

Annual Report 2007



Contents

Foreword	2
Railway Safety Commission	3
Mission statement	3
Background	3
Structure	3
Functional Performance	3
Introduction	3
Safety Approval:	4
<i>Safety case:</i>	4
<i>Drugs and Alcohol Policy:</i>	4
<i>New works:</i>	4
Safety Auditing and Monitoring	5
<i>Complaints and Representations:</i>	5
<i>Industry Concerns:</i>	6
<i>Compliance Auditing:</i>	6
Assessment of Duty Holder Safety Performance:	6
Iarnród Éireann Network	6
Dublin Light Rail Network	8
Heritage Railways	8
Bord na Móna industrial railway: level crossings & underpasses	8
Safety Enforcement	8
Investigation	8
Safety development:	9
Safety investment programme	9
Working groups	9
<i>The road/rail safety working group:</i>	9
Railway emergency planning:	10
Technical advice	10
Guidance	10
EU/ERA	10
<i>EU</i>	10
<i>ERA</i>	11
<i>EU Workshop</i>	11
Corporate Governance and Administration	12
Introduction	12
Finance	12
Human Resources and Staff Development	12
Recruitment	12
Transfer of Administrative Functions	12
Risk Management	12
Decentralisation	13
Irish Language Commitment	13
Freedom of Information	13
Continuous Professional Development	14
Customer Charter	14
Website	14
Railway Safety Advisory Council	15
Looking Forward	15
Appendix 1: Iarnród Éireann operating statistics 2000-2007	17
Appendix 2: Iarnród Éireann Rail incidents and injuries 1998-2007	18
Appendix 3: Accident & Incident Statistics	19
Iarnród Éireann Network 1998-2007	19
<i>Introduction</i>	19
<i>Railway Operations and Maintenance: Fatalities and Injuries</i>	19
<i>Incidents Involving Trains</i>	22
<i>Incidents Involving Railway Infrastructure</i>	25
Appendix 4: Approvals granted by the RSC in 2007	28

Figures and Tables

<i>Figure 1:</i>	<i>Organisational Chart for the Railway Safety Commission</i>	3
<i>Figure 2:</i>	<i>RSC work flow diagram</i>	3
<i>Figure 3:</i>	<i>Heritage railway safety certificates issued by end 2007</i>	4
<i>Figure 4:</i>	<i>Railway activity of Iarnród Éireann 2000-2007</i>	6
<i>Figure 5:</i>	<i>Summary injury and incident statistics for Iarnród Éireann, showing trends.....</i>	7
<i>Figure 6:</i>	<i>Fatal injuries to travelling passengers, other than at level crossings.....</i>	19
<i>Figure 7:</i>	<i>Fatalities at level crossings or to employees</i>	20
<i>Figure 8:</i>	<i>Fatalities due to trespass or in suspicious circumstances</i>	20
<i>Figure 9:</i>	<i>Passenger injuries</i>	21
<i>Figure 10:</i>	<i>Employee injuries, other than in workshops or at level crossings.....</i>	21
<i>Figure 11:</i>	<i>Injuries at level crossings.....</i>	22
<i>Figure 12:</i>	<i>Injuries to other persons</i>	22
<i>Figure 13:</i>	<i>Derailments on running lines.....</i>	23
<i>Figure 14:</i>	<i>Train collisions with trains or buffer-stops.....</i>	23
<i>Figure 15:</i>	<i>Train collisions at level crossings.....</i>	24
<i>Figure 16:</i>	<i>Train collisions with animals or other obstacles on the line.....</i>	24
<i>Figure 17:</i>	<i>Incidents involving Rolling Stock</i>	25
<i>Figure 18:</i>	<i>Broken rails on Running Lines</i>	25
<i>Figure 19:</i>	<i>Bridge strikes by road vehicle</i>	26
<i>Figure 20:</i>	<i>Signals Passed At Danger on Running Lines</i>	27
<i>Table 1:</i>	<i>Dublin Light Rail operating and accident statistics 2004-2007.....</i>	8

Foreword



This is the second annual report of the Railway Safety Commission (RSC), prepared for the Minister for Transport pursuant on section 28(3) of the Railway Safety Act 2005 (the Act). It overviews the work and administration of the Commission during 2007 and the safety performance of the railways we regulate.

I am pleased to be able to say that these railways continue to maintain their good safety record and to perform well in an international context.

Railway activity has steadily risen since 2003, yet Iarnród Éireann's fatality, injury and train incident figures continue to drop. However, the recent rise in rolling stock incidents gives rise to concern. Infrastructure incident reports rose steadily until 2005, and then levelled out. In 2007, there was a decrease in bridge strikes under the railway by road vehicles.

Overall, the positive LUAS safety performance continued in 2007. There was a small increase in the number of collisions between trams and other road vehicles. Following a substantial year-on-year increase in tram/pedestrian incidents in 2006, there was a decrease in 2007. Unfortunately, however, two of these incidents resulted in serious injury to a pedestrian.

This year saw significant progress in the establishment of common European railway safety processes and procedures. As a dual 'safety authority' and 'investigation body', the Commission actively assisted in the development of this framework and submitted annual reports to the European Railway Agency.

We met all of our statutory obligations in 2007. We recruited a Chief Investigator, initiated a functionally independent Investigation Unit and we are continuing our other recruitment efforts. In this challenging environment, I would like to express my thanks for the support and efforts of my team during 2007.

The principal focus of our work remains meeting our customer demands. In doing so, we will work with customers, and with the wider stakeholder community, to ensure that we deliver the best possible service.

A handwritten signature in black ink, appearing to read "John Welsby".

John Welsby
Commissioner for Railway Safety

Railway Safety Commission

Mission statement

Our mission statement, as presented in our Statement of Strategy 2006-2008, is that;

"The Commission will assure, through education, guidance and balanced regulation, the safety of railway services and affected persons."

Background

The RSC was established on 1st January 2006 under provision of the Railway Safety Act 2005, with responsibility for railway safety regulation and investigation. In the context of the European Railway Safety Directive (2004/49/EC) the RSC is both the National Safety Authority and National Investigation Body. The Directive requires that these functions are independent of each other. This is achieved by setting up an Accident Investigation Unit within the RSC with shared administration but independent staffing and reporting arrangements.

In December 2007, the Railway Safety Commission was designated by the Minister as the competent authority for the purposes of the 2003 Regulations for Cableway Installations Designed to Carry Persons.

Structure

We are a small, professional organisation with a flat reporting structure, as shown in figure 1, below. This structure encourages and facilitates free-flow of information and ideas, which promotes consultation and creative thinking. This complements our purpose of promoting excellence in railway safety. It also provides us with the flexibility we need to respond effectively

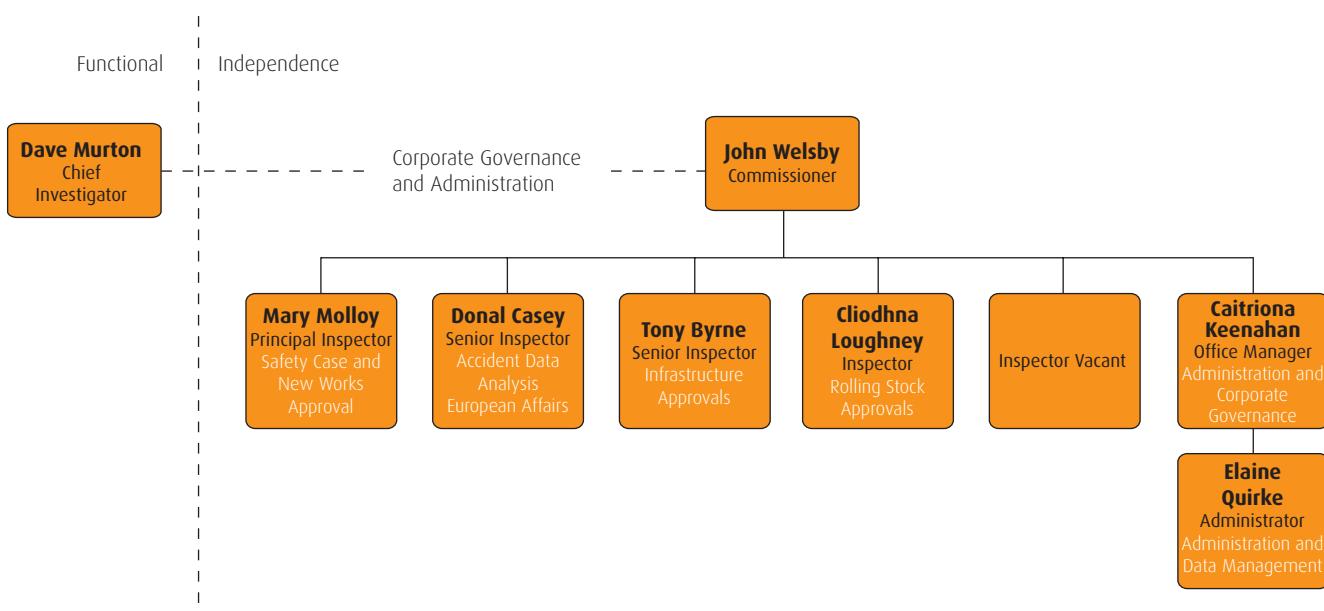


Figure 1: Organisational Chart for the Railway Safety Commission

to immediate and unpredictable work demands, and to accomplish the structured tasks within our business plan. Based on medium-term workload projections made in 2002, we have approval for nine full-time staff, of which seven are technical and two administrative. This includes the Commissioner and the Chief Investigator, who are appointed by the Minister for Transport.

Functional Performance:

Introduction

There are four main functional strands to the RSC's task, as embodied in our mission statement, of assuring the safety of railway services and affected persons.

They are:

- *safety approval*
- *safety auditing and monitoring*
- *safety enforcement*
- *investigation*

The relationship between these functions is illustrated in figure 2, below.

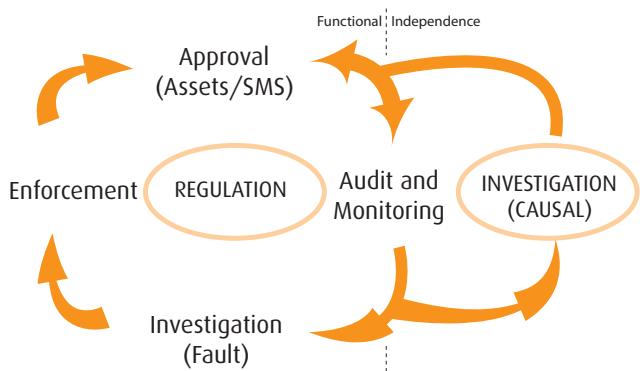


Figure 2: RSC work flow diagram

Safety Approval:

Safety case:

The primary role of approval is to ensure that the collective rules, standards, procedures etc. that in aggregate comprise a railway undertakings safety management system, provide a robust and coherent framework for the safe delivery of railway services.

The Railway Safety Act 2005 requires a railway undertaking to prepare a safety case describing its operations and how, through implementation of its safety management system, these are provided safely. The safety case, along with the report of an approved independent assessor, was to be submitted to the RSC for approval by 31st October 2006.

Within a period of three months of receipt of a safety case, or of receipt of any additional information or clarification sought during its review of that safety case, the RSC must issue an undertaking with a safety certificate.

A safety certificate was issued to Iarnród Éireann on 31st January 2007.

Veolia has been subject to a safety case regime since operations commenced in 2004 and had a current safety certificate at the start of the year. An updated safety certificate was issued to Veolia on 17th August 2007.

Heritage railway operations are seasonal by nature and, therefore, the deadlines for safety case submission and approval not so critical. Figure 3, below, indicates the dates when certification or interim certification was issued to each heritage railway.

Heritage Railway	Certificate Date
Diffin Railway	18 December 2006*
Bord na Móna Industrial Railway	10 July 2007*
Cavan and Leitrim Railway	25 April 2007*
Clonmacnoise and West Offaly Railway	30 April 2007*
Fintown Glenties Railway	11 May 2007*
Irish Steam Preservation Society	19 July 2007*
Lartigue Monorail	20 March 2007
Railway Preservation Society of Ireland	06 March 2007*
Waterford and Suir Valley Railway	08 March 2007
West Clare Railway	15 March 2007*

* Conditional Certification

Figure 3: Heritage railway safety certificates issued by end 2007

The Tralee-Dingle railway did not operate in 2007 and it did not submit a safety case to the Commission.

Drugs and Alcohol Policy:

Although the drugs and alcohol policy is an integral part of the overall safety management system, it is separately covered in the Act. Iarnród Éireann submitted a code of conduct in this regard and the Commission is assessing its adequacy. Veolia's drugs and alcohol policy is already a part of its approved safety management system.

New works:

A key element of our approval work is assessing whether the infrastructure and rolling stock that railway undertakings use to provide their services, is fit for purpose. This process applies to all new works and to material changes to existing works or their use.

New infrastructure works and new rolling stock must be approved in accordance with ss.42 and 43 of the Act, respectively. Railway undertakings prepare new works submissions which we assess using the RSC 'Guidelines for the Safety Assessment of New Infrastructure Works & New Rolling Stock'.

To facilitate a smooth process we carry out approvals on a phased basis. There are three stages for infrastructure works; preliminary design; detailed design; commissioning prior to service/operation. For rolling stock there are five stages; concept; preliminary design; detailed design; testing/commissioning; passenger service.





In general, the RSC takes a light touch approach to approvals: that is to say, not all aspects of the design and operation of new works are reviewed in detail by the RSC. The railway undertakings are expected to submit documentation explaining the functionality and compatibility of the new works. Based on this, the RSC may request additional information on the safety related aspects of any subsystem or component part and its method of operation.

The roll-out of the railway development programme under Transport 21 places a considerable and ongoing demand on the RSC for approvals. We meet this demand by streamlining our resources, and by using consultant assistance where this is practical in terms of efficiency and competence. New Works approvals placed a significant burden on our resources in 2007: the approved projects are listed in Appendix 4.

The RSC approved the 3-car version of Iarnród Éireann's 22000 intercity railcars for passenger service. We worked with Iarnród Éireann to manage the timeframe, while matching the scope and depth of our safety review to international good practice and the mandatory legal requirements. Approval of these trains was achieved with very good and effective co-operation by Iarnród Éireann on the technical level. The Commission looks forward to their similar co-operation for the approval of the intercity railcar 6-car version 'sister fleet' in 2008.

Safety Auditing and Monitoring

Our auditing and monitoring activities derive from four principal sources:

- Complaints and representations by, or on behalf of, passengers;
- Industry safety concerns, typically arising from accidents and incidents;
- The need to ensure that railway undertakings are implementing their approved safety cases;
- The need for ongoing assessment of the performance of all industry safety duty holders, through inspections and accident tracking.

Complaints and Representations:

We see the public, passengers or otherwise, as our principal customer and at all times encourage their bringing railway safety concerns to our attention. Where these issues relate to service rather than safety, we direct the representation to the appropriate authority. Where the matter involves railway safety, we try, wherever possible, to deal with the matter directly. If we are unable to do so, we seek the necessary information from the duty holder that enables us to provide a full response.

In 2007, we received 31 direct or indirect public representations relating to a range of heavy and light rail infrastructural and operational matters, a decrease on the number received in 2006. None gave immediate or specific cause for safety concern but all were logged and will be tracked to identify any recurrence or trends that might indicate a need for intervention in the future.

As in 2006 crowding prompted the greatest number of representations and again, in all cases, the concerns related

primarily to service and comfort issues. There are, however, underlying safety impacts that we continue to track on an ongoing basis.

Industry Concerns:

Accidents or incidents occurring on other railway systems may highlight equipment or operational deficiencies with potential safety implications in Ireland. No such concerns arose through our informal industry monitoring and networking. During the year a number of safety advisory notices were issued by our peer regulatory and investigatory bodies in Europe. None were found to have any safety implications in the context of operations in Ireland.

Compliance Auditing:

As in 2006, approval demands deriving from the high level of railway development works meant that we were able to commit less time to performance auditing and monitoring than we would have wished.

