard restaurants). Transportation by rail extends to any kind of transport by rail facilitated by technological progress;
- (b) Development, organisation and improvement of passenger and cargo transport;
- (c) Development, organisation and exploitation of the transport system with a view to improving the complementary nature of the country’s transport system and providing a comprehensive public service;
- (d) Development, organisation and improvement of repair and maintenance of the rolling stock;
- (e) Operation of enterprises relating to tourism, inter-transport, telecommunications networks and railway infrastructure;
- (f) Provision of advisory and research activities in relation to its activities;
- (g) Administration of the railway infrastructure, which includes:
 - (i) construction, maintenance and operation of the railway infrastructure;
 - (ii) administration and operation of the railway’s regulatory and safety systems;
 - (iii) recommendation for fares relating to the usage of the railway infrastructure;
 - (iv) regulation of access to and/or transit through the railway infrastructure and grant of rights in relation thereto.
- (h) Establishment of subsidiary companies or participations in companies with the same or similar objectives as (a) to (f) above.

Railway operations

OSE operates all freight and passenger rail services in Greece, including commuter services (excluding the Athens metro and underground system). OSE provides transport services to virtually every commercially significant community in Greece. In addition, OSE provides connecting rail services with the principal railways of most neighbouring countries.

The railway network of Greece consists of 2,377 kilometres of track currently in operation out of which 1,643 kilometres are of normal gauge (which is the international standard), 673 kilometres are of metric gauge, 23 kilometres are of combined gauge, 22 kilometres are of 0.75m width and 16 kilometres are of 0.60m width. Both infrastructure and operation are managed by OSE.

In the year ended 31 December 2001, OSE's passenger carriages travelled 219 routes per day carrying approximately 38,452 people (4,787,416 passengers/km) on an average day.

The route Athens and Thessaloniki, the second largest city in Greece, is the busiest of all the routes operated by OSE. On average, 2,500 passengers complete this journey, which is 510 kilometres long, each day. It currently takes approximately 5 hours to travel from Athens to Thessaloniki and OSE has plans to reduce this time to about 4 hours in the coming years.

OSE owns 42 buses and operates a bus service which connects the main Greek cities to the Balkan cities. In conjunction with the Balkan countries railway and bus network, OSE operates 110 bus routes per week. OSE's buses carried approximately 570,000 passengers during the year ended 31 December 2001.

OSE conducts regular periodic inspections and overhauls of its rolling stock in accordance with its internal regulations. The situation in the Balkans, and particularly the events in former Yugoslavia, have had a negative impact on the operations of OSE in the recent years leading to reduced figures for passengers and freight transport.

Organisation, Management and Employees

The financial information is prepared by the management of OSE in accordance with general accounting principles applied in Greece to a Société Anonyme and submitted to the Administrative Board.

Further, OSE complies with the accounting principles of Directive 78/660/EEG of the European Union and section 313R of the code of the Union International des Chemins de Fer, as adapted to railway networks.

Organisation

The organisation structure of OSE consists of the following decision-making bodies.

General Assembly

The General Assembly of Shareholders is OSE's supreme governing body with power to approve or disapprove any decision of any of OSE's Administrative Bodies.

Administrative Bodies

According to Article 13 of its Statutes, OSE is managed by the Board of Directors, the Managing Director and the Administrative Council.

- (1) The Board of Directors consists of the following nine members:
 - (i) five representatives of the Republic, including the Chairman and Managing Director who are appointed by a joint resolution of the Ministers of National Economy, Finance and Transportation and Communication;
 - (ii) two representatives of OSE's employees and their substitutes who are elected by a direct and general vote, using proportional representation;
 - (iii) one member of the Economic and Social Committee ("O.K.E.") representing carriers relevant to OSE; and
 - (iv) one representative of the shareholders.

The Board of Directors is the highest administrative body of OSE and its main responsibility is to formulate the strategy and developmental policy of OSE and to supervise and control its private and real property. Members of the Board of Directors serve for five years. The Board of Directors is quorate when six of its members, including the Chairman, are present.

- (2) According to Article 15, Paragraph 1 of the Statutes, the Managing Director is chosen from members of OSE's Board of Directors, following the public proclamation of the position and a joint resolution taken by the Ministers of National Economy and Transportation and Communications. The Managing Director serves for five years.
- (3) According to Article 16 of the Statutes, the Administrative Council's main task is the coordination and administration of OSE's operations, including supplies and assignments of work and services subject to the limits in each case set by the Board of Directors and the performance of any other duties delegated to it by the Board of Directors.

The Chairman of the Board of Directors and –simultaneously- the Managing Director is Dr. Konstantinos Yiannakos.

OSE has six General Directors, as follows:

- General Director of Development and Planning: Mr. TSIAMANTIS Vasilios
- General Director of Infrastructure: Mr. KOTSAMPASAKIS Antonios
- General Director of Administration: Mr. KOUMANTOS Panagiotis
- General Director of Technical Support: Mr. ROUSSOPOULOS Dimitrios
- General Director for Freight Services: Mr. KOURTIDIS Loudovikos
- General Director for Passengers Services: Mr. FROSINIS Grigorios

Employees

As at 31 December 2001, OSE employed a total of 9,601 employees, compared to 10,101 as at 31 December 2000.

Clients

- Separation: NA
- Licensing: OSE is responsible for the issue of a licence if another railway enterprise applies for rail business in Greece, according to the provisions of the Directive 91/440
- Charging: NA
- Interoperability: OSE and ELOT (the Greek state standardisation enterprise) are the responsible organisations for TSI and interoperability provisions according to the Directive 96/48/EC. ELOT has been mentioned to become the Notified Body for Interoperability in Greece; yet, the process to appoint ELOT to the European Commission has not been concluded.
- Safety: OSE is responsible for all safety documents
- State aid, competition and public service obligations
- Statistics: OSE keeps statistics records and regularly reports to the State, to the National Statistics Office, to the European Commission and to various international organisations (e.g. UIC)

Contact details for clients

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- E-mail: telegraph@osenet.gr
- Internet site: www.ose.gr

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Autonomy of organisation

According to the provisions of 91/440 (the respective Presidential Decree 324/96), OSE is autonomous from the State. However,

- OSE is 100% State owned;
- Its Administrative Board (seven out of nine persons) are appointed by the Government (the remainder two are elected by OSE employees);
- The Chairman of Administrative Board is appointed by the State; the general manager is elected by the Board;
- OSE has the legal ownership of its infrastructure, but cannot make any legal actions on it without permissions from the State (Ministries of Transport and National Economy and Finance);
- OSE cannot employ workers without permission from the State (Ministries of National Economy and Finance, and Labour);

- OSE cannot set freely the prices to its fares tickets; it needs permission from State (Ministries of Transport and Trade).

Relations with the Republic

While OSE is wholly owned by the Republic, it operates independently in an administrative, legal and economic capacity and it has full power to own its property and assets and to carry out its business as presently conducted. The financial and other relations OSE and the Republic are governed by various laws.

The financial relations between OSE and the Republic are mainly regulated by Ministerial Decision 15429/1650/1997 (in the Regulation of Financial and Other Matters between OSE and the Republic and by the Law 2671/1998 on the Regulations of Matters related to OSE and Other Provisions).

The issues relating to existing debts of OSE are regulated by Article 10 of Law 2671/1998. Relevant is also the Ministerial Decision 15429/1650/1997.

Pursuant to Law 2671/1998, OSE is the owner of the railway infrastructure. The construction of new lines of infrastructure networks, as well as the development and modernisation of those already existing, are approved by a joint ministerial decision of the Ministers of National Economy, Transport and Communications further to a proposal made by OSE. This ministerial decision also determines the means for financing these projects. Resources may be obtained from the Public Investment Programme or from other sources (including, in accordance with Ministerial Decision 15429/1650/1997, national and European Union resources). The ownership of new railway infrastructure works which are completed is transferred to OSE by the Republic (Article 3 of Law 2671/1997).

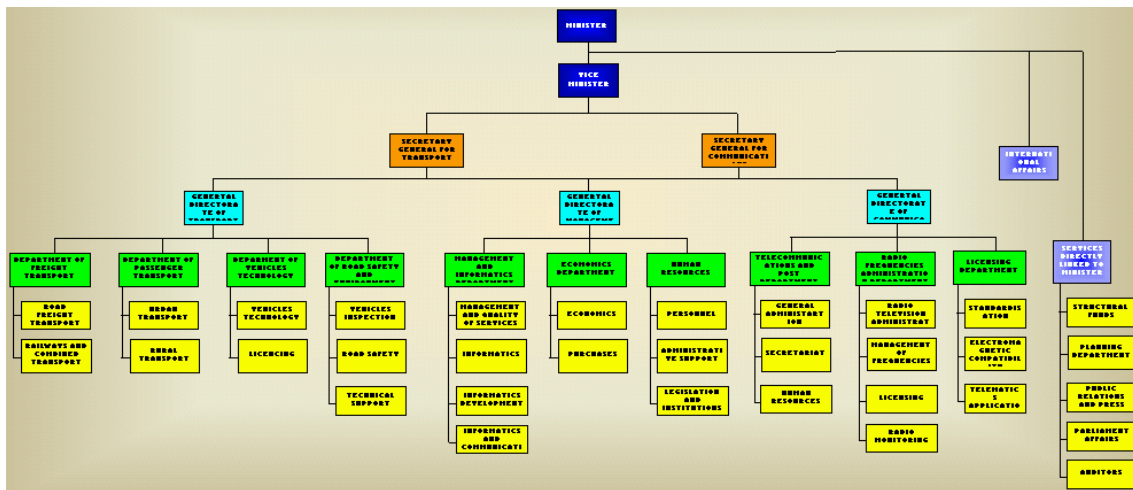
OSE is required to submit to the Republic a Five-Year Infrastructure Investment Plan (the "Business Plan") which is checked on an annual basis (Article 3 of Law 2414/1996 on the Modernisation of Public Undertakings and Organisations). OSE is further required to submit annually to the Ministers of National Economy, Transport and Communications a report on the infrastructure investments that have been realised over the previous year. OSE is also under an obligation to submit (on an annual basis) to the Ministers of National Economy, Finance, Transport and Communications, a budget for the management of the infrastructure for the following year. A joint ministerial decision of these ministers approves the budget and determines the resources and the extent of financing by the Republic. The Republic, in its capacity as sole shareholder of OSE, finances investment projects by increasing OSE's share capital (Article 4 of Law 2671/1998).

OSE's debts to the Republic from present or future liabilities under loan agreements are settled by the Republic by means of an increase in share capital and the issuance of registered shares equal to the amount of the debts. OSE deficits, as defined in the approved Business Plan and as set out in its annual balance sheet, are covered by the State Budget or by the granting of a loan under the guarantee of the Republic. After the settlement of OSE's debts, the Republic does not provide any further guarantees to local or foreign credit institutions. Guarantees of the Republic are also provided for loans granted to cover agreed deficits which cannot be fully financed by the State budget for fiscal reasons (Article 10 of Law 2671/1998).

1.1.2 Ministry of Transport and Communications

Hellenic Ministry of Transport and Telecommunications

Organisation chart



Income and expenses

NA

Number of employees

NA

Legal constitution

State Administration

Clients

The MoT is responsible for state aid, public service obligations (together with OSE).

It keeps statistics and normally reports to the Government, the National Statistics Office, the European Commission and other international organisations (e.g. UN)

Contact details for clients

Hellenic Ministry of Transport and Telecommunications

Anastaseos and Tsigante

Papagou

Athens, 101 91

Greece

Tel.: + 30 210 6508000

E-mail: comm.@yme.gr

Internet Site: http://www.yme.gov.gr/mot/greek/index_html

Autonomy of organisation

Under direct order of the Greek Government, and the Minister of Transport and Communications, Dr. Christos Verelis.