However, during the year in-service inspections of heritage railways were conducted. A number of inspections of Iarnród Éireann and Veolia were also carried out focussing on;

- Passenger flow and emergency escape at stations;
- Bridge protection warning systems;
- Platform safety announcements;
- Level crossings;
- Tramway infrastructure and pedestrian routes;
- Trespass and vandalism.

Where the occasion permitted, inspectors took the opportunity to travel in locomotive cabs to assess operations and the condition of the permanent way.

The scenes of a number of railway incidents were inspected, including two major landslips, a collapse of equipment onto the line, five level crossings following collisions or pedestrian strikes, two light rail collisions with pedestrians and a diesel multiple unit damaged by fire.

To augment the work of our team in this area, in October 2007, the RSC engaged consultants to undertake a partial audit of Iarnród Éireann's and Veolia's implementation of their safety cases. A full audit was not deemed necessary during the first year of operation under the new safety case regime.

The audit reports were completed in November 2007 and issued to Iarnród Éireann and Veolia for comment. Both now have programmes in place to implement associated observations and recommendations. The reports can be viewed on the RSC website, www.rsc.ie.

record of these incidents and injury accidents. The data are useful for ascertaining prevailing risk levels and trends, for identifying new areas of particular risk, and for the assessment of duty-holder performance.

Iarnród Éireann Network

The Iarnród Éireann network has 1919km of running line in service. Although the level of activity on the network has increased marginally since the year 2000, the proportional split between passenger traffic and freight traffic has radically changed, and the use of diesel railcars has become more prevalent. This is reflected in the operating statistics shown in Appendix 1 of this report and indicated in figure 4 below.

From year 2000 to 2007, total train-km increased by 9%. Over the same period, the modal split for electric railcars and locomotive-hauled passenger trains remain the same, while the relative use of diesel railcars increased by 145% and freight trains decreased by 74%.

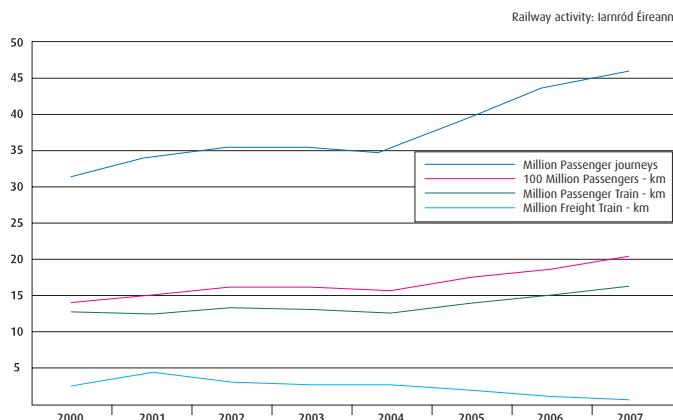


Figure 4: Railway activity Iarnród Éireann 2000-2007

Against this background, the general safety performance of the system has been tracked by display and analysis of the number of accidents and incidents recorded for each year since 1998, as shown in figure 5.

In brief, the annual fatality rate to persons (including trespassers) has declined in recent times, and the majority of trespasser deaths appear to have occurred in suspicious circumstances. There has been a moderate downward trend in the number of reported injuries to third parties, and a marked decline in employee lost-time injuries. After a general decline in the number of train incidents and rolling stock incidents, the number of reported rolling stock incidents has increased significantly over the past two years. Improved reporting of infrastructure incidents belies a significant drop in strikes of bridges under the railway, or under-bridges, in 2007.

Assessment of Duty Holder Safety Performance:

Each railway undertaking is obliged to notify railway incidents and injury accidents to the Commission, in accordance with regulations made under the Act. The Commission maintains a

RAILWAY SAFETY COMMISSION ANNUAL REPORT 2007

Summary injury and incident statistics are shown in figure 5, below, and detailed analysis is given in Appendices 2 & 3 of this report.

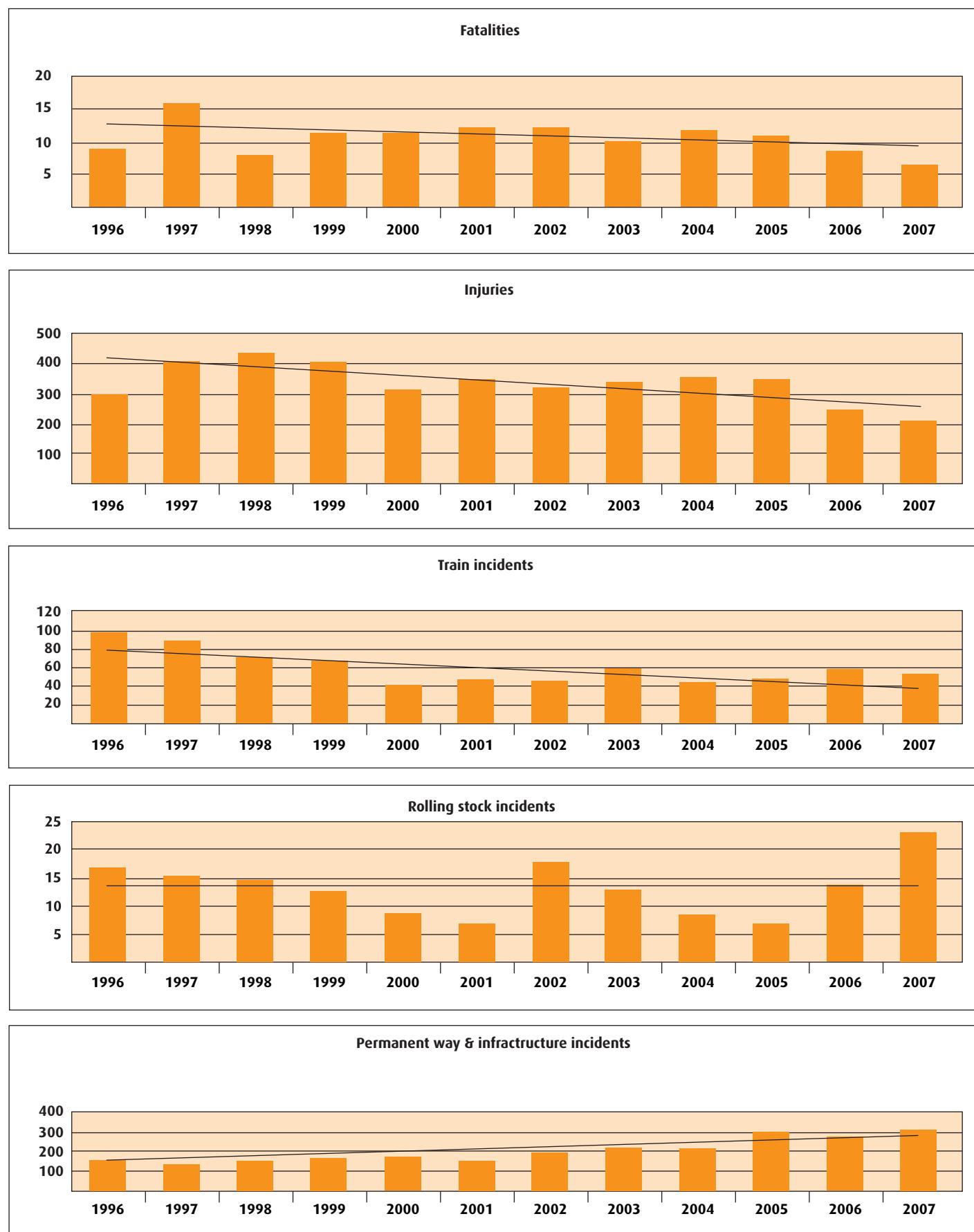


Figure 5: Summary injury and incident statistics for Iarnród Éireann, showing trends

Dublin Light Rail Network

The Dublin Light Rail system (LUAS) came into operation in mid 2004. This system has enjoyed a good safety record, even though there was a lack of familiarity of citizens with light rail systems. The available statistics for Dublin Light Rail are brief in quantity and duration, as summarized in table 1 below.

Almost nine million train-km have been achieved without a fatal accident, although 105 road traffic accidents and two collisions between trams have been recorded up to the end of 2007. The rates of road traffic accidents, injury, and instances where pedestrians and cyclists come in contact with a moving tram have all leveled out.

Year	2004	2005	2006	2007
Months of operation	6	12	12	12
Km done	1,000,000	2,500,000	2,661,000	2,751,000
Road Traffic Accidents (RTA)	17	36	24	28
Contact of person with tram	0	8	21	18
Collision tram/tram	1	1	0	0
Derailment in depot	1	4	0	3
Derailment on mainline	1	1	1	0
Injury:				
- First Aid	0	5	1	3
- Medical Attention	7	10	9	11
- Hospital care	2	2	2	2
Total	9	17	12	16
Emergency Handle	-	14	20	22
Emergency Brake	-	946	747	540

Table 1: Dublin Light Rail operating and accident statistics 2004-2007



In 2007, six of the 16 recorded injuries were to pedestrians, one to a cyclist, six to passengers and three to road vehicle drivers. There were 28 road traffic accidents, 16 contact incidents with pedestrians and two contact incidents involving bicycles. Two of the collisions with pedestrians resulted in serious injury and prolonged detention in hospital of the persons involved.

Heritage Railways

The RSC received no reports of railway accidents from heritage railways in 2007.

Bord na Móna industrial railway: level crossings & underpasses

One accident was reported, where the gate of a level crossing on the Bord na Móna industrial railway was struck by a road vehicle. The Bord also reports that they carried out a comprehensive audit of their level crossings and underpasses at the end of the year 2007.

Safety Enforcement

The Act provides the RSC with powers of enforcement which may be used where necessary to ensure safety. These powers can be used to require railway undertakings to address non-compliances with their safety cases and other statutory obligations and to address any risks that might otherwise be identified.

Working relationships with railway undertakings are generally good. In 2007, the RSC had no need to compel compliance through use of its powers of enforcement.

Investigation

To meet the requirements of Article 18 of the European Directive 2004/49/EC (Railway Safety Directive) the Act provides for the establishment of an Railway Incident Investigation Unit within the RSC with shared administration but functionally separate appointment and reporting arrangements. In 2007, the Chief Investigator of the Unit was appointed by the Minister for Transport.



Investigation by the unit is causal, that is to say it seeks to identify the full facts of an incident and why it occurred with a view to preventing recurrence.

The Railway Safety Directive specifies, in loss and injury terms, a minimum threshold above which investigation is mandatory. Investigation of incidents of lesser impact is discretionary. In 2007 the Unit carried out one formal investigation.

Further resources for the Unit have been sought as part of the resourcing submission made by the RSC to the Department of Transport in 2007. The Unit will be fully functional when its resourcing and training requirements have been attained.

Safety development:

Safety investment programme

In 2007, the Department Transport commenced a Value for Money audit of the Safety Investment Programme. As a stakeholder in the programme, the RSC is a member of the steering committee.

Working groups

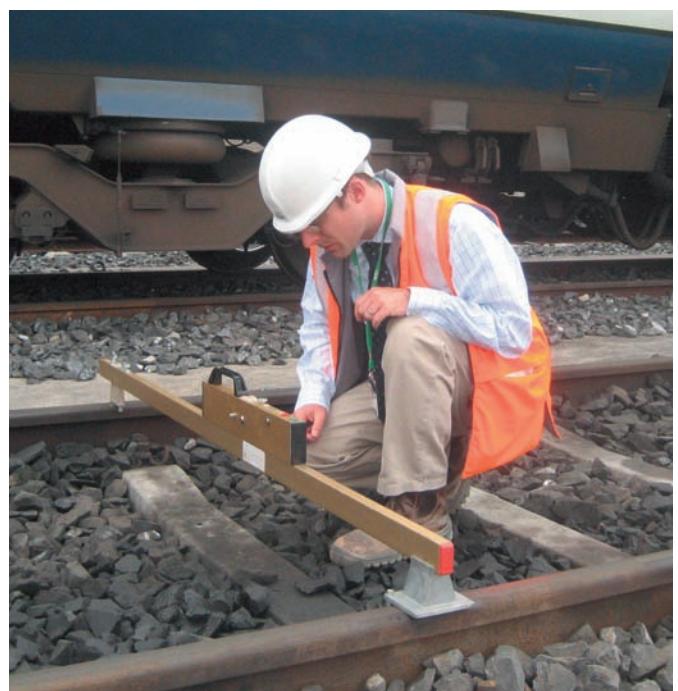
The road/rail safety working group:

In safety risk terms, railways are particularly vulnerable where they interface with roadways. On the Iarnród Éireann network there are more than two hundred and fifty public road level crossings and twelve hundred bridges over or under public roads. In addition to such crossings, the Dublin light railway, LUAS, also runs on-street for 8 km sharing road space with other users.

The road rail safety working group, which is chaired by the RSC, is an advisory working group that focuses on safety at road rail

interfaces. It seeks to establish a coherent strategy for the collective management of this risk, and to identify the scope for specific actions that will improve safety levels. Membership is made up of the railway undertakings, the road authorities, An Garda Síochána, the Irish Road Haulage Association and the Department of Transport.

The group met three times during 2007 focussing its attention primarily on bridge bashing, i.e., road vehicles striking railway bridges. At the November meeting, Iarnród Éireann reported a 36% reduction in the national rate of strikes of bridges under the railway, which indicates that the awareness campaigns are delivering results. The campaigns include the issue of a map showing bridge heights, including the availability of this map on line, and Garda prosecutions under the Railway Safety Act.



Other areas of common interest that were discussed during the year were:

- putting in place a joint inspection regime for railway bridges and level crossings by the railway undertakings, the road authorities and An Garda Siochana;
- sharing of data using common mapping systems;
- streamlining the approvals process for road bridges over railways; and,
- the placing of cameras on some railway level crossings where there is a history of the gates being left open.

Railway emergency planning:

The RSC monitors the railway emergency planning approaches of both Iarnród Éireann and Veolia through their safety cases.

Technical advice

Prior to RSC establishment, as the Railway Inspectorate division of the Department of Transport, we provided advice on railway matters to other departmental divisions within the limits of our competence. The RSC continues to provide this support where it does not compromise its independence.

The Commission supported the Department in its consultations at EU level. In addition, the Commission assisted the Department to form its position regarding the Coroners' Bill and the transposition regulations to complete implementation of the Railway Safety Directive 2004/49/EC.

Guidance

In order to maintain its independence, the RSC does not prescribe how railways should be designed and operated. We do, however, provide guidance to railway undertakings and

other stakeholders on the nature of their responsibilities and how these might be met most effectively. The provision of such guidance is essential to ensure that all parties, including the RSC, are able to meet their safety responsibilities effectively and to minimise the potential for adverse impact on other business activities.

During the year we developed 'Guidelines for the Safety Assessment of New Heavy Rail Rolling Stock' to supplement our existing guidance on rolling stock approval. These contain further details on what we would expect to see in a new rolling stock assessment submission under the Act. They will be published in early 2008.

The Act places a general duty of care on every person to have regard for their own safety and that of others while carrying out activities on or near the railway. To show external parties how their various activities might affect railway safety we are working to produce guidance documents. These documents are well advanced and will also be published in early 2008. They will cover:

- planning and development near the railway;
- living, working and going to school next to the railway;
- crossing the railway at a bridge or a level crossing;
- passengers on the railway;
- emergency services.

EU/ERA

EU

The Commission assisted the Department of Transport in its consultations with Council concerning train crew certification, and revisions to the Directives on railway interoperability and





safety. In particular, the Commission prepared submissions for changes to the essential requirements for safety, and assembled the national safety rules in a format that can be presented in an EU database. It also assisted in the implementation of these directives and the development of the technical specifications for interoperability. As part of this process, the Commission was represented at two meetings in Brussels in 2007.

ERA

The European Railway Agency (ERA) is the organisation charged with the practical implementation of EU railway policy. While the RSC continues to provide technical support to the EU railway activities of the Department of Transport, we are more focussed on participation in ERA fora and delivery of related information and reporting requirements.

The Commission is comprised of the National Safety Authority and the National Investigating Body: each unit delivered its first mandatory annual report to the ERA at the end of September 2007.

Currently, the Commission is represented on the three principal bodies provided for in the Railway Safety Directive:

- ERA administrative board
- Network of National Safety Authorities
- Network of National Investigation Bodies

These networks provide a mechanism for member state regulatory and investigatory bodies, sharing knowledge and experience and supporting the ERA in developing the structures through which a common EU railway safety framework will be established.

In further support of this work, the ERA has set up a number of stakeholder working groups on which regulatory and investigatory bodies are represented. They are working to a five year window driven by timelines in the Railway Safety Directive. Their work is critical as the deliverables, in the form of methodologies and standards, will provide a safety benchmark for member state railways. Resource limitations preclude us from participating as fully in these groups as we would wish. We have prioritised our involvement and are represented on working groups developing:

- Common safety indicators;
- Common safety targets;
- Methodologies for tracking the implementation of incident investigation recommendations;
- National Safety Rules.

The ERA is headquartered in Valenciennes in northern France but, to facilitate access, it holds the majority of its meetings in Lille. In 2007, members of our team attended a total of twenty-three such meetings.

EU Workshop

The Commission, in association with the Department of Regional Development and the European Railway Agency, and with the support of the Department of Transport, hosted an information seminar on European railway legislation in November in Dublin. Three papers were presented to an audience of 40 persons from the railway industry.

Corporate Governance and Administration

Introduction

2007 was the second year of operation for the RSC. Many of the corporate governance and administration tasks were established in 2006 and in 2007 we continued this process. By the end of 2007, the administration of the payroll was the only process which has not yet been transferred to the RSC.

Corporate governance comprises the systems and procedures by which enterprises are directed and controlled. In this, the Commission is guided by the Code of Practice for the Governance of State bodies, as published by the Department of Finance.

Finance

The RSC is committed to maintaining full transparency and effective controls over our financial management. Our funding is provided by the Department of Transport by a Grant-in-Aid. In 2007 this funding amounted to €2.09m. Our accounts for 2006 were subject to audit by the Comptroller and Auditor General and were approved by them in November 2007.

Human Resources and Staff Development

In 2007 the RSC commission a review of its Human Resource requirements, this was a follow-on to the initial report from 2000.

The RSC submitted a Resource Strategy Document to the Department of Transport in August 2007. The document was prepared at the Department's request in order to quantify our staffing needs and to highlight the recruitment barriers that we are experiencing.

Recruitment

The Chief Investigator of the Railway Incident Investigation Unit was recruited in 2007. One further position remained vacant, that of inspector. As we were going through a resource review process no competition in respect of this post was held during the year.

Transfer of Administrative Functions

At the end of 2007, full transfer of administrative functions from the Department of Transport was achieved, apart from the administration of payroll.

Risk Management

The Commission has conducted a business risk assessment, identifying the key threats to the organisation's reputation and



to our strategic, operational and financial interests. We have incorporated a risk management programme as an integral part of our business planning process. We will continue to strengthen existing risk management controls, and implement new controls as necessary.

Decentralisation

In accordance with the Government Decentralisation Programme, the Railway Safety Commission has developed and is seeking to progress an implementation plan. The core principle of this plan is to ensure that the Commission's functional capacity to ensure effective oversight of railway safety is at no time compromised. The following tasks are identified within the plan, which can be viewed on our web-site.

1. Benchmarking and staffing review
2. Approval of increased resource
3. Completion of base recruitment
4. Social partner consultation and IR resolution
5. Business re-engineering
6. Phase 2 recruitment
7. Work shadowing/knowledge transfer
8. Accommodation and fit-out
9. Relocation
10. Ongoing review

Tasks 1, 2 and 3 were scheduled for completion in 2007, but only task 1 was concluded. Task 2 is ongoing: when complete, it will enable task 3 to commence.

Irish Language Commitment

The RSC is committed to implementing the relevant parts of the Official Languages Act 2003. Our official signage and stationery are currently in both Irish and English.

We currently produce our official documents, such as the Annual Report and the Statement of Strategy, in both languages. The Irish language capability of our staff is maintained so that any queries can be responded to in either English or Irish. We encourage and facilitate the on-going language training of our staff.

Freedom of Information

The RSC is committed to the maintenance and development of an open culture and a transparent environment, where information is freely available and experience and knowledge is shared. We are committed to fostering and developing these conditions, which we see as essential to the effective regulation of safety.

The former Railway Inspectorate division, our forerunner under the aegis of the Department of Transport, was subject to the



Freedom of Information Act. It is expected that the Commission will be included among the organisations governed by this Act by mid 2008. In the meantime, we are committed to conforming to the principles of this Act.

Continuous Professional Development

The Commission is a knowledge intensive organisation, and our ability to achieve our goals and objectives is determined by the calibre of our staff. Continuous learning is a core organisational requirement, essential to our maintaining the capacity to meet our work demands in a constantly developing and evolving industry.

In 2007 we contributed papers to several conferences focusing on rail safety, both at a national and international level. These included the International Railway Safety Conference in October, and the ERA workshop which we hosted in November. We were also invited to address a number of other conferences, but due to our intense workload, we were unable to accept.

Customer Charter

The Customer Service charter was prepared in 2006 and is available on our website. This charter describes the level of service a customer can expect from the RSC. No customer service complaints were received in 2007.

Website

It is our intention to make as much information as possible regarding the work of the RSC available to any interested parties through our website. The website is continually updated with reports and documents relating to rail safety.



Railway Safety Advisory Council

Under the terms of the Railway Safety Act 2005, the Minister for Transport established the Railway Safety Advisory Council to represent the various stakeholder organisations and groups. The Council is an independent body and may make recommendations to the Minister or the RSC on various railway safety matters. The Commissioner may attend council meetings in an advisory capacity. The first meeting of the Council was held in June 2007.

Looking Forward

In 2007, we saw the anticipated growth in our workload, which we expect to continue into the medium term. Our key priority is to maintain and enhance our ability to meet that workload.

To this end, we must acquire additional human resources with the competence to develop and support the knowledge base that is essential to our organisation.

To achieve a safer railway, we will need the input of all organisations and persons whose work and activity affects the railway. We will continue to work with these stakeholders to develop and support a partnership approach, while maintaining the independence that is essential to our work.

The European Union seeks to harmonize good industry practice within the Europe Community through a common railway safety structure: this will inevitably require changes in national processes and procedures. The Railway Safety Commission will continue to support the development of this new framework and its smooth and effective implementation.



Notes

Appendix 1: Iarnród Éireann operating statistics 2000-2007*

Year	2000	2001	2002	2003	2004	2005	2006	2007
Staff	5,439	5,759	6,021	5,833	5,590	5,462	5,114	4933
Train-km passenger	12,702,000	12,356,000	12,602,000	12,245,000	11,777,000	13,034,000	14,505,000	16,060,000
Train-km freight	2,730,000	4,133,000	2,895,000	2,705,000	2,710,000	2,060,000	1,126,000	772,000
Train-km total	15,432,000	16,489,000	15,497,000	14,950,000	14,487,000	15,094,000	15,631,000	16,332,000
Train-km passenger diesel	9,198,000	8,516,000	8,500,000	7,776,000	7,038,000	7,845,000	8,706,000	9,596,000
Train-km freight diesel	2,730,000	4,133,000	2,895,000	2,705,000	2,710,000	2,060,000	1,126,000	772,000
Train-km total diesel loco	11,928,000	12,649,000	11,395,000	10,481,000	9,748,000	9,905,000	9,832,000	10,468,000
Train-km EMU railcars	1,961,000	2,239,000	2,239,000	2,239,000	2,239,000	2,239,000	2,239,000	2,244,000
Train-km diesel railcars	1,543,000	1,601,000	1,863,000	2,230,000	2,500,000	2,950,000	3,560,000	4,120,000
Train-km total railcars	3,504,000	3,840,000	4,102,000	4,469,000	4,739,000	5,189,000	5,799,000	6,365,000
Passenger journeys total	31,721,000	34,206,000	35,370,000	35,558,000	34,550,000	37,653,000	43,350,000	45,513,000
Passenger-km total ('000)	1,389,138	1,515,303	1,628,410	1,600,615	1,581,698	1,781,400	1,872,067	2,007,065
Lenght of railway lines (km)	1,919	1,919	1,919	1,919	1,919	1,919	1,919	1,919

(* source: Iarnród Éireann)

Note: Changes to figures published in report for 2006 are shown in bold typeface.

Appendix 2: Iarnród Éireann Rail incidents and injuries 1998-2007

Railway operations and track maintenance: fatal injuries	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Fatal injury to person due to a train accident, not at level crossing	-	-	-	-	-	-	-	-	-	-
Fatal injury to passenger traveling on a train, other than in train accident	-	3	-	-	-	-	-	-	-	-
Fatal injury to passenger attempting to board or alight from train	-	-	1	-	1	-	-	-	-	-
Fatal injury due to railway accident at a level crossing	-	-	-	-	1	-	1	-	-	1
Fatal injury to employee at a level crossing due to train in motion	-	-	-	-	-	-	-	-	-	-
Fatal injury to employee due to train in motion (other than at a level crossing)	-	-	-	1	-	-	-	-	-	-
Other fatal injury to employee on the railway	-	-	-	-	1	-	-	-	-	-
Fatal injury on railway or level crossing where trespass or suspicious death was indicated	6	7	9	11	9	10	11	8	7	5
Railway operations and maintenance: non-fatal injuries				2001	2002	2003	2004	2005	2006	2007
Injury to passenger due to a train accident not at level crossing				11	5	-	-	12	-	-
Injury to passenger traveling on train, other than in a train accident				60	54	66	70	73	41	35
Injury to passenger attempting to board or alight from train				65	43	69	65	48	55	50
Injury to passenger in station or visitor to premises				81	108	80	86	105	68	84
Employee injury involving train movement or train accident				10	5	12	8	4	15	8
Employee injury while working on railway				118	104	109	118	100	68	81
Employee injury at level crossing				3	1	2	-	1	2	1
Person injured in railway accident at level crossing				3	1	-	-	-	-	1
Passenger injury in railway accident at level crossing				-	-	-	1	-	-	-
Level crossing user injured				2	3	-	3	4	-	1
Injury to other person				2	4	6	6	3	5	1
Train incidents	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Derailment of any passenger or goods train on running line	3	3	1	1	1	4	-	2	3	1
Other derailment on running line	1	-	2	1	-	1	-	2	3	2
Train collision with any passenger or goods train on running line	-	2	-	1	-	1	-	1	1	-
Train collision with buffer-stop (passenger train in service on running line)	-	1	-	2	1	-	-	-	-	-
Other train/train collision on running line	-	-	1	-	-	1	-	-	-	-
Train collision with a motor vehicle at a level crossing	3	6	3	2	4	-	2	2	1	4
Train collision with attended gates at a level crossing	2	4	5	4	3	2	3	-	2	2
Train collision with a vehicle obstructing the line (not at a level crossing)	-	-	3	-	2	2	-	-	-	-
Train collision with animal(s)	52	46	26	32	32	43	40	42	43	42
Train collision with other obstacle on the line	6	3	1	2	2	3	1	-	7	9
Rolling stock incidents	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Fire or smoke on locomotives or other rolling stock	3	6	6	7	11	8	9	4	13	27
Train dividing in running	8	5	-	-	2	1	-	3	-	-
Rolling stock door incident	-	-	2	-	4	3	-	-	1	11
Permanent way & infrastructure incidents	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Rail on passenger line fractured from head to foot	6	12	3	3	5	3	1	6	4	-
Bridge under the railway struck by road vehicle	88	100	106	79	99	137	123	203	194	140
Bridge parapet over the railway struck by road vehicle	9	9	13	3	4	6	13	12	23	40
Main (running) signal passed at danger where warning was given in time	20	19	23	29	22	32	27	36	25	22

Note: Changes to figures published in report for 2006 are shown in bold typeface.

Appendix 3: Accident & Incident Statistics

Iarnród Éireann Network 1998-2007

Introduction

The accident and incident statistics included here are for the purpose of indicating the general level of safety and the safety trends on the Irish railway network.

The statistics are based on information reported to the Railway Safety Commission (RSC) by Iarnród Éireann (IE) for the national heavy rail network in accordance with the RSC's reporting requirements. In general, the fatality and incident statistics are shown for the last ten years of service, and differentiated data for injuries are shown for years 2001-2007.

The following classifications are used:

- A train accident is a collision, derailment or fire involving a train;
- A train collision is a collision between trains, or between a train and a vehicle, object or animal;
- A railway accident is a train accident or accident resulting from the movement of trains, such as a person being injured by a train;
- Passenger includes anyone boarding, alighting or traveling on a train;
- Railway staff includes all contractors working on the railway;
- Injuries to employees and contractors causing them to lose one whole day from their ordinary work are reportable;
- All third party injuries are reportable;
- Railway accidents at level crossings include collisions with motor vehicles.

The numbers quoted should not be considered as a complete representation of all safety statistics on the railways in Ireland. Statistics in future reports may vary due to realignment of definitions to accord with European regulations.

Railway Operations and Maintenance: Fatalities and Injuries

This report refers to fatalities and injuries to persons as a result of railway operations and maintenance of the railway. It does not, for instance, address fatalities or injuries occurring in maintenance workshops other than those involving the movement of trains. Injuries to persons in railway stations are included.

For clarity, the fatalities indicated in the charts only those relating to rail vehicle movements. Other deaths on trains or premises or on the railway are not included.

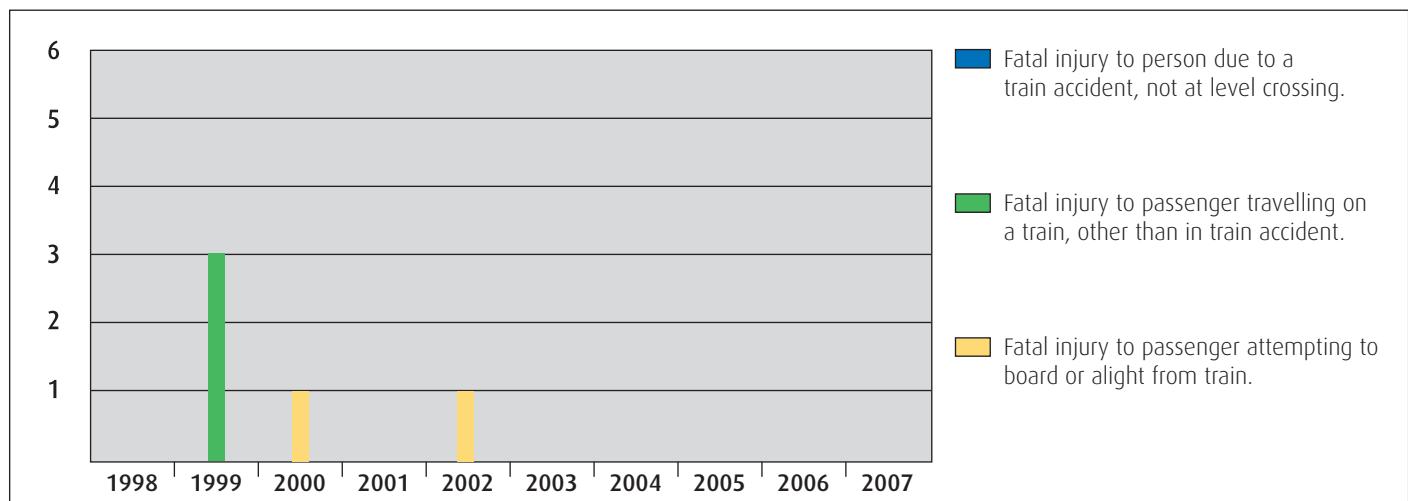


Figure 6: Fatal injuries to travelling passengers, other than at level crossings

Figure 6 indicates fatalities to passengers. These have been very infrequent in recent years. The last passenger fatality due to a train accident was in 1991. From 1998-2007 there were 3 instances of fatality where a passenger fell from a train in motion, and 2 instances of fatality where a person attempted to board a moving train.