1.2 Authorities required by the 2nd Railway Package

Hellenic Railways Organization has started to elaborate the implementation options of the Railway Safety Directive 2004/49/EC.

The next step will be the involvement of the Ministry of Transport and Communications.

A study and the elaboration of the implementation are still in a preliminary stage. No relevant decisions have been taken yet.

It is expected that the Directive will be fully adopted in the second half of 2005.

2 ORGANISATION OF PUBLIC TASKS

General comment

The most important provisions regarding separation between railway infrastructure and operations, licensing for railway enterprises and charging of the infrastructure use, are included in the first (2001) European Union's *railway package*, i.e the Directives 2001/12, 2001/13 and 2001/14.

A Presidential Decree that harmonises the Greek Law with these three Directives was finally signed in March 2005. The Presidential Decree foresees a period of 8 months during which the relevant Ministerial Decisions will be signed that clarify all details for the harmonisation of the Greek law.

More specifically:

Separation between railway infrastructure and operations does not exist in Greece, with the legal meaning of the *acquis communautaire*. Both segments are currently managed by OSE, who is the owner of the railway infrastructure in Greece, the infrastructure manager, and the one and only (currently) railway enterprise operating in Greece. However, according to the provisions of the Directive 91/440, OSE keeps separate records for the logistic accounts between infrastructure and operations. The future model (when the Presidential Decree that will activate the provisions of the *2001's railway package* has been issued) will be the *physical separation* between infrastructure and operations (OSE will split into two separate companies).

Today, OSE is the authorised authority to issue licences to railway enterprises that wish to make rail business in Greece. The future model (from January 2004) foresees that the Ministry of Transport and Communications will have this authority, according to the provisions of the Directive 2001/13.

Today, OSE is the responsible organisation to set the charging fees for the use of railway infrastructure. However, OSE has never undertaken such a duty, as till now, no other company ever applied for access on the railway infrastructure of Greece. Fully in line with the provisions of the Directive 2001/14, the future model foresees that the new –independent- company (OSE-Infrastructure) who will be the infrastructure manager will have the duty to calculate the proper fees for infrastructure use, and issue the network's statement. OSE has concluded the necessary studies on this issue, and has the ability to immediately cope with this (“new”) obligation.

The legislation that is currently valid for separation, licensing and charging is:

- Directive 91/440, which in Greece applies through the Presidential Decree 324/96
- Directive 95/18/EC, which in Greece applies through the Presidential Decree 76/98
- Directive 95/19/EC, which in Greece applies through the Presidential Decree 180/98
- Directive 96/48/EC about interoperability, which in Greece applies through the Presidential Decree 345/01

2.1 Separation, licensing and charging and safety

2.1.1 Investigation of accidents (2001/12)

Responsible organisation

OSE

Objectives, tasks and responsibilities

- OSE has the responsibility according to the Greek law for investigations of railway accidents in Greece.

The term “railway accident” is according to the UIC definitions, internationally accepted.

Procedure

- For any event that is against the security, or safety, OSE experts make an inspection and submit a Report to the Board
- The events relevant to accidents are normally reported to the State and other international organisations

Legal basis of procedure

COTIF, UIC Fiches, Internal Regulations of OSE, Hellenic Law

2.1.2 Safety certification of rolling stock and railway undertakings (2001/12)

Responsible organisation

The responsible authority to issue safety certifications today is OSE. This is done according to the procedures described in the relevant fiches and documents of UIC, COTIF and OSE’s Internal Regulations.

Directive 2001/12 is not yet in force in Greece

Objectives, tasks and responsibilities

OSE (its responsible department “Technical Exploitation”) issues all the necessary documents that certify the safety specifications for all types of rolling stock (property of OSE or of other enterprises) that enter the Greek territory and run on the network of OSE.

Procedure

- OSE asks for supporting documents, standards, and other material that can ensure the condition of rolling stock from the enterprise/owner or the industry/producer
- OSE keeps records for all rolling stock that circulates in Greece
- OSE experts inspect the rolling stock before its entrance to Greece

Legal basis of procedure

COTIF, UIC Fiches, Internal Regulations of OSE.

2.1.3 Licensing of railway undertakings (2001/13)

Responsible organisation

OSE is currently the responsible authority to issue licences for railway undertakings operating in Greece.

2001/13 is not yet in force in Greece. There is a Draft Presidential Decree that harmonises the Greek Law with the provisions of 2001/13, which foresees that the Ministry of Transport will be the responsible authority. However, it is not known yet when this Presidential Decree will come in force.

Objectives, tasks and responsibilities

According to the Draft Presidential Decree, which will harmonise the Greek law with the provisions of the Directives 2001/12, 2001/13 and 2001/14 the procedure will be described in relevant Ministerial Decisions, not issued yet.

In practice, the item has never been faced.

Procedure

According to the Draft Presidential Decree, which will harmonise the Greek law with the provisions of the Directives 2001/12, 2001/13 and 2001/14 the procedure will be described in relevant Ministerial Decisions, not issued yet.

In practice, the item has never been faced.

Legal basis of procedure

Now, that the Greek Law is not yet harmonised with Directives 2001/12, 2001/13 and 2001/14, the provisions of the Directive 95/18/EC are in force. The Presidential Decree 76/98 which harmonises the Greek Law with the Directive 95/18/EC gives the responsibility of licencing to OSE.

2.1.4 Track access (2001/12)

Responsible organisation

OSE, according to 91/440

2001/12 is not yet in force in Greece

Objectives, tasks and responsibilities

OSE provides the access rights to any enterprise that – according to the provisions of 91/440- has the right to operate rail services in Greece.

Procedure

According to the provisions of 91/440.

Until now, OSE has not faced any application of this kind (OSE is the only enterprise that operates rail services in Greece).