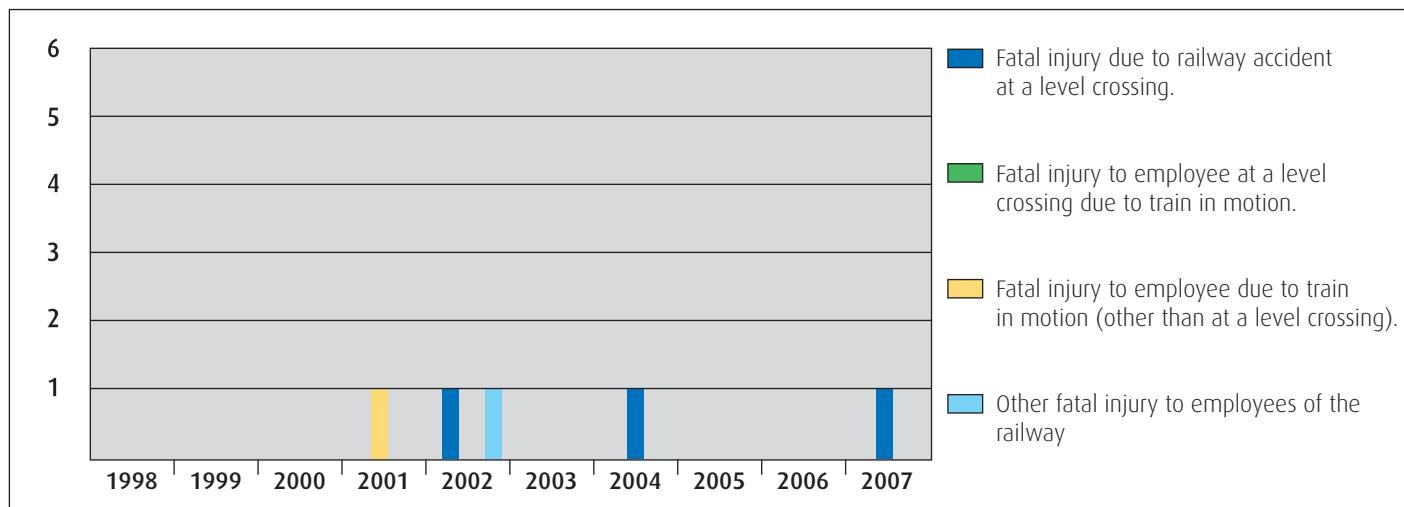


Figure 7: Fatalities at level crossings or to employees

Figure 7 shows fatalities at level crossings, and fatalities to employees due to moving trains.

A level crossing user is accidentally killed on Irish railways about once every three years. This indicates a fatality rate at level crossings of one fatality every 50 million train-km, which is quite low in comparison with other European Union countries.

In 2007, a pedestrian was killed on Bishopswood LC on the Dublin to Cork line: the circumstances of this fatality are to be examined by the Coroner.

The last fatality to an employee while working the gates at a level crossing was in 1996. An employee died in 2001 while engaged in shunting of trains. Another employee died in 2002 while felling trees beside the railway, although this accident was not due to the movement of trains.

Initiatives that may have reduced the risk of gate-keeper fatalities include line-side improvements; driver training efforts to reduce risk of signals passed at danger and gate-strikes; regulated hours of work for gate-keepers and the reduction in number of manned level crossings through use of remote monitoring and barrier automation. The risk to staff while shunting trains has been addressed through improved training, and reduction in the number of passenger vehicles in operation that require manually assisted coupling/uncoupling.

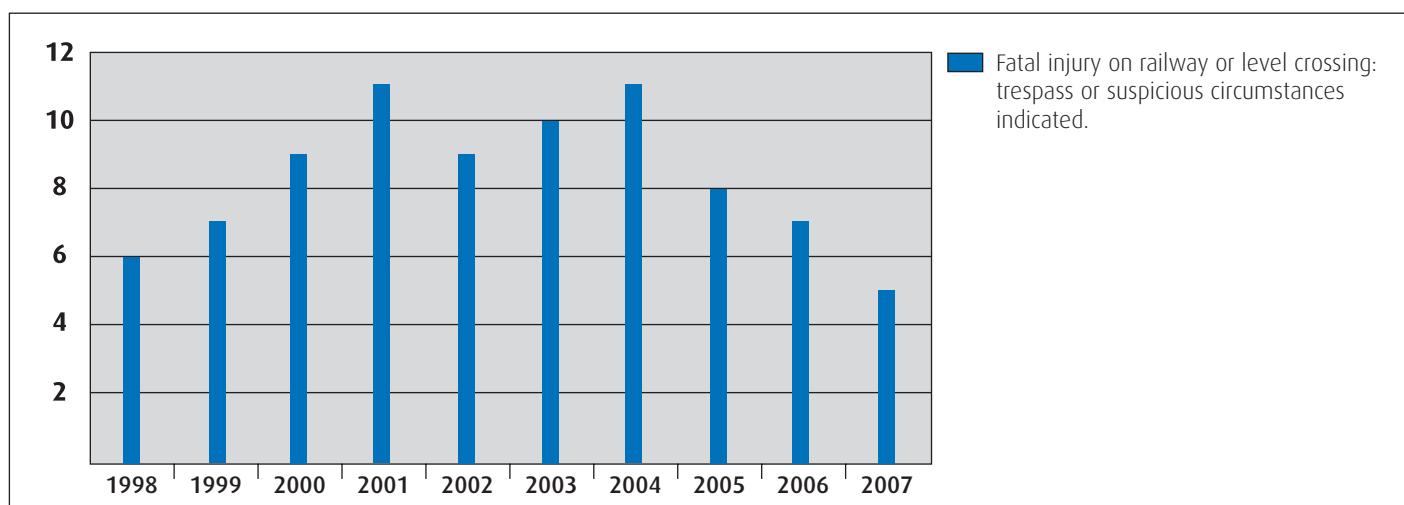


Figure 8: Fatalities due to trespass or in suspicious circumstances

Figure 8 indicates the rate of deaths on the railway due to trespass or where there was some indication of trespass or suspicious circumstances. There has been a significant improvement here since 2004.

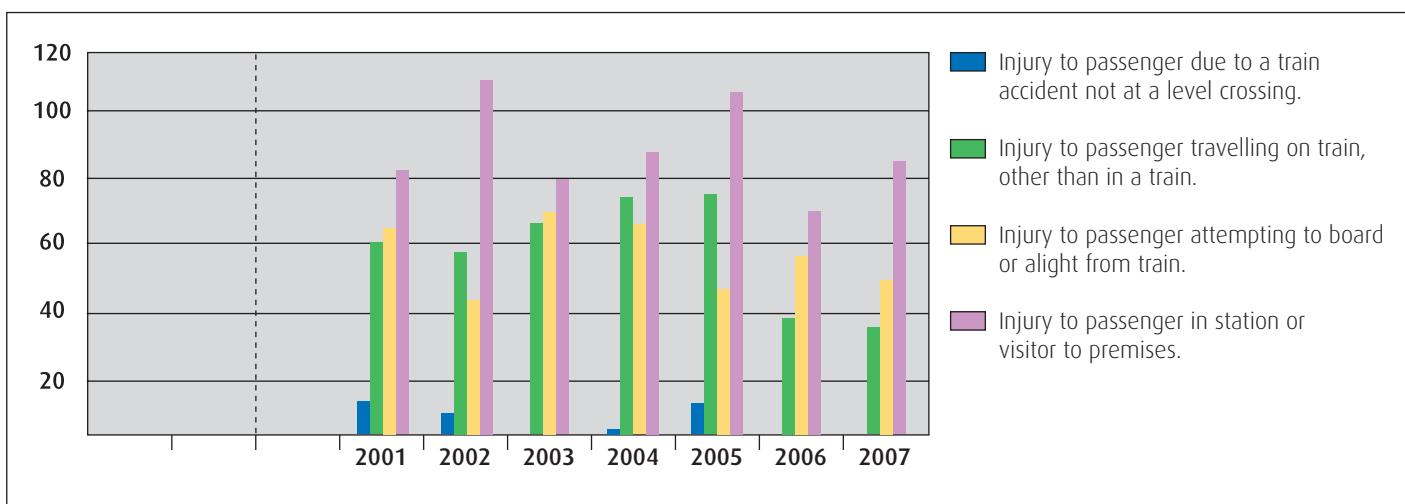


Figure 9: Passenger injuries

Figure 9 indicates reported injuries to passengers and visitors since 2001: there was a significant drop in reported injuries of this type in 2006 and this level was maintained in 2007. Train accidents are rare and outcomes can vary in terms of injury: injuries due to incidents of this type recorded since 2001 generally relate to low speed collisions in stations. Reported injuries to passengers traveling are shown, whether or not the injury was caused by the motion of the train. Injuries can also be due to hot liquids, illness or misbehaviour of others. Injuries while boarding or alighting are generally as a result of slip/trip hazards, the platform gap or closing doors. Injuries in stations and premises are generally due to slips and trips on the level, falls on stairs and escalators or misbehaviour.

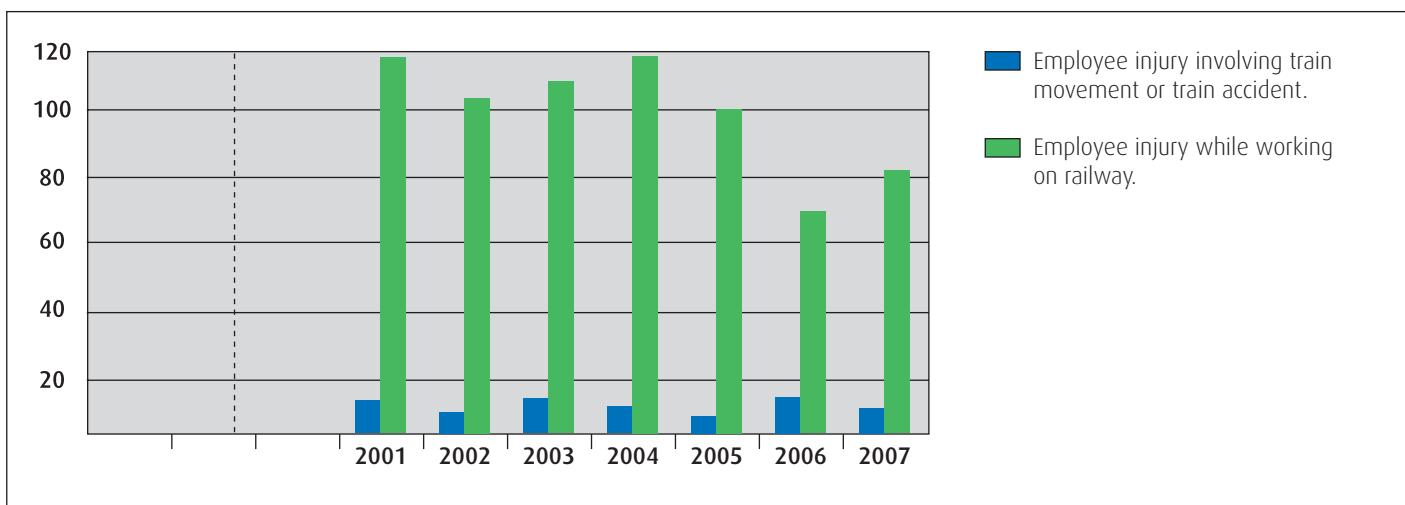


Figure 10: Employee injuries, other than in workshops or at level crossing

Figure 10 indicates lost-time injuries to employees as a result of railway operations and maintenance of the railway, since 2001. Employee injuries at level crossings are treated separately. Employee injuries occurring in maintenance workshops, other than those clearly involving moving trains, are not included in this report.

There has been a significant drop in reported employee injuries since 2004, and currently about 10% of employee injuries involve trains in motion. Many employee injuries are attributable to slips and falls, working on trains at rest, getting on and off trains, track maintenance activity and misbehaviour of others (such as assault, discarded needles and attempts at self-harm).

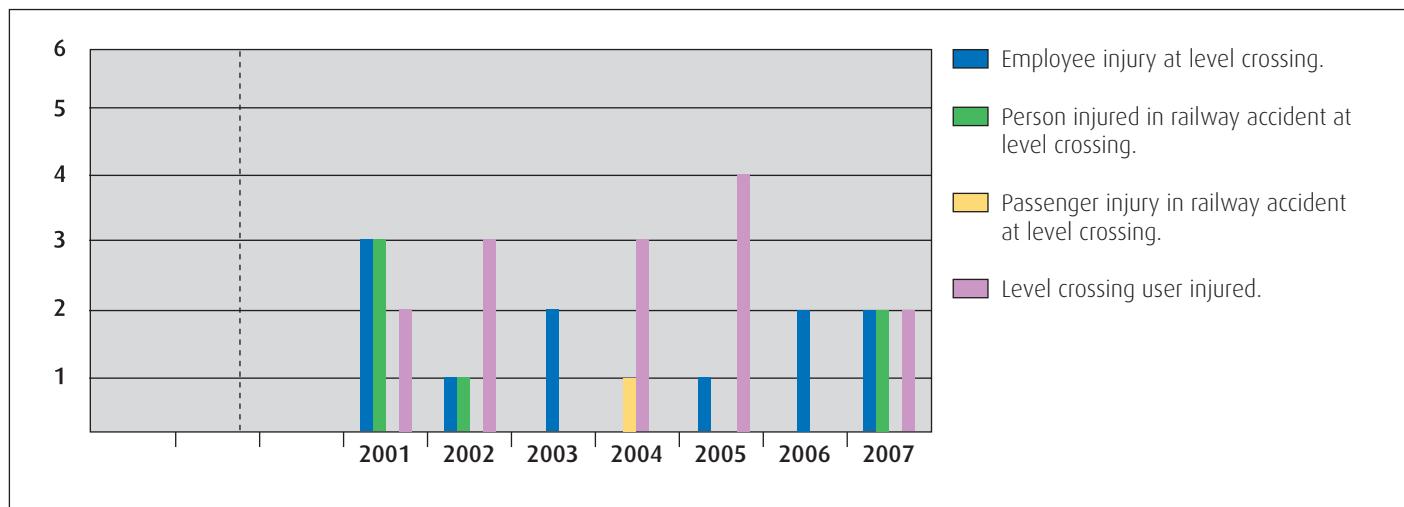


Figure 11: Injuries at level crossings

Figure 11 indicates reported injuries occurring at level crossings since 2001. Employee lost time injuries are generally due either to handling of gates or loss of footing. Indirect injury can occur to train drivers from level crossing accidents.

The railway accidents are train collisions with attended gates or cars or persons. User injuries are usually due to problems with the crossing surface or dropping automated barriers. A man was seriously injured when he was struck by a Dublin suburban train at Claremont CCTV level crossing. A van driver was injured when his vehicle was struck by a train at Garraun level crossing on the Galway line.

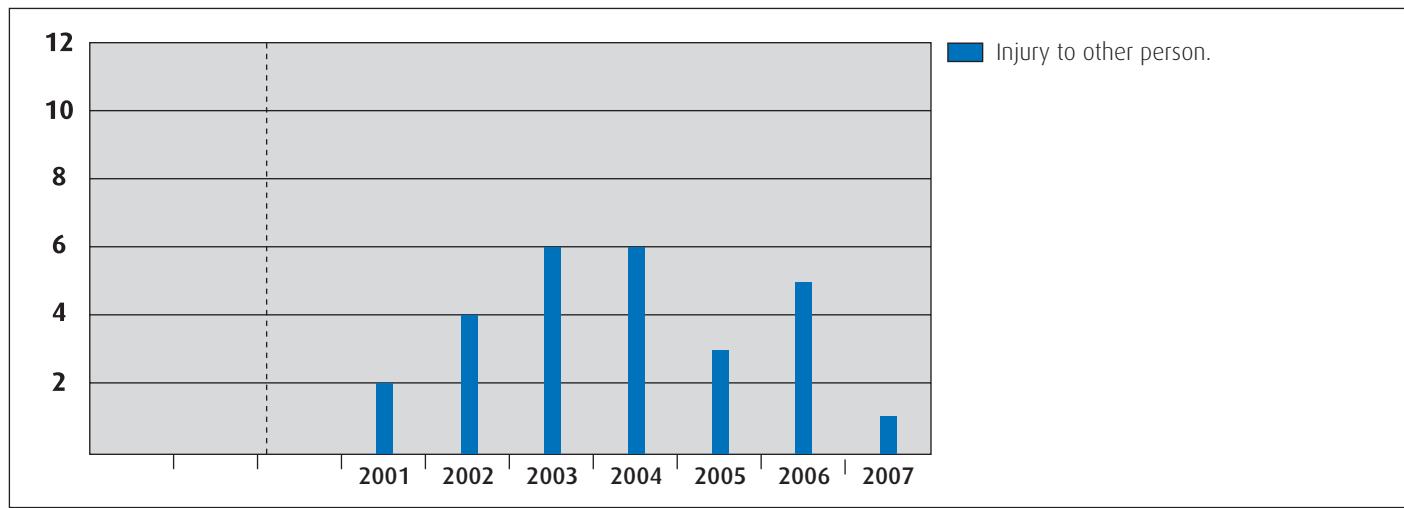


Figure 12: Injuries to other persons

Figure 12 indicates injuries to other persons since 2001, generally attributable to trespass on the railway or to falls from a height onto the railway.