The following entities have currently the right to ask for access on the Greek network:

- International groupings have access right and also can transit Greece, if OSE is a member of the grouping.
- Railway undertakings have access right on equitable conditions to the Greek infrastructure for the purpose of operating international combined transport goods services.

The conditions governing their access rights take care against any discriminations.

Legal basis of procedure

Directive 91/440 (in Greek Law, Presidential Decree 324/96)

2.1.5 Developing the capacity allocation framework (2001/14)*Responsible organisation*

Today, OSE is the responsible organisation to develop the capacity allocation framework. Currently, OSE is the only railway enterprise that operates on the Greek railway infrastructure, and thus, the allocation of the capacity follows only the needs of OSE for freight and passengers traffic.

Objectives, tasks and responsibilities

The relevant services of OSE calculate the capacity for all the sections of the network. According to the capacity available and the demand for railway traffic, the trains timetables are issued. According to the international standards, the passengers trains' timetables are set for a year, from December to December. There is a differentiation of timetable, according to season (summer) traffic. In general, in those parts of the network with capacity restraints (bottlenecks), the passengers trains have priority against freight trains.

Procedure

The calculation of the capacity is made according to the UIC norms

Legal basis of procedure

UIC Fiches, Internal Regulations of OSE

2.1.6 Publishing of capacity allocation framework (2001/14)*Responsible organisation*

Hellenic Railways (OSE) is responsible for publishing the Timetables (Exploitation Division)

Objectives, tasks and responsibilities

The Timetables are calculated according to the existing needs for domestic and international rail traffic. They can be found on the website of OSE.

Procedure

The Timetables of OSE are sent to UIC and other international bodies and are issued in all relevant International Editions.

Legal basis of procedure

UIC norms, Internal Regulations of OSE.

2.1.7 Setting of infrastructure charges (2001/14)

Responsible organisation

OSE is currently the responsible authority to set infrastructure charges.

The Greek legislation has not yet been harmonised with the relevant Directive 2001/14.

When the Presidential Decree that harmonises the Greek Law with the European *acquis* come into force, the new company OSE-infrastructure will be the infrastructure manager, and the responsible body to estimate and set the infrastructure charges.

Objectives, tasks and responsibilities

The infrastructure charges must be calculated and set on a non-discriminate basis.

The charges must reflect –in a way- the infrastructure costs.

Procedure

OSE has calculated draft charges for the use of its section towards the Athens International Airport at Spata. This part of the network (part of the suburban rail network of Attica) is the only part of the rail infrastructure in Greece, where use will be made by more than one enterprises (OSE, Proastiakos and AMEL/ the metro). The charges have not been approved yet.

Legal basis of procedure

The draft calculation of charges has been based on the provisions of the Directive 2001/14. The procedure for applying the charges has been based on the Directives 91/440, 95/18 and 95/19 (Presidential Decrees 324/96, 76/98 and 180/98 respectively).

2.1.8 Collection of infrastructure charges (2001/14)

Responsible organisation

OSE is currently the responsible authority to collect infrastructure charges.

The Greek legislation has not yet been harmonised with the relevant Directive 2001/14.

When the Presidential Decree that harmonises the Greek Law with the European acquis come into force, the new company OSE-infrastructure will be the infrastructure manager, and the responsible body set and collect the infrastructure charges.

Objectives, tasks and responsibilities

NA

Procedure

NA

Legal basis of procedure

NA

2.1.9 Publishing of charging framework (2001/14)

Responsible organisation

OSE, following the information of previous paragraphs.

Objectives, tasks and responsibilities

NA

Procedure

NA

Legal basis of procedure

NA

2.1.10 Appeal to decisions related to charging and capacity allocation (2001/14)

Responsible organisation

OSE, following the information provided in the previous paragraphs.

Objectives, tasks and responsibilities

OSE, following the information provided in the previous paragraphs.

Procedure

NA

Legal basis of procedure

NA

2.2 Interoperability

2.2.1 Drawing up Technical Specifications for Interoperability (TSIs) (96/48 and 2001/16, art. 5)

Responsible organisation

AEIF is the joint representative body mandated by the EU Commission to lay down the Technical Specifications for Interoperability (TSIs).

AEIF brings together representatives of the infrastructure managers, railway companies and industry. It is co-founded by UIC, UNIFE and UITP and is supported by the European Commission. OSE and the Hellenic Ministry of Transport and Communications follow the works of AEIF and participate in various Working Committees.

Objectives, tasks and responsibilities

During the last four years AEIF was engaged in the development of the TSIs required by the Directive 96/48 (Interoperability of the Trans-European high speed railway system). AEIF has also been entrusted with the task of setting up the TSIs for conventional rail according to the approved Directive on Interoperability of Conventional Rail (2001/16).

Procedure

The technical specifications for interoperability (TSI's) for the several railway sub-systems of the High-Speed railway network can be found on www.aeif.org. (they are also published in the Official Journal of the European Union L245, Volume 45, 12 September 2002, p. 1 – 506).

Legal basis of procedure

Directives 96/48 and 2001/16. In Greece, Presidential Decree 345/01 harmonises the Greek Law with the Directive 96/48. A relevant Presidential Decree for 2001/16 has not yet been issued (a draft text has been recently completed).

2.2.2 Appointing of Member State representative in the Advisory Committee (96/48 and 2001/16, art 21)

Responsible organisation

OSE has been appointed as the responsible organisation in the Advisory Committee (Article 21).

Objectives, tasks and responsibilities

The Advisory Committee assists the Commission concerning the implementation of the two Directives and the achievement of interoperability of the rail system. The Committee is composed of the representatives of the Member States and chaired by the representative of the Commission.

Procedure

OSE follows all the relevant works and meetings of the Committee for Article 21 as well as the works of all other Working Groups of AEIF.