Incidents Involving Trains

Train incidents, as reported below, include incidents involving rail vehicles on running lines, but exclude incidents in sidings and storage yards. They include derailment of trains and engines, collisions between trains or engines, collisions with buffer stops, collisions at level crossings and collisions with obstacles on the line.

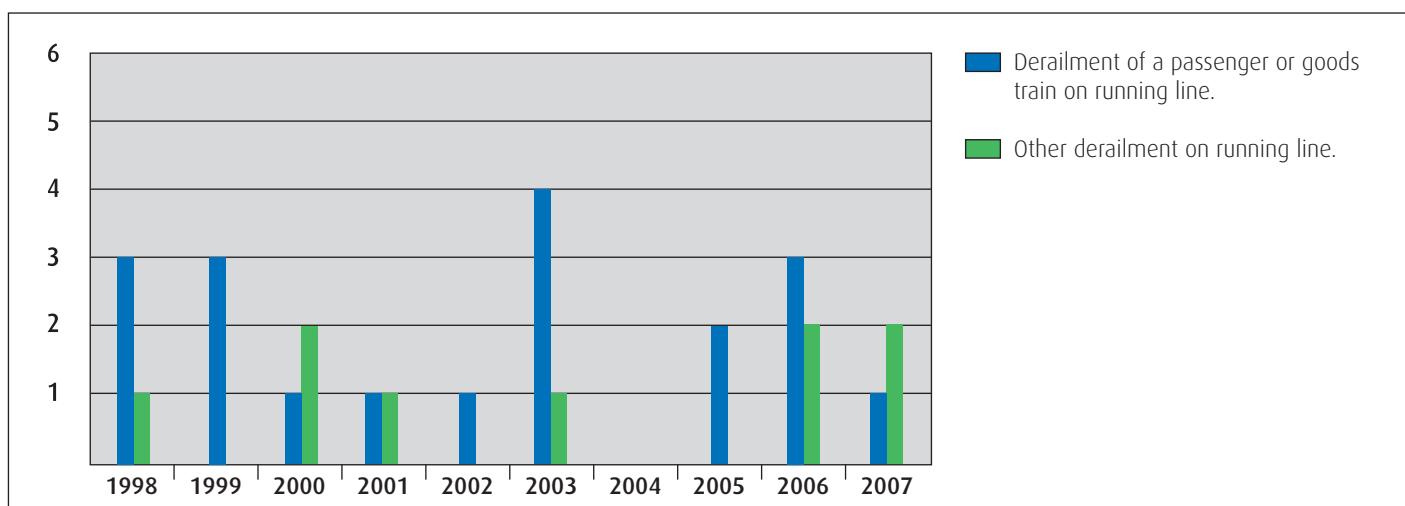
**Figure 13: Derailments on running lines**

Figure 13 indicates derailments of trains and engines on running lines, where a general downward trend is indicated. No passenger train in service or goods train was derailed in 2007.

There were three other derailments on running lines. A train of empty coaching stock passed a signal at danger at Heuston and derailed at Islandbridge junction; a locomotive derailed at Roscrea station, and an employee was injured when he fell from a works vehicle that derailed between Charleville and Mallow within an engineer's possession. In addition, there were five derailments in sidings where the running line was affected.

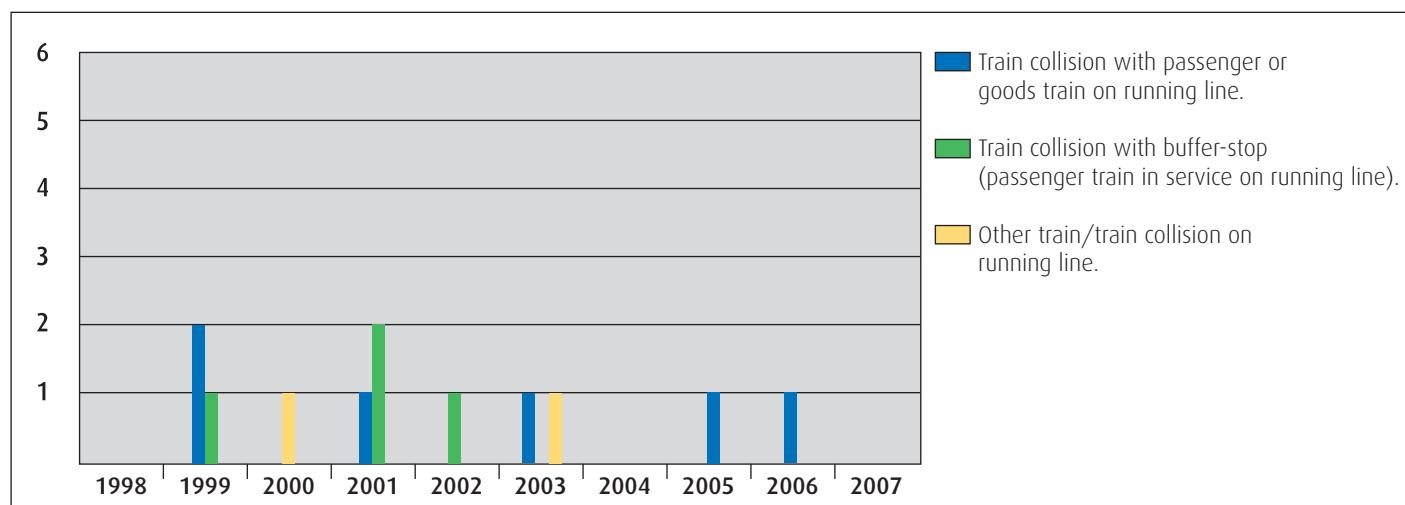
**Figure 14: Train collisions with trains or buffer-stops**

Figure 14 indicates collisions between trains and engines on running lines, where a general downward trend is maintained. In 2007, there was one collision of a train of passenger carriages not in service with a buffer-stop at Galway station. IÉ have confirmed that there were no injuries due to this incident and the train was not derailed or significantly damaged.

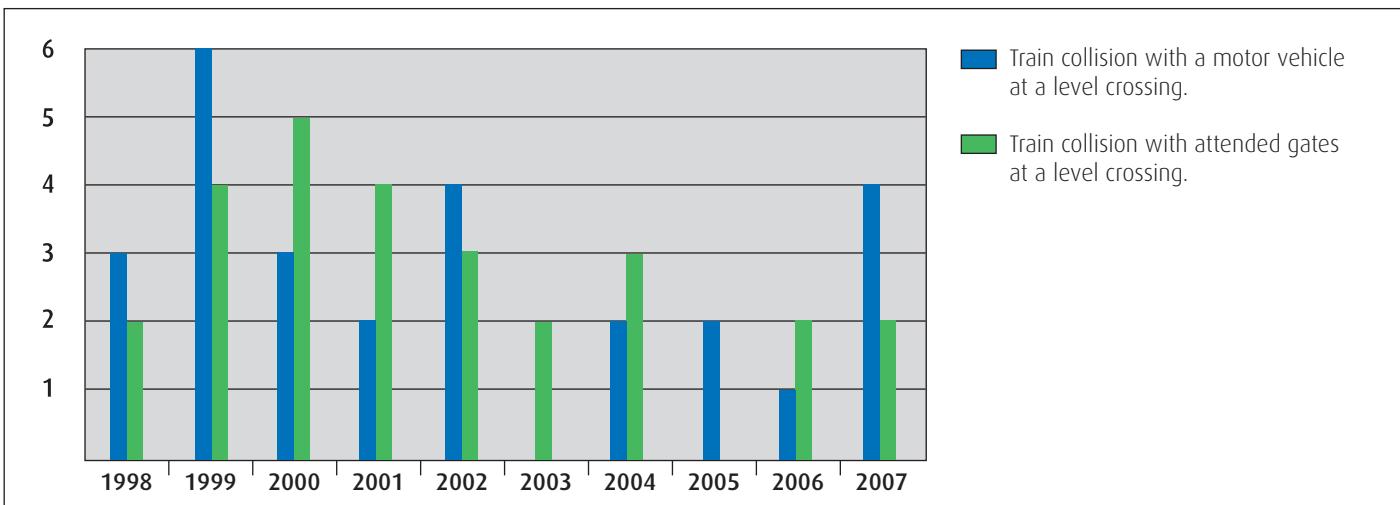


Figure 15: Train collisions at level crossings

Figure 15 indicates collisions with motor vehicles or gates at level crossings on running lines. A van was struck at speed by a train at Garraun ‘lights and bells’ level crossing on the Galway line, and the driver was only slightly injured. A car was also struck by a train at Grange automatic half-barrier level crossing, and the occupants escaped uninjured. The road vehicle was extensively damaged in both cases. There was no damage reported as a result of a low speed collision between a train and a van at Wexford Quay. A farm tractor and trailer were struck by a diesel multiple unit at Silvermines, causing no injuries, but the road and rail vehicles were extensively damaged.

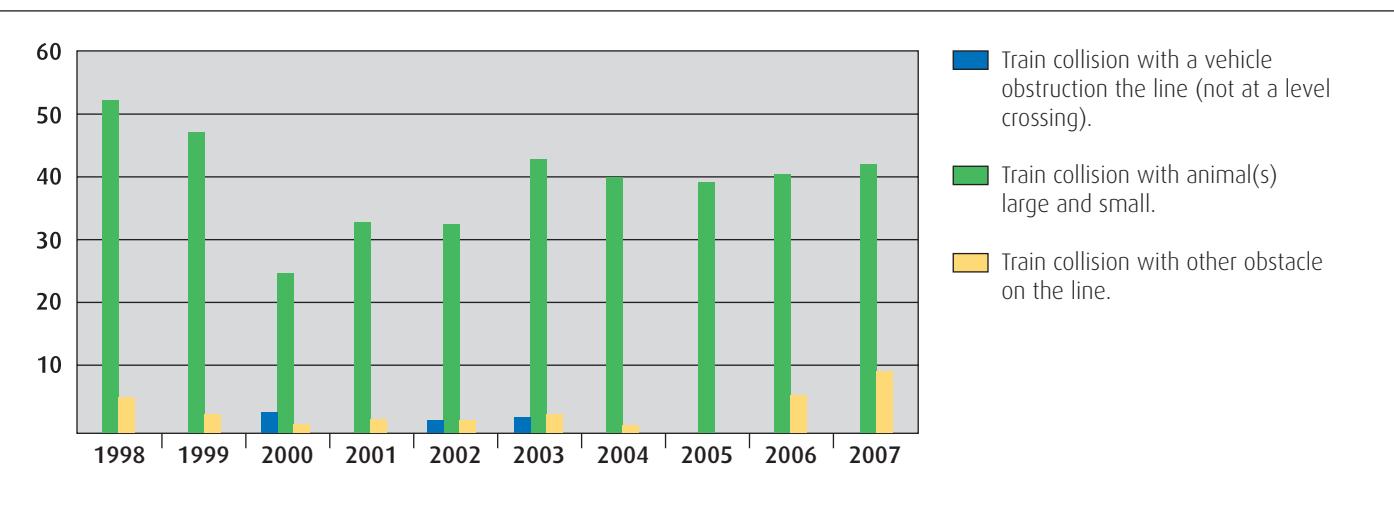


Figure 16: Train collisions with animals or other obstacles on the line

Figure 16 indicates collisions on running lines with motor vehicles not at level crossings, with animals on the line and with other obstacles. The increased reports of obstacles struck in 2007 may be due to improved reporting. Boulders were struck by trains near Arklow and near Clara, six barricades were struck at various locations, a permanent way trolley was struck at the Liffey bridge near Islandbridge junction, a fallen fence was struck at Ballybroughy and a cable reel was struck at North Esk.

In the case of collisions with animals, a general downward trend was evident until 2000, mainly attributable to improvements to line-side fencing and level crossings. Animal strike frequency has been increasing since then, and wild deer have featured in the reports since 2003. In 2007, six wild deer strikes and nine dog strikes were recorded, and the remainder of animal strikes involved livestock.

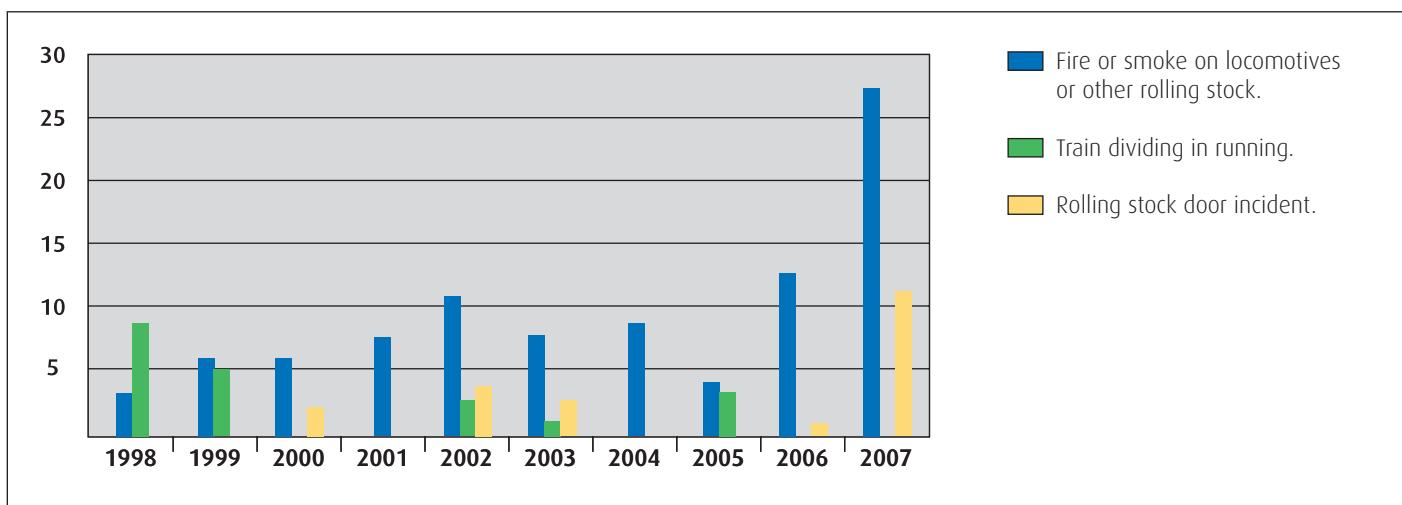
**Figure 17: Incidents involving Rolling Stock**

Figure 17 indicates incidents involving rolling stock, where a rising trend has continued for fire and smoke incidents in rolling stock. In 2007, there were 27 reported incidents, of which one was due to smoke from brakes, 2 involved smoke from air-conditioning filters and 23 were classed as fires. Fourteen of these incidents involved the engines of railcars. Iarnród Éireann has advised the RSC that modifications have been made in an effort to reduce the frequency of such incidents. The RSC is monitoring the situation.

There were eleven reports of doors of trains opened in running. This represents a large increase in reports of this nature. The RSC has been assured that each of these incidents was investigated internally by Iarnród Éireann, and a schedule of required corrective actions has been produced.