Legal basis of procedure

Directives 96/48 and 2001/16. Presidential Decree 345/01

2.2.3 Regulation of interoperability (96/48 and 2001/16, art 8 and 20)

Responsible organisation

Ministry of Transport and Communications initiates the harmonisation of the Greek legislation with the provisions of the Directives 96/48 and 2001/16. Presidential Decree 345/01 harmonises the Greek Law with the Directive 96/48. A relevant Presidential Decree for 2001/16 has not yet been issued (a draft text has been recently completed).

Objectives, tasks and responsibilities

NA

Procedure

NA

Legal basis of procedure

Presidential Decree 345/01

2.2.4 Authorisation of (sub)systems (96/48 and 2001/16, art 14)

Responsible organisation

OSE

Objectives, tasks and responsibilities

For putting a subsystem into service on the state-owned rail network, an authorisation is required from the Hellenic Railways Organisation (OSE).

Procedure

Through internal consultation

Legal basis of procedure

For the Greek part² of the European high speed railway network, the provisions of the Presidential Decree 345/01

² Railway lines "Patras-Athens", "Athens-Thessaloniki-Idomeni" and "Thessaloniki-Promahon"

2.2.5 Control on (sub/system) operation and maintenance in accordance with regulations (96/48 and 2001/16, art 14)

Responsible organisation

OSE

Objectives, tasks and responsibilities

Following the provisions of Presidential Decree 345/01

Procedure

Following the provisions of Presidential Decree 345/01

Legal basis of procedure

Presidential Decree 345/01

2.2.6 Approval of Notified Bodies (96/48 and 2001/16, art. 20) please indicate which are the approved Notified Bodies and their relevant tasks

Responsible organisation

The Ministry of Transport and Communication is responsible for appointing Notified Bodies. ELOT (national organisation for standardisation) is the organisation which is mentioned in the Presidential Decree 345/01 to become the Notified Body for Greece. However, official appointment of ELOT to the European Commission following the provisions of the Directive 96/48 has not yet been made.

Objectives, tasks and responsibilities

To ensure the proper performance of the railway system (infrastructure and operations) and to guarantee the proper –according to the needs- design, manufacture, construction, marketing or maintenance of the interoperability constituents or subsystems.

Procedure

NA

Legal basis of procedure

Directive 96/48/EC, Presidential Decree 345/01

2.2.7 Assessment/control of Notified Bodies (96/48 and 2001/16, art. 20)

Responsible organisation

The Ministry of Transport and Communications will be responsible for the supervision, assessment and control of the Notified body (ies).

Objectives, tasks and responsibilities

The Ministry of Transport and Communications will be responsible for the supervision, assessment and control of the Notified body (ies).

Procedure

NA

Legal basis of procedure

Directive 96/48/EC, Presidential Decree 345/01

2.2.8 Assessment of conformity and/or suitability of (sub)systems for use (96/48 and 2001/16, art 13)

Responsible organisation

NA

Objectives, tasks and responsibilities

NA

Procedure

NA

Legal basis of procedure

Directive 96/48/EC, Presidential Decree 345/01

2.3 State aid, competition and public service obligations

2.3.1 Monitoring of competition (1017/68, 2001/12 and 01/2003)

Responsible organisation

Ministry of Transport and Communications

Hellenic Competition Authority

Objectives, tasks and responsibilities

The objective of the Hellenic Competition Authority is to protect sound and effective economic competition and to increase economic efficiency by promoting competition and abolishing competition restraints. There is no competition today on the railway network, as OSE is the only operating railway enterprise in Greece. However, there is strong competition between modes, especially between railway and buses.

Procedure

According to the case (new services, transport fares, etc.)

Legal basis of procedure

Greek Laws

2.3.2 Enforcing of competition (01/2003)

Responsible organisation

Ministry of Transport and Communications

Hellenic Competition Authority

Objectives, tasks and responsibilities

The objective of the Hellenic Competition Authority is to protect sound and effective economic competition and to increase economic efficiency by promoting competition and abolishing competition restraints. There is no competition today on the railway network, as OSE is the only operating railway enterprise in Greece. However, there is strong competition between modes, especially between railway and buses.

Procedure

According to the case (new services, transport fares, etc.)

Legal basis of procedure

Greek Laws

2.3.3 Complaint handling related to competition (01/2003)

Responsible organisation

Ministry of Transport and Communications

Hellenic Competition Authority

Objectives, tasks and responsibilities

The objective of the Hellenic Competition Authority is to protect sound and effective economic competition and to increase economic efficiency by promoting competition and abolishing competition restraints. There is no competition today on the railway network, as OSE is the only operating railway enterprise in Greece. However, there is strong competition between modes, especially between railway and buses.

According to the case (new services, transport fares, etc.)

Legal basis of procedure

Greek Laws

2.3.4 Evaluation of annual PSO claims (1191/69)

Responsible organisation

Ministry of Transport and Communications

Objectives, tasks and responsibilities

To control and monitor the State aid to OSE

State aid is permitted only for certain categories of passenger transportation, on the basis of contracts. No state aid is foreseen for freight transport

Procedure

OSE defines the passenger transportation that must receive state aids. The Ministry of Transport approves (or asks for changes).

Legal basis of procedure

Regulation 1191/69, as amended by Regulation 1893/91, Directive 91/440, Agreement between State and OSE of 1997

Other PSO issues

- *Nature of PSO contracts concluded for Railway Passenger Transport*

According to the Ministerial Decision No 15429/1650/26.5.1997, Article 12 (Ministry of Transport and Communications): Following the provisions of the Regulation 1191/69 of the Council of 26.6.1969 (EL 07, 28.6.69), as it entered the Hellenic Legislation (Presidential Decree 529/83) and the Regulation 1893/91 of the Council of 20.6.1991 (L 169 29.6.1991), the State (Ministry of Transport and Communications) can ask –in priority- the Hellenic Railways Organisation to provide certain public service obligations in the field of passengers transport, on all the lines of its railway network.

In Article 18, the time horizon of this Agreement was set for 5 years (31.12.2002).

According to the Law 3109 of 2003, Article 25, par. 1:

The time horizon of the 1997 Agreement was reset till 31.12.2007.

- *Distinction between long distance and regional/urban transport*

No distinctions were made between long distance and regional/urban transport.

- *Contracting authorities*

Hellenic railways Organization and Ministry of Transport and Communications

- *Contracting sum (total)*

Not available

- *Length of the contract*

The Agreement horizon covers the period till 31.12.2007; however, there was never any specific contract between the two parties.

- *Public procurement procedures for award of PSO*

No, the Agreement mentions that the State will ask Hellenic Railways Organization in priority. However, there was never such a case.

- *PSO market coverage*

Not available

2.4 Statistics

2.4.1 Collection of financial data from railway undertakings (1192/69)

Responsible organisation

OSE, Ministry of Transport and Ministry of National Economy and Finance

Objectives, tasks and responsibilities

- OSE and the other bodies collect relevant data.
- All data are reported to the National Statistics Service and the European Commission

Procedure

- Collect
- Report

Legal basis of procedure

Directive 1192/69/EEC

2.4.2 Collection of financial data from infrastructure managers (1108/70)

Responsible organisation

OSE, Ministry of Transport and Ministry of National Economy and Finance

Objectives, tasks and responsibilities

- OSE and the other bodies collect relevant data.
- All data are reported to the National Statistics Service and the European Commission

Procedure

- Collect
- Report

Legal basis of procedure

Directive 1108/70/EEC

2.4.3 National contribution to Community statistics on rail transport to Eurostat (91/2003)

Responsible organisation

Ministry of Transport and Ministry of National Economy and Finance

Objectives, tasks and responsibilities

To collect better and more accurate data

Procedure

- Collect
- Report

Legal basis of procedure

National Law and EU acquis (from Treaty of Rome)

3 TRAIN OPERATING COMPANIES

Hellenic Railways Organisation – OSE S.A is the only operating train company in Greece, providing all categories of services (passengers, freight, combined transport).

Other information

Traffic

In 2002, the traffic of OSE was as follows:

Number of passengers (in thousands)	14,035
Passengers- km (in passengers)	1,747,407
Number of tons (in thousands)	2,783
Ton-km (in thousands)	379,489
Number of road passengers (in thousands)	570
Road passengers- km (in thousands)	330,397

Rolling stock

Some main figures about the rolling stock (in operation) of OSE is as follows:

Type	Number
Electric locomotives normal gauge (ng)	6
Diesel locomotives ng	127
Diesel locomotives metric gauge (mg)	36
Trainsets Intercity ng	40
Trainsets Intercity mg	20
Passenger cauches ng	120
Passenger cauches mg	50
Wagons ng	3312
Wagons mg	227

Proastiakos SA is operating suburban passengers railway services in the Greater Athens Region (the company will start its operations in June 2004).

AMEL is the company operating the new metro line in Athens (urban transport, with an operational link to Athens international airport/suburban services).

OSE, Proastiakos and AMEL will have parallel operations in a small part of the Greek railway infrastructure (owner: OSE) from Athens to Airport.

ISAP is the company operating the urban electric trains “Kifissia-Pireas” in Athens.

3.1 List of train operating companies

Freight operations

Hellenic Railways Organisation – OSE S.A

Passenger operations

For all types of passengers: Hellenic Railways Organisation – OSE S.A

For suburban rail passengers: OSE and Proastiakos (after June 2004)

For urban and suburban: AMEL (for suburban operations: after June 2004)

For urban passengers: ISAP

3.2 Market shares/transport volumes

The table below presents data concerning the traffic volumes of OSE in 2003:

Number of passengers (in thousands)	8,885
Passengers- km (in passengers)	1,573,779
Number of tons (in thousands)	2,593
Ton-km (in thousands)	456,171
Number of road passengers (in thousands)	663
Road passengers- km (in thousands)	246,636

Source: OSE Annual Report 2003

4 NGO'S

There are two main NGO's in Greece, involved with railways:

- The *Panhellenic Federation of Railway Workers*, POS, and the
- The *Association of Fans of the Railway*

Panhellenic Federation of Railway Workers, POS

This is the main trade Union of the Railway workers in Greece, with more than 80 years presence in the Greek syndicate scene.

Headquarters:

Kanigos Str. 6 –

106 77 Athens

Tel.: + 30 210 3839755 - 210 3838133 - 210 3838197 –

FAX: + 30 210 3842188

Mr. Epaminondas Koukos Chairman

Mr. Leonidas Moshos General Secretary

Eighteen trade unions are active in the sector, in both companies, the OSE and the ERGOSE. However, they all come under the same federation, the (Panhellenic Federation of Railway Workers) POS. The POS belongs to the (Greek General Confederation of Labour) GSEE, the MTF and the ITF. One of the representatives on the Economic and Social Committee in Brussels is a railway worker. There are also regional unions, as well as unions organised on the basis of specialisation, such as those for engineers and stationmasters. Of the workers, 99.9% are union members and therefore members of the POS and the GSEE. The content of collective labour agreements usually refers to workers' economic demands, but does not ignore demands of an institutional character. In collective agreements all labour issues except for social insurance issues can be the subject of bargaining. There is a (Central Labour Council) KES and Local Labour Councils, but these have become inactive in recent years. Some of the basic activities of the KES have been turned over to the workplace health and safety committees. (The latter employ works doctors, whose number is expected to increase so as to cover the whole network, assisted by healthcare staff, and of course by safety officers. The (Representative Assembly for Social Control) ASKE is attempting to retain its role in the framework laid down by Law 2414 regarding operation of public utilities and services, although the government does not appear to have any intention of activating it. All the above institutions are participatory. There are two POS representatives on the OSE administrative board (the law forbids them to be trade unionists) who are elected by OSE workers by universal ballot. In addition, the POS appoints two representatives to the administrative board of the ERGOSE. Finally, the members of the ASKE and the KES are elected by universal ballot.