Incidents Involving Railway Infrastructure

The incidents involving railway infrastructure reported below include broken rails on a passenger railway, strikes of bridges under and over the railway by road vehicles, and situations where railway running signals were passed at danger by trains.

In addition, it should be noted that of the four landslips reported for 2007, two were important and necessitated closure of part of the railway.

The side of a raised embankment failed near Manulla, almost undermining the railway. Work was already in progress to reinforce this high, steep embankment: a combination of disturbance of the base by mobile plant and heavy rainfall appears to have destabilized the slope. A speed restriction of 25mph was already in place when the event occurred. The railway was closed for nine days.

The slope of a cutting at the Cabra end of the Phoenix Park tunnel failed as a result of drainage water being pumped from a building site by a third party, blocking the down line completely. Trees carried by the slip were struck by a freight train, traveling on the up line, which was not derailed. This line, which is not normally used by passenger trains, was closed for seven hours.

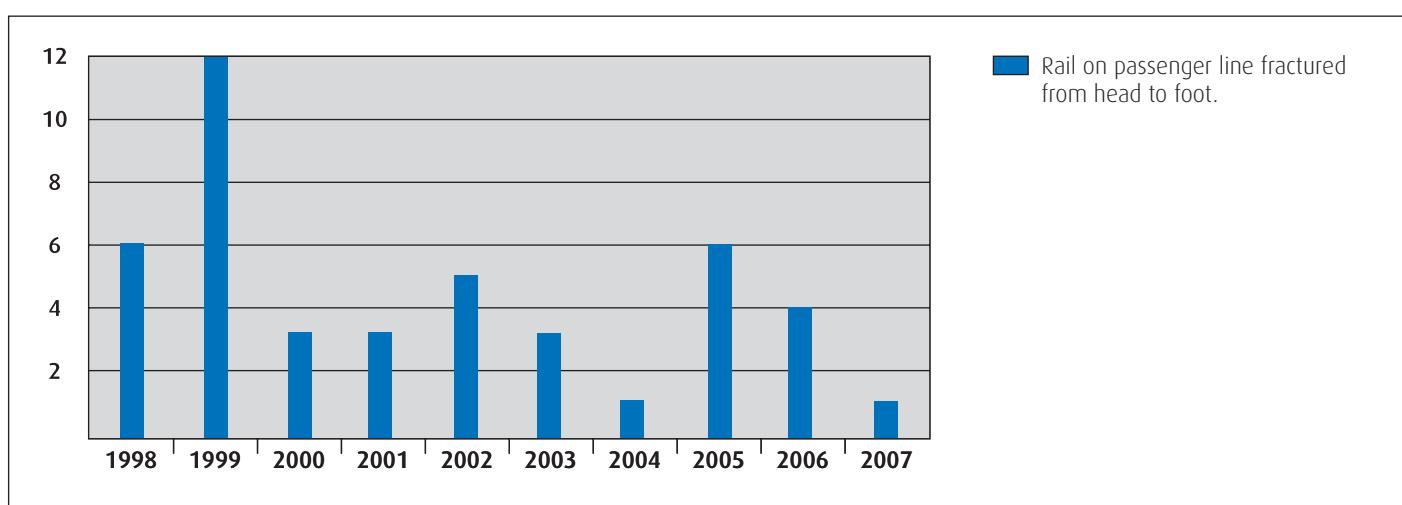
**Figure 18: Broken rails on Running Lines**

Figure 18 indicates the number of broken rails on running lines on the passenger railway. Broken rails are defined as failures where the rail was fractured from head to foot. Fractured rails are failures where a large visible crack was displayed or a piece of the rail broke off.

The number of broken and fractured rails has reduced dramatically in recent years, apparently due to old rails being removed from the passenger railway system. The track renewal campaign was accelerated after a passenger train derailed at a broken rail at Knockcroghery in 1997, injuring 16 passengers.

For 2007, one broken rail and one fractured rail were reported on passenger lines, both occurring at points. In addition, one buckled rail on a passenger line was reported for 2007.

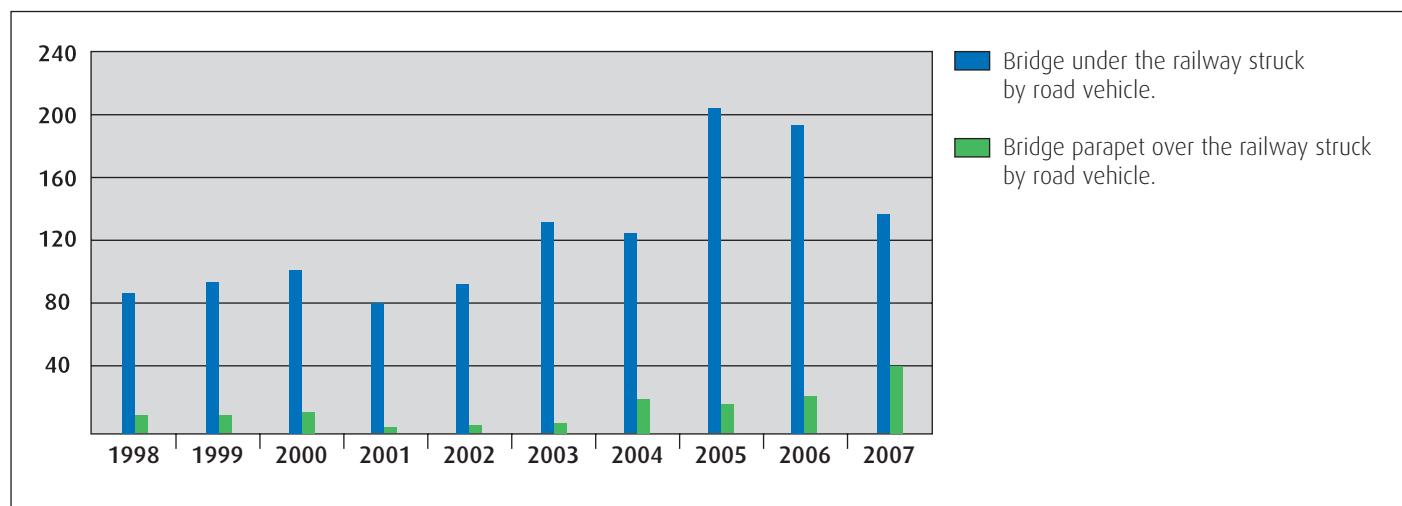


Figure 19: Bridge strikes by road vehicle

Figure 19 indicates road traffic incidents where a bridge under or over the railway was struck by a vehicle. These incidents almost invariably involve a heavy vehicle. The number of reported bridge-strike incidents doubled between 1998 and 2005, but now shows clear signs of improvement.

The majority of incidents are due to a vehicle striking a railway bridge where the vehicle height exceeds the displayed under-clearance height. The concern here is that the alignment of the railway could be disturbed by a serious bridge strike, leading to a risk of derailment. In 2007, 140 strikes of bridges under the railway were recorded by Iarnród Éireann, of which eight were described as potentially serious, and one as serious. This indicates a significant improvement when compared with the previous year.

Strikes of road bridge parapets by road vehicles have been relatively infrequent, but recent figures indicate an increasing risk to the railway operations from falling vehicles, loads and debris. The recent sharp rise in incidents of this nature is a matter for concern. Of the 40 incidents recorded for 2007, seven were described as potentially serious and six as serious.

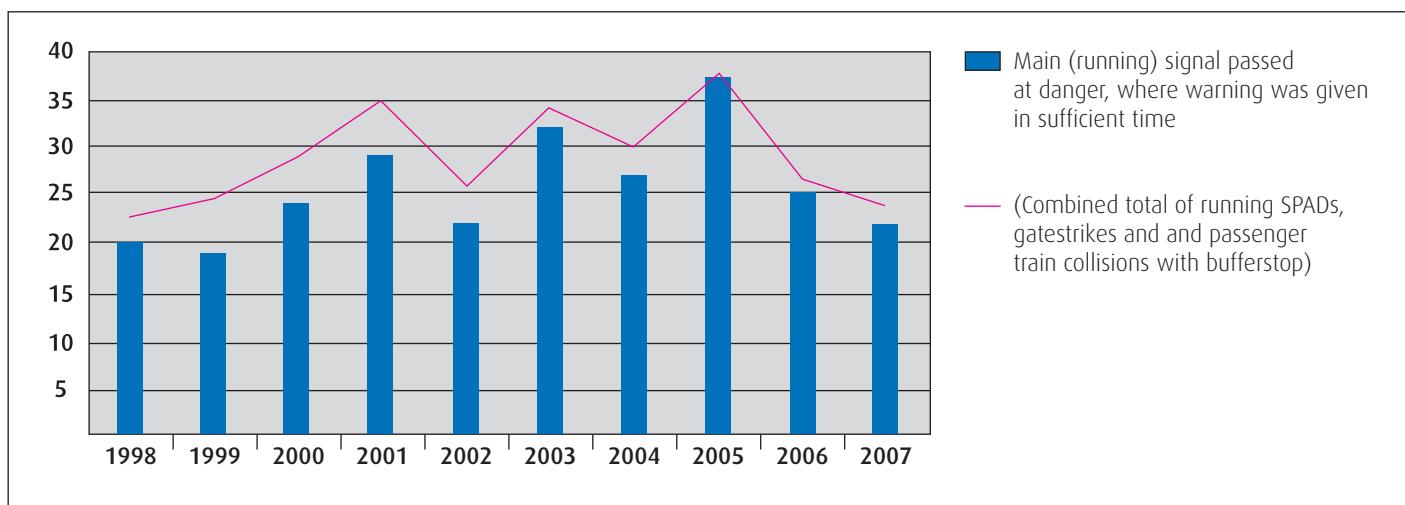


Figure 20: Signals Passed At Danger on Running Lines

Figure 20 indicates the number of railway running signals at danger (SPAD) passed by trains. The increasing trend may in part have been due to increasing rail traffic and improved detection of infringements where the signaling system has been modernized. However, a decline in incidents is reported for 2006 and 2007, which may be attributable to defensive driving and improved signal sighting and braking distances. In addition to the 22 running signals passed at danger there were eight shunt signals passed at danger: of these 30 incidents, five were described as significant. In addition, there were 16 'technical' SPADs where the signal was displayed too late for the driver to take effective action.

The pink trace line indicates an overall running SPAD rate, by including strikes of the barriers of attended gates by trains and engines and strikes of buffer-stops by in-service passenger trains.

Appendix 4: Approvals granted by the RSC in 2007

		ProjectPhase			
		Preliminary Design	Detailed Design	Operation	
Infrastructure Projects					
Adamstown Station				✓	
Ballybophy Temporary Footage			✓		
Clongriffin (Grange Road North) Station			✓		
Clonminam overbridge, Portlaoise				✓	
Docklands Station				✓	
Dunboyne (M3) Commuter Rail		✓			
Kildare Route Project			✓		
Kilkenny Rail Diversion			✓	✓	
Lansdowne Road Stadium		✓	✓		
Level Crossing de-manning project				✓	
Limerick/Galway line upgrade		✓			
Limerick Junction re-signalling		✓	✓		
LUAS Line B1		✓			
LUAS Line C1		✓			
LUAS re-alignment in connection with M50/N7 Interchange		✓			
Mayo Line re-signalling			✓	✓	
N4 Dromod/Roskey bypass, overbridge		✓	✓	✓	
N8 Cahir/Michelstown bypass, overbridge			✓		
N9/N10 overbridge at Clonmelsh			✓		
N11 Arklow/Gorey bypass, 2 overbridges		✓	✓	✓	
N25 Waterford and Suir Valley, railway overbridge			✓		
N51/N52 Navan Line. 2 overbridges			✓		
OPW Garda HQ			✓		
Parkwest Station			✓		
Pearse Station underpass			✓		
Portmarnock Bridge widening		✓			
Red Cow depot extension				✓	
Rosslare Line re-signalling		✓			
Shannon Bridge Athlone upgrade		✓	✓	✓	
Wicklow Port & Town relief road, 2 overbridges			✓		
ProjectPhase					
		Preliminary	Detailed	Test &	Passenger
Passenger Rolling Stock Projects		Concept	Design	Design	Commission
Iarnród Éireann 2600/2700 Hybrid DMU					✓
Iarnród Éireann 8100 Dart refurbishment					✓
Iarnród Éireann 22000 Intercity Railcars					✓
LUAS 301 Extension		✓	✓	✓	✓
LUAS 402's		✓	✓		



Tuarascáil Bhliantúil 2007



AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007

Ábhar

Réamhfocal	2
Coimisiún Sábháilteachta Iarnróid	3
Ráiteas Misin	3
Cúrla	3
Struchtúr	3
Feidhmíocht ó thaobh na bhFeidhmeanna	3
Réamhrá	3
Seirbhísí a Fhaomhadh ó thaobh na Sábháilteachta:	4
Cás Sábháilteachta:	4
Polasaí maidir le Drugaí agus Alcól:	4
Oibreacha Nua:	4
Iniúchóireacht agus Monatóireacht ar an tSábháilteachta	5
Gearán agus uirill:	5
Buairimh an Tionscail:	6
Iniúchóireacht ar mar a Chomhlíontar Ceanglais:	6
Measúnacht ar Fheidhmíocht Shealbhóir an Dualgais:	6
Líonra Iarnród Éireann	6
Córas Iarnród Éadrom Bhaile Átha Cliath	8
Iarnród Oidhreachta	8
Iarnród Tionscail Bhord na Móna: crosairí comhréidhe & íosbhealaí	8
Forfheidhmiúchán na Sábháilteachta	9
Imscrúdú	9
Forbairt na Sábháilteachta	9
Clár infheistíochta sa tsábháilteachta	9
Meithleacha	9
An Mheitheal sábháilteachta iarnróid agus bóthair	9
Pleanáil le haghaidh éigeandáláí iarnróid:	10
Comhairle Theicniúil	10
Treoir	10
AE/GIE	11
AE	11
GIE	11
Ceardlann an AE	12
Rialachas Corparáideach agus Riarachán	12
Réamhrá	12
Airgeadas	12
Acmhainní Daonna agus Forbairt na Foirne	12
Earcaíocht	13
Aistriú Feidhmeanna Riaracháin	13
Bainistíocht Rioscaí	13
Dílárnúchán	13
Tiomantas don Ghaeilge	13
Saoráil Fhaisnéise	14
Forbairt Ghairmiúil Leanúnach	14
Cairt Chustaiméirí	14
Suíomh Idirlín	14
Comhairle Chomhairleach Shábháilteachta Iarnróid	15
Ag Breathnú Amach Romhainn	15
Aguisín 1: Staitisticí Oibriúcháin Iarnród Éireann 2000-2007	17
Aguisín 2: Teagmhais agus gortuithe Iarnród Éireann 1998-2007	18
Aguisín 3: Staitisticí maidir le Tionóiscí & Teagmhas	19
Líonra Iarnród Éireann 1998-2007	19
Réamhrá	19
Oibríochtaí agus Cothabháil an Iarnróid: Básanna agus Gortuithe	19
Teagmhais a bhain le Traenacha	22
Teagmhais a bhain leis an mBonneagar Iarnróid	23
Aguisín 4: Ceaduithe arna ndeonú ag an gCSI in 2007	28

Figiúir agus Táblai

Figiúr 1:	Cairt Eagrúcháin don Choimisiún um Shábháilteachta Iarnróid	3
Figiúr 2:	Léaráid maidir le sruth oibre an CSI	3
Figiúr 3:	Deimhnithe sábháilteachta arna n-eisiúint d'iarnróid oidhreachta faoi dheireadh 2007	4
Figiúr 4:	Gníomhaíocht iarnróid Iarnród Éireann 2000-2007	6
Figiúr 5:	Staitisticí achomair maidir le gortuithe agus teagmhais d'iarnróid Éireann, agus treocraí á dtaispeáint	7
Figiúr 6:	Gortuithe marfacha do phaisinéirí a bhí ag taisteal, seachas ag crosairí comhréidhe	19
Figiúr 7:	Básanna ag crosairí comhréidhe nó d'fhostaithe	20
Figiúr 8:	Básanna de bharr foghla nó i gcúinsi amhrasacha	20
Figiúr 9:	Gortuithe do phaisinéirí	21
Figiúr 10:	Gortuithe d'fhostaithe, seachas i gceardlanna nó ag crosaire comhréidh	21
Figiúr 11:	Gortuithe ag crosairí comhréidhe	22
Figiúr 12:	Gortuithe do dhaoine eile	22
Figiúr 13:	Traenacha a cuireadh de na ráillí ar líntí reatha	23
Figiúr 14:	Imbhuailtí traenach le traenacha nó stadarra maolán	23
Figiúr 15:	Imbhuailtí traenach ag crosairí comhréidhe	24
Figiúr 16:	Imbhuailtí traenach le hainmhithe nó le constaí eile ar an líne	24
Figiúr 17:	Teagmhais a bhain le Rothstoc	25
Figiúr 18:	Ráillí briste ar Línte Reatha	25
Figiúr 19:	Droichid á mbualadh ag feithicí bóthair	26
Figiúr 20:	Traein Dulta Thar Chomharthaí Contúirte ar Línte Reatha	27
Tábla 1:	Staitisticí oibriúcháin agus tionóiscí Iarnród Éadrom Bhaile Átha Cliath 2004-2007	8

Réamhfhocail



Is é seo an dara tuarascáil bhliantúil leis an gCoimisiún Sábháilteachta Iarnróid (CSI) arna hullmhú ag an Aire lompair de bhun alt 28(3) den Acht um Shábháilteachta Iarnróid 2005 (an tAcht). Soláthraíonn sé forléargas ar obair agus ar riadaradh an Choimisiún i rith 2007 agus ar mar a d'éirigh leis na hiarnróid a rialáilimid ó thaobh na sábháilteachta.