Association of Fans of the Railway General Information

Legal entity: Association established on 1st March 1983

Member of T.I.C.H.I. (International Organization for protecting the Industrial Heritage)

Headquarters: Siokou Str. 4, Athens 10443

Τηλ: + 30 210 3638235,7517330

Contact person: Mr. Spyros Fasoulas

Tel. : + 30 210 3638235,7517330

The Association has currently 340 full members with voting right

It is administrated by a 5 Members Administrative Board

Mr. Spyros Fasoulas Chairman

Mr. Petros Rallis General Secretary

The Association focuses on the following main activities

- Railway History
- Railway Museum
- Modeling
- Protection of National Heritage
- Keeps and promotes Contacts with International Railway Organizations and similar Institutions and Environmental organizations
- Organizes and participates in Scientific Seminars and Congresses for Railways

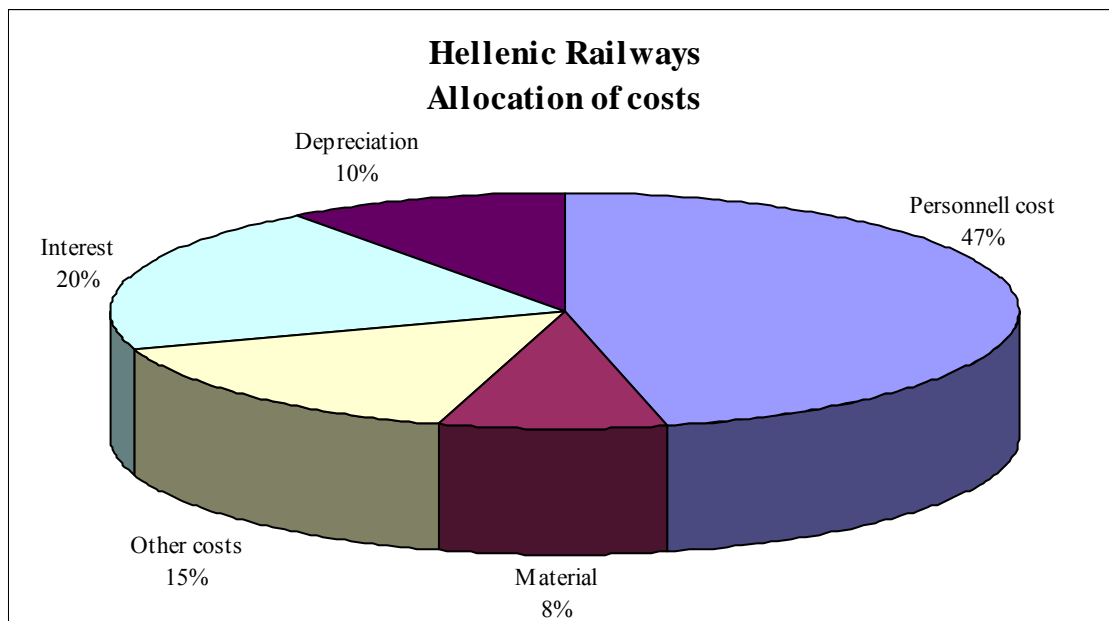
5 FURTHER FACTS AND STATISTICS

*Hellenic Railways Personnel Allocation
per Administrative Unit*

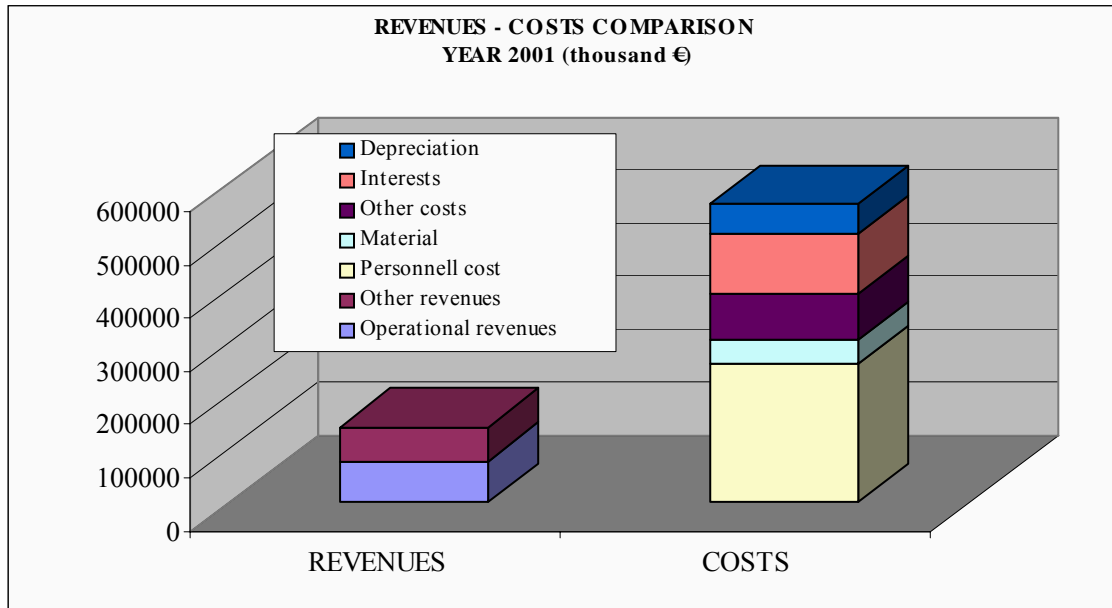
Administrative Units	Permanent Staff	Seasonal Staff	Total
MANAGING DIRECTOR			
HUMAN RESOURCES DIRECTORATE	113	3	116
DIRECTORATE OF INTERNAL AFFAIRS AUDIT	10		10
LEGAL SERVICES DIRECTORATE	21		21
DIRECTORATE OF MACEDONIA AND THRACE	1		1
INTERNATIONAL AFFAIRS SERVICE	9		9
MANAGING DIRECTOR'S SECRETARIAT	26		26
CIVIL EMERGENCIES MANAGEMENT PLANNING	2		2
SERVICE OF TRANSPORT QUALITY	6		6
SERVICE OF LABOUR HEALTH & SAFETY	29	13	42
DEPARTMENT OF PUBLIC RELATIONS	6		6
GENERAL DIRECTORATE OF DEVELOPMENT & PLANNING			
DIRECTORATE OF STRATEGIC PLANNING & DEVELOPMENT	18		18
DIRECTORATE OF INFORMATICS	56		56
DIRECTORATE OF TRAINING	11		11
GENERAL DIRECTORATE OF ADMINISTRATION		1	1
DIRECTORATE OF ECONOMIC ADMINISTRATION	50		50
DIRECTORATE OF FINANCE & MONEY FLOW CONTROL	112		112
DIRECTORATE OF LOGISTICS	189		189
HEALTH SERVICE	24		24
GENERAL DIRECTORATE OF INFRASTRUCTURE			
TRACK DIRECTORATE	23		23
DIRECTORATE OF FACILITIES DESIGN AND CADASTER	17		17
DIRECTORATE OF OF SIGNALLING TELECOMMUNICATIONS SELECTRIFICATION AND ELECTRICAL INSTALLATION	287	3	290
PRODUCTION DIRECTORATE	1,857	15	1,872
TRAFFIC DIRECTORATE	1,974		1,974
ADMINISTRATION SERVICE	11		11
GENERAL DIRECTORATE OF TECHNICAL SUPPORT			
TRACTION DIRECTORATE	13		13
WORKSHOPS DIRECTORATE	1,072	6	1,078
DEPOTS DIRECTORATE	1,779		1,779
ADMINISTRATION SERVICE	7		7
GENERAL DIRECTORATE FOR FREIGHT SERVICES		1	1
DIRECTORATE OF FREIGHT TRANSPORT	25		25
SERVICE OF MANAGEMENT AND ROLLING STOCK	14		14
ADMINISTRATION SERVICE	36		36