Is údar áthais dom a bheith in ann a rá go leanann na hiarnróid seo ar aghaidh lena dea-chuntas, ó thaobh na sábháilteachta, a choinneáil ar bun agus le bheith ag feidhmiú go maith i gcomhthéacs idirnáisiúnta.

Bhí gníomhaíocht ó thaobh na n-iarnróid ag méadú go seasta ó 2003, ach tá figiúir iarnród Éireann maidir le líon na mbásanna, na ngortuithe agus na dteagmhais traenach, ag leanúint ar aghaidh le bheith ag dul in ísle. Tá an t-ardú a bhí ann le déanáí maidir le líon na dteagmhais rothstoic ina údar buairimh áfach. Tháinig méadú seasta ar líon na dtuairisci maidir le teagmhais bhonneagair go dtí 2005, agus ní rabhadar chomh hard sin ó shin. Bhí laghdú ar líon na gcás inar bhuaile feithicí bóthair droichid faoin iarnród in 2007.

Ar an iomlán, lean feidhmíocht dhearfach an LUAS ó thaobh na sábháilteachta ar aghaidh in 2007. Bhí méadú beag ann ar líon na n-imbhuailtí idir tramanna agus feithicí eile bóthair. Tar éis méadaithe shubstaíntíúil bliain ar bhliain ar líon na dteagmhais idir tramanna agus coisithe in 2006, bhí laghdú ann in 2007. Ar an drochuair, bhain gortuithe tromchúiseacha do choisí de thoradh dhá cheann de na teagmhais seo.

Chonacthas dul chun cinn suntasach i mbliana maidir le comhphróisis agus nósanna imeachta sábháilteachta a bhunú d'iarnróid na hEorpa. Mar chomhlacht atá ina 'údarás sábháilteachta' agus ina 'comhlacht imscrúdúcháin' araon, chabhraigh an Coimisiún go gníomhach leis an gcreatlach seo a forbairt agus chuir tuarascálacha bliantúla faoi bhráid Ghníomhaireacht Iarnróid na hEorpa.

Chomhlíonamar ár n-oibleagáidí reachtúla ar fad in 2007. D'earcaigh muid Príomh-Imscrúdaitheoir, thionscain Aonad um Imscrúdú Tionóiscí atá neamhspleách ó thaobh a fheidhmeanna agus táimid ag leanúint ar aghaidh lenár ndeacracharta eile ó thaobh na hearcaíochta. Sa timpeallacht dúshláinach seo, ba mhaith liom buiochas a ghabháil as tacaíocht agus iarrachtaí m'fhoirne i rith 2007.

Is é príomhfhocail ár n-oibre fós ná éilimh ár gcuistaiméirí a chomhlíonadh. Agus sin á dhéanamh agaínn, oibreoidim leis na cuistaiméirí sin, agus le pobal na bpriomhpháirtithe leasmhara ar bhonn níos leithne, lena chinntí go seachadóidh muid an tseirbhís is fearr is féidir.


John Welsby
Coimisinéir Sábháilteachta Iarnróid

AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007

Coimisiún Sábháilteachta Iarnróid

Ráiteas Misin

Is é ár ráiteas misin, faoi mar a cuireadh i láthair in ár Ráiteas Straitéise 2006-2008, ná;

"Go ndearbhóidh an Coimisiún, trí oideachas, threoir agus rialálíochthrom, sábháilteachta seirbhísí iarnróid agus sábháilteachta daoine a dtéann na seirbhísí i bhfeidhm orthu."

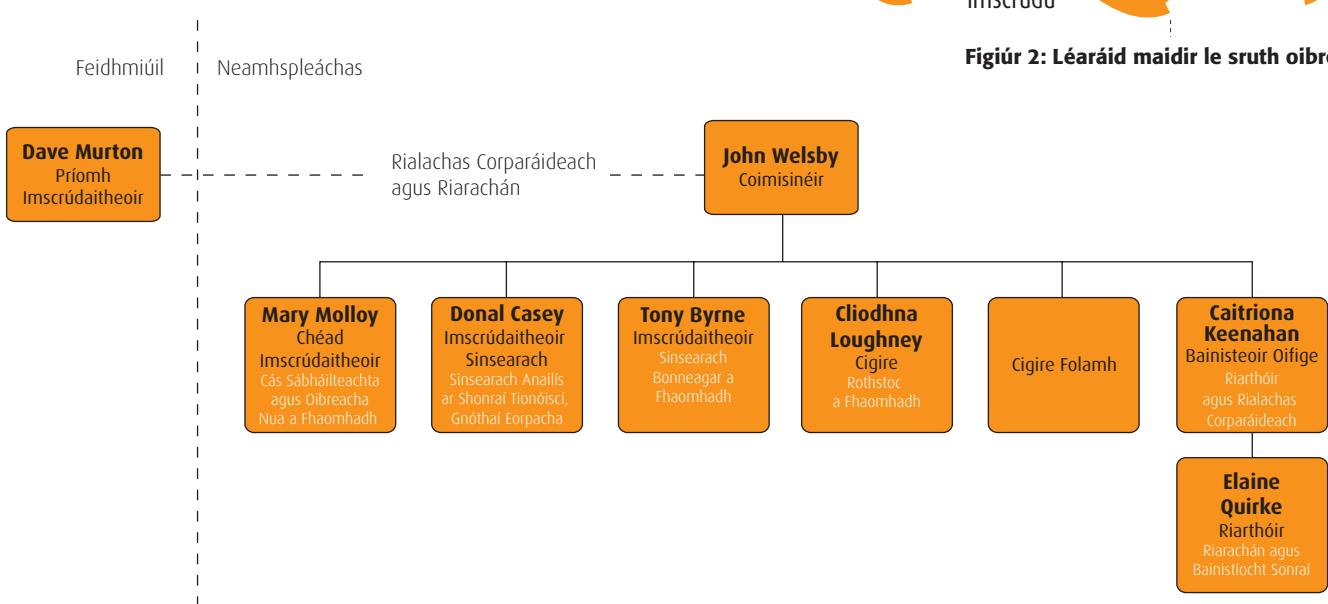
Cúlra

Bunaíodh an CSI an 1ú Eanáir 2006 faoi fhoráil Acht um Shábháilteachta Iarnróid 2005, le freaghracht as sábháilteachta na n-iarnróid a rialálí agus a imscrúdú. I gcomhthéacs na Treorach Eorpáí maidir le Sábháilteachta Iarnróid (2004/49/CE) is é an CSI an túdarás Náisiúnta Sábháilteachta agus an túdarás Náisiúnta Imscrúdúchán araoon. Éillonn an Treoir go mbeidh na feidhmeanna seo neamhspleách ar a chéile. Baintear seo amach trí Aonad um Imscrúdú Tionóiscí a chur ar bun laistigh den CSI le riarrachán roinnte ach socruíthe neamhspleácha maidir le soláthar foirne agus tuairisceoireacht.

D'ainmnigh an tAire, i mí na Nollag 2007, an Coimisiún Sábháilteachta Iarnróid mar an t-údarás inniuil chun críocha Rialachán 2003 maidir le Suiteálacha Cábla-bhealaigh atá Deartha chun Daoine a lompar.

Struchtúr

Eagraíocht bheag ghairmiúil is ea muid lena mbaineann struchtúr tuairisceoireachta leibhéalta, faoi mar a thaispeántar i bhFígiúr 1 thíos. Spreagann agus éascaíonn an struchtúr sin le faisnéis agus smaointe sruthlú thart go saoráideach, rud a chuireann an comhairliúchán agus smaointeoireacht chruthaitheach chun cinn. Comhlánaíonn sé seo ár n-aidhm leis an sármhaítheas a chur chun cinn sa tsábháilteachta iarnróid.



Fígiúr 1: Cairt Eagrúcháin don Choimisiún um Shábháilteachta Iarnróid

Soláthraíonn sé an tsolúbthacht dúinn freisin a bhíonn ag teastáil uainn chun freagairt go héifeachtach d'élimh oibre nach mór freastal orthu láithreach agus nach féidir a thuar, agus chun na tascanna struchtúrtha laistigh dár bplean gnó a chur i gcrích.

Bunaithe ar réamh-mheastacháin maidir leis an ualach oibre sa mheántéarma a rinneadh in 2002, tá ceadú againn le haghaidh naonúr ball foirne lánaímseartha, ar baill foirne teicniúla seachtar diobh agus baill foirne riarracháin beirt diobh. Áiríonn sin an Coimisiún agus an Príomh-Imscrúdaitheoir, a bhíonn á gceapadh ag an Aire lompair.

Feidhmíocht ó thaobh na bhFeidhmeanna:

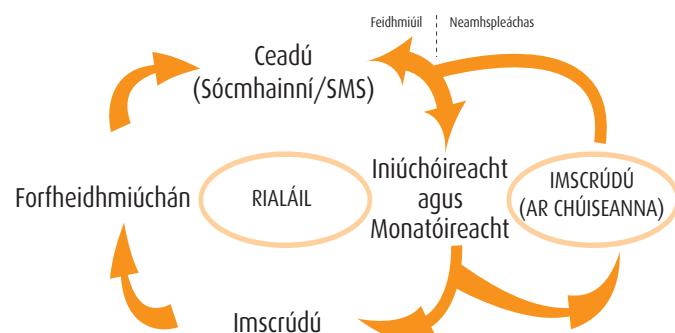
Réamhrá

Tá ceithre phríomhshraith a ghabhann le tasc an CSI, faoi mar is léir in ár ráiteas misin, le sábháilteachta seirbhísí iarnróid, agus sábháilteachta daoine a dtéann na seirbhísí i bhfeidhm orthu, a dhearbhú.

Is iad na sraitheanna seo ná:

- *seirbhísí a thaobh na sábháilteachta*
- *iniúchóireacht agus monatóireacht ar an tsábháilteachta*
- *an tsábháilteachta a fhorfheidhmiú*
- *imscrúdú*

Léirítear an ghaolmhaireacht idir na feidhmeanna seo i bhFígiúr 2, thíos.



Fígiúr 2: Léaráid maidir le sruth oibre an CSI

Seirbhísí a Fhaomhadh ó thaobh na Sábháilteachta:

Cás sábháilteachta:

Is é an príomhról maidir le seirbhísí a fhaomhadh ó thaobh na sábháilteachta ná a chinntíú go soláthraíonn na rialacha, caighdeáin, nósanna imeachta srl. cnuasaitheacha a dhéanann, le chéile, córas bainistíochta sábháilteachta do ghnóthas iarnróid, creatlach láidir chomhleanúnach chun seirbhísí iarnróid a sheachadadh go sábháilte.

Ceanglaíonn Acht um Shábháilteacht larnróid 2005 ar ghnóthas iarnróid cás sábháilteachta a ullmhú lena gcuirfear síos ar a oibríochtaí agus ar an mbealach, trína chóras bainistíochta sábháilteachta a chur i gngiomh, go soláthraítear iad seo go sábháilte. Bhí an cás sábháilteachta, in éineacht le tuairisc mheasúnóra neamspleách faofa, le cur faoi bhráid an CSI lena fhaomhadh faoi 31ú Deireadh Fómhair 2006.

Faoi cheann tréimhse trí mhí ón tráth a fhaightear cás sábháilteachta, nó aon fhaisnéis nō soiléiriú breise dá lorgadh i rith a athbhreithnithe ar an gcás sábháilteachta sin, caithfidh an CSI deimhniú sábháilteachta a eisiúint do ghnóthas.

Eisíodh deimhniú sábháilteachta chuig iarnród Éireann an 31ú Eanáir 2007.

Bhí Veolia faoi réir ag réimeas na gcás sábháilteachta ó cuireadh túis le hoibríochtaí in 2004 agus bhí deimhniú sábháilteachta reatha aige ag túis na bliana. Eisíodh deimhniú sábháilteachta uasdáitithe chuig Veolia an 17ú Lúnasa 2007.

Gnóthais shéasúracha a bhíonn i gceist le hoibríochtaí iarnróid oidhreachta de ghnáth agus, mar sin, ní bhíonn na spriocdhátaí leis na cáis sábháilteachta a chur isteach agus a fhaomhadh chomh critiúil céanna. Tugtar na dátáí ar eisíodh deimhniú nō deimhniú eatramhach chuig gach iarnród oidhreachta i bhfigíúr 3, thíos.

Iarnród Oidhreachta	Dáta an Deimhnithe
Iarnród Dhiffín	18 Nollaig 2006*
Iarnród Tionscaill Bhord na Móna	10 Iúil 2007*
Iarnród an Chabhán agus Liatroma	25 Aibreán 2007*
Iarnród Chluain Mhic Nóis agus Larthar Uibh Fhaillí	30 Aibreán 2007*
Iarnród Bhaile na Finne na Gleannta	11 Bealtaine 2007*
Cumann na hÉireann um Chaomhnú iarnród Ghaile	19 Iúil 2007*
Traein Aonráille Lartigue	20 Márt 2007
Cumann na hÉireann um Chaomhnú iarnród	06 Márt 2007*
Iarnród Ghleann Phort Láirge agus na Siúire	08 Márt 2007
Iarnród Larthar an Chláir	15 Márt 2007*

* deimhniú coinníollach

Fígür 3: Deimhnithe sábháilteachta arna n-eisiúint d'iarnróid oidhreachta faoi dheireadh 2007

Níor feidhmíodh iarnród Thrá Lí-an Daingin in 2007 agus níor chuir sé cás sábháilteachta faoi bhráid an Choimisiúin.

Polasaí maidir le Drugaí agus Alcól:

Cé go bhfuil an polasaí maidir le drugaí agus alcól ina dhlúthchuid den chóras foriomlán leis an tsábháilteachta a bhainistiú, clúdaítear i gcuid ar leithlígh den Acht é. Chuir iarnród Éireann cód iompraíochta isteach maidir leis seo agus tá a leordhóthaineacht á measúnú ag an gCoimisiún. Tá polasaí Veolia maidir le drugaí agus alcól ina chuid dá chóras bainistíochta sábháilteachta atá faofa cheana féin.

Oibreacha Nua:

Eilimint bhuntábhachtach dár n-obair maidir le seirbhísí a fhaomhadh ná a mheasúnú cibé an bhfuil an bonneagar agus an rothstoc, a úsáideann gnóthais iarnróid chun a seirbhísí a sholáthar, oiriúnach don chuspóir. Feidhmítear an próiseas seo i leith na n-oibreacha nua ar fad agus i leith athruithe ábhartha ar oibreacha atá ann cheana féin nō ar a n-úsáid.