Administrative Units	Permanent Staff	Seasonal Staff	Total
GENERAL DIRECTORATE FOR PASSENGER SERVICES		1	1
DIRECTORATE OF PASSENGER TRANSPORT	47		47
SERVICE OF PASSENGER TRANSPORT AND ROLLING STOCK	719		719
AUTOMOBILE SERVICE	206		206
ADMINISTRATION SERVICE	7		7
TOTAL	8,777	43	8,820

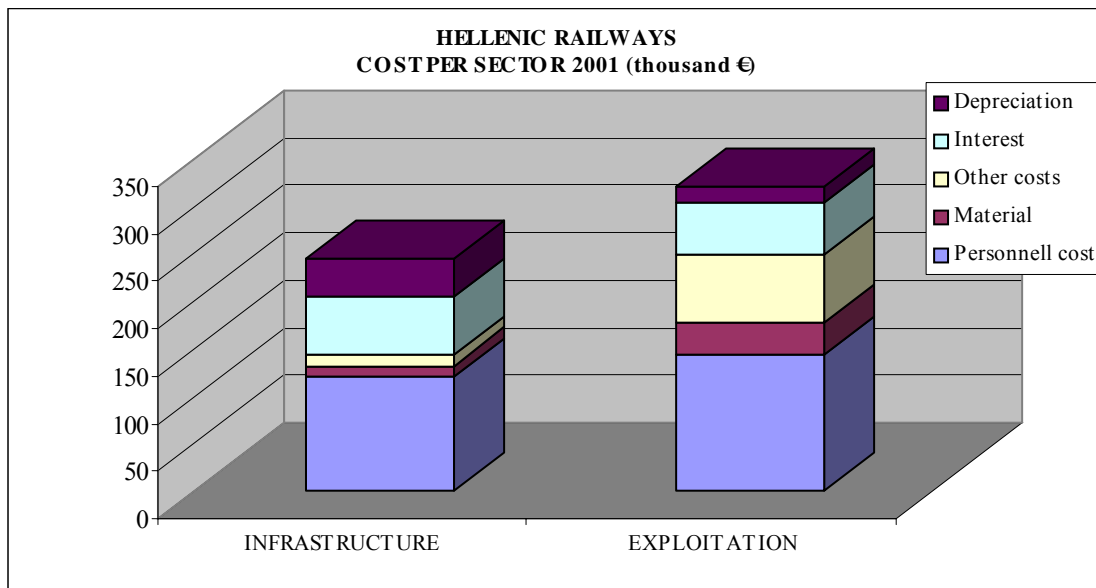
Source: Hellenic Railways – Operational Plan 2003 -2007



Source: Hellenic Railways – Operational Plan 2003 -2007



Source: Hellenic Railways – Operational Plan 2003 -2007



Source: Hellenic Railways – Operational Plan 2003 -2007

Railway Accidents 2001 - 2002

CATEGORY OF ACCIDENT	2001									2002										
	Accidents		Dead persons				Injured persons				Accidents		Dead persons				Injured persons			
	Number	Total	Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total	Number	Total	Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total
Collisions between trains	2	40				5														
Collisions of trainsets	31			1	1	2			1	9	21	28		1		1			2	2
Collisions of manouvreing trains	4										3									
Collisions of other trains	3							1	2		4									
Derailment of trainsets	34	62				5			5	21	61					25	4		29	
Derailment of manouvreing trains	28										40									
Other derailments	2	2								2	2									
Accidents in Railway Material (explodes, fires, etc.)	17	17								12	12									
Accidents on persons (not suicides)	71	71	4	2	11	17	10	28	19	57	51	51	4	10	14	20	20	10	50	
Total		192	4	3	12	19	20	29	22	71		154	4	1	10	15	45	24	12	81
Collisions of trains on obstacles (vehicles, animals)											76		11	11	4	3	37	44		
Collisions of trains on persons											2		1	1			1	1		
Other collisions											258					4	2	6		

Source: Hellenic Railways

6 GRAPHICAL OVERVIEW