Caithfear oibreacha nua bonneagair agus rothstoc nua a cheadú de réir fo-ailt 42 agus 43 den Acht, faoi seach. Ullmhaíonn gnóthais iarnróid aighneachtaí le haghaidh oibreacha nua, a ndéanaimid a mheasúnú agus 'Treoirínte an CSI maidir le hOibreacha Bonneagair Nua & Rothstoc Nua a Mheasúnú ó Thaobh na Sábháilteachta' á n-úsáid againn.

Chun éascú le próiseas réidh, tugaimid faoi cheaduithe ar bhonn céimnithe. Tá trí chéim ann le haghaidh oibreacha bonneagair .i. dearthóireacht tosaigh, dearthóireacht mhionsonraithe; coimisiúnú roimh sheirbhís nō oibriúchán. Tá cúig chéim ann i ndáil le rothstoc: coincheap, dearthóireacht tosaigh, dearthóireacht mhionsonraithe, táistíl/coimisiúnú agus seirbhís do phaisinéirí.





I gcoitinne, glacann an CSI cur chuige éadrom i leith na n-oibreacha a cheadaíonn sé: is é sin le rá, nach ndéanann an CSI athbhreithniú ar mhionsonraí ghnéithe uile oibreacha nua ó thaobh na dearthóireachta agus an oibriúcháin. Bítear ag súil go gcuirfidh na gnóthais iarnróid cáipéisíocht faoina bhráid lena míneofar feidhmiúlacht agus comhoiriúnacht na n-oibreacha nua. Bunaithe air seo, féadfaidh an CSI faisnéis bhreise a iarraidh maidir le gnéithe sábháilteachta aon fhochórais nó chomhchoda agus maidir lena mhodh oibriúcháin.

Cuireann feidhmiú céimneach an chláir fhorbartha iarnróid faoi lompar 21 éileamh leanúnach nach beag ar an gCSI le hoibreacha a cheadú. Comhlíonaimid an t-éileamh seo trínár n-acmhainní a chuichóiriú, agus trí chúnamh sainchomhairleoír a úsáid sa chás go mbíonn seo praiticiúil ó thaobh na héifeachtúlachta agus na hinniúlachta. Chuir an obair le hoibreacha nua a cheadú ualach suntasach ar ár n-acmhainní in 2007: liostaítear na tionscadail a ceadaíodh in Agusín 4.

Cheadaigh an CSI leagan idirchathrach 22000 de chairr iarnróid iarnród Éireann, lena ngabhann 3 charr, le haghaidh seirbhíse do phaisinéirí. D'oibrigh muid le hlarnród Éireann chun an fráma ama a bhainistiú, agus scóip agus doimheas ár n-athbhreithnithe ar shábháilteachta á gcur in oiriúint againn do dhea-chleachtais idirnáisiúnta agus do na ceanglais éigeantacha dlí. Ceadaíodh na traenacha seo le comhoibriú an-mhaith éifeachtach ó iarnród Éireann ar an leibhéal teicniúil. Tá an Coimisiún ag súil le comhoibriú cosúil leis sin uathu chun comhchabhlach na gcarr iarnróid idirchathrach, lena ngabhann 6 charr, a cheadú in 2008.

Iniúchóireacht agus Monatóireacht ar an Tsábháilteachta

Tagann ár ngníomhaíochtaí iniúchóireachta agus monatóireachta as ceithre phríomhfhoinse:

- Gearán agus uírill ag, nó thar ceann, paisinéirí;
- Buairimh an tionscail ó thaobh na sábháilteachta, a thagann chun cinn de thoradh tionóiscí agus teagmhas go tipiciúil;
- An gá lena chinntí go mbíonn a gcás sábháilteachta faofa á gcur i ngníomh ag gnóthais iarnróid;
- An gá le feidhmíocht shealbhóirí dualgais sábháilteachta uile an tionscail a mheasúnú go leanúnach, trí iniúchtaí agus trí thionóiscí a rianú.

Gearán agus Uírill:

Breathnaímid ar an bpobal, paisinéirí nó daoine eile, mar ár bpriomhchustaiméir agus spreagaimid iad ag gach tráth lenár n-aird a tharraingt ar a gcuid buaireamh ó thaobh shábháilteachta na n-iarnróid. Sa chás go mbaineann na saincheisteanna seo le cúrsáí ó thaobh seirbhíse seachas sábháilteachta, treoróimid am t-uirlíoll chuiig an údarás cuí. Sa chás go mbaineann an cheist le sábháilteachta na n-iarnróid, déanaimid iarracht, pé cás gur féidir, le déileáil leis an gceist go díreach. Mura mbímid in ann amhlaidh a dhéanamh, lorgaímid an fhaisnéis riachtanach ón sealbhóir dualgais a chuirfidh ar ár gcumas freagairt iomlán a sholáthar.

Fuaireamar aon uírill phoiblí dhíreacha nó neamhdhíreacha is tríocha in 2007 a bhain le raon ceisteanna ó thaobh bhonneagar agus oibriúchán na n-iarnróid trom agus éadrom, laghdú ar an lín uírill a fuarthas in 2006. Ní raibh ceann ar bith díobh seo ina n-údar buairimh ó thaobh na sábháilteachta láithreach nó ina n-údar buairimh go sonrach ach logáladh iad ar fad agus rianófar iad chun aon atarlú nó treocraí a aithint a d'fhéadfadh gá a thabhairt le fios gur chóir idirghabháil a dhéanamh amach anseo.

Faoi mar a bhí in 2006, is é an tsaincheist a spreag an lín uírill is mó, ná pulcadh na sluaite ar thraenacha agus arís, i ngach

cás, bhain na buairimh go príomha le saincheisteanna ó thaobh seirbhísé agus compoird. Tá buntionchair ar an tsábháilteachta ann áfach, a leanaimid ar aghaidh le bheith ag rianú ar bhonn leanúnach.

Buairimh an Tionscail:

Féadfaidh tionóiscí nó teagmhais a tharlaíonn ar chórais iarnróid eile easnaimh ó thaobh trealamh nó oibríochtaí a chur chun suntais lena mbaineann impleachtaí infhéideartha ó thaobh na sábháilteachta in Éirinn. Níor tháinig aon bhuaireamh den sórt sin chun cinn trínár monatóireacht neamhfhoirmiúil ar an tionscal agus ár ngréasánú ann. D'éisigh ár gcomhghleacaithe, ar comhlachtaí rialála agus imscrúdúcháin san Eoraip iad, roinnt fógraí comhairleacha maidir le sábháilteachta i rith na bliana. Fuarthas nach raibh impleachtaí ó thaobh na sábháilteachta ag baint le ceann ar bith díobh i gcomhthéacs oibríochtaí in Éirinn.

Iniúchóireacht ar mar a Chomhlíontar Ceanglais:

Faoi mar a bhí amhlaíd in 2006, chiallaigh éilimh ar oibríochtaí a cheadú, a tháinig de bharr ardleibhéal na n-oibreacha forbartha iarnróid, nach rabhamar in ann an oiread ama a thabhairt don iniúchóireacht agus mhonatóireacht ar feidhmíocht agus ba mhian linn.

Reáchtáladh iniúchtaí inseirbhísé ar gach iarnród oidhreachta i rith na bliana áfach. Reáchtáladh roinnt iniúchtaí ar Iarnród Éireann agus Veolia freisin lenar díriodh ar:

- Sruth na bpaisinéiri agus éalú paisinéiri le linn éigeandála ag stáisiúin;
- Córás rabhaidh le droichid a chosaint;
- Fógraí maidir le sábháilteachta ar ardáin;
- Crosairí comhréidhe;
- Bonneagar na mbealaí tram agus bhealaí na gcoisithe;
- Foghail agus loitiméireacht.

Sa chás go rabhthas in ann, thapaigh cigír an deis le taisteal i gcábaíin traenacha chun oibríochtaí agus an bhail a bhí ar an mbuanbhealach a mheasúnú.

Iniúchadh an láthair mar ar tharla roinnt teagmhais iarnróid, lena n-áirítear dhá mhaidhm mhóra talún, cás inar thit trealamh ar an líne, cúig chrosaire chomhréidhe tar éis imbhualtí nó coisithe a bheith buaile, dhá chás inar bhualt traenacha éadroma faoi choisithe agus ilaoind díosail a ndearna dóiteán damáiste dó.

Chun obair ár bhfoirne sa réimse seo a chomhlánú, d'fhostaigh an CSI seirbhísí sainchomhairleoirí i mí Dheiridh Fhómhair 2007 chun tabhairt faoi pháirt-iniúchóireacht ar an mbealach a chuir Iarnród Éireann agus Veolia a gcáis sábháilteachta i bhfeidhm. Measadh nár ghá iniúchóireacht iomlán i rith na chéad bhliana a raibh siad i bhfeidhm faoi réimeas nua na gcás sábháilteachta.

Cuireadh tuairisci na n-iniúchóireachtaí i gcrích i mí na Samhna 2007 agus eisíodh chuig Iarnród Éireann agus Veolia iad lena dtuairimí a fháil. Tá cláir i bhfeidhm ag an mbeirt acu anois chun nithe a tugadh faoi deara agus moltaí gaolmhara a chur i ngníomh. Is féidir breathnú ar na tuairisci ar shuíomh idirlín an CSI, www.rsc.ie.

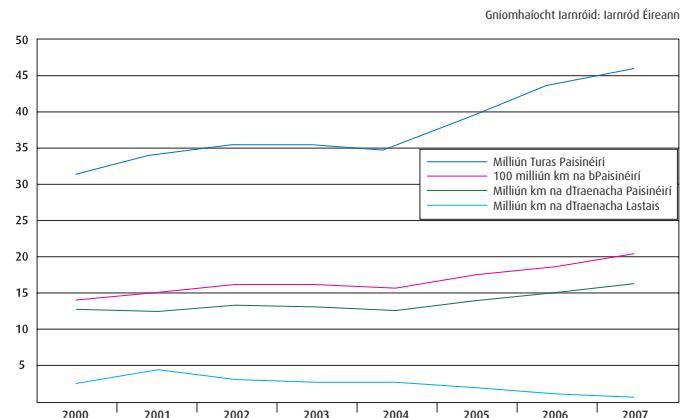
Measúnacht ar Feidhmíocht Shealbhóir an Dualgais ó thaobh na Sábháilteachta:

Tá sé d'oibleagáid ar gach gnóthas iarnróid teagmhais iarnróid agus tionóiscí lenar bhain gortuithe a fhógaírt don Choimisiún, de réir rialachán arna ndéanamh faoin Acht. Coinníonn an Coimisiún taifead ar bun maidir leis na teagmhais agus tionóiscí seo lenar bhain gortuithe. Bíonn na sonraí úsaideach chun leibhéal rioscaí agus treocraí atá ann faoi láthair a dhéanamh amach, le réimsí nua lena mbaineann rioscaí ar leith a aithint, agus le feidhmíocht sealbhóirí dualgas a mheasúnú.

Líonra Iarnród Éireann

Tá 1919 ciliméadar de líne reatha atá i mbun seirbhísé ag líonra Iarnród Éireann. Cé go bhfuil mionmhéadú tagtha ar an leibhéal gníomhaíochta ar an líonra ó 2000, tá athrú radacach tagtha ar an deighilt chomhréireach idir trácht na bpaisinéiri agus an trácht lastais, agus táthar ag úsáid carr iarnróid díosail níos miniceanois. Léirítear é seo sna staitisticí oibriúcháin a thaispeántear in Agusín 1 den tuarascaíl seo agus i bhFigír 4 thíos.

Ó 2000 go dtí 2007, tháinig méadú 9% ar líon iomlán na gciliméadar traenach. D'fhan an dheighilt mhódúil idir cairr iarnróid leictreacha agus traenacha paisinéiri arna dtarraingt ag gluaisteoirí mar an gcéanna i gcaitheamh na tréimhse céanna, cé gur tháinig méadú 145% ar úsáid choibhneasta na gcarr iarnróid díosail agus laghdú 74% ar úsáid choibhneasta na dtraenacha lastais.



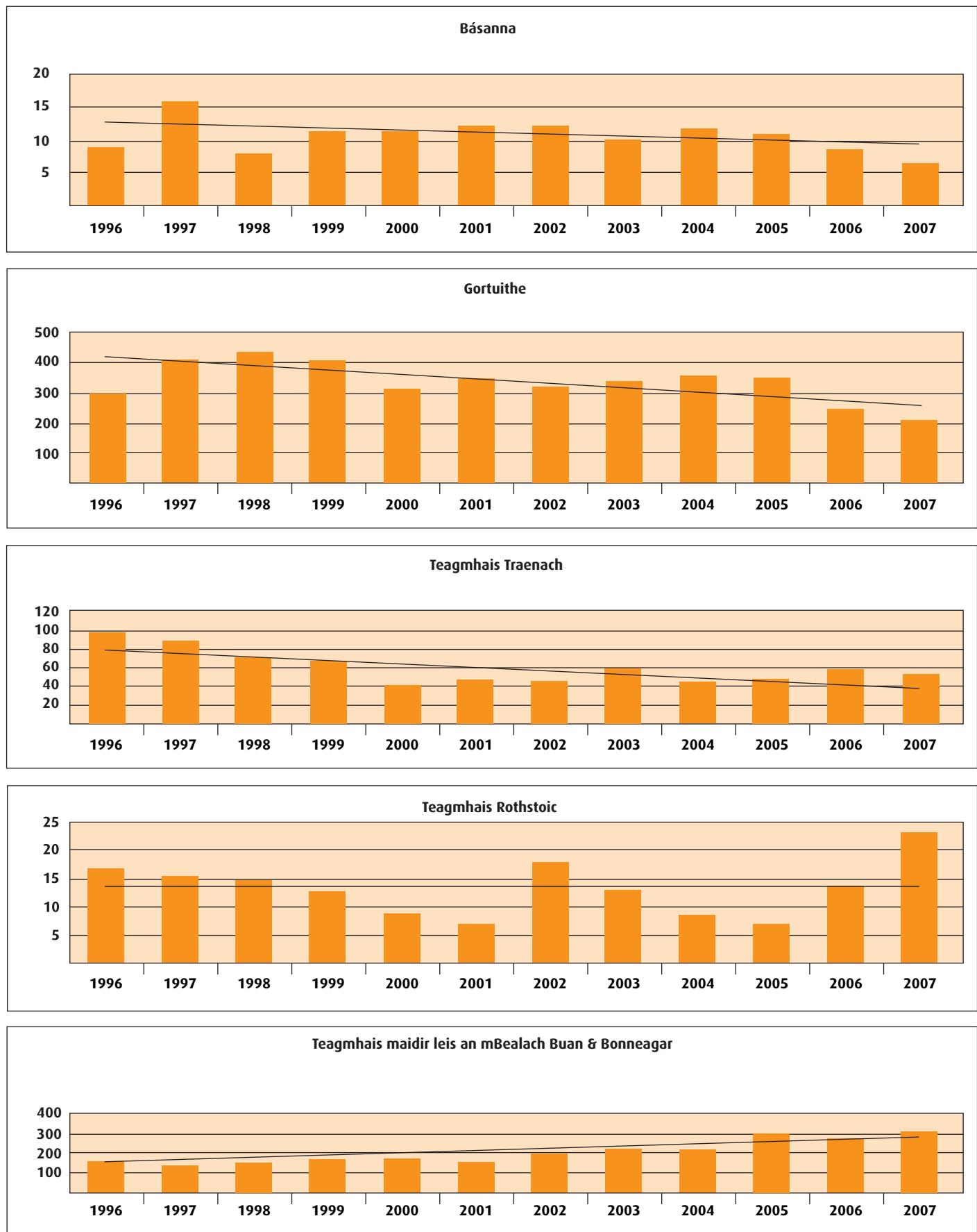
Figír 4: Gníomhaíocht Iarnród Iarnród Éireann 2000-2007

Agus seo sa chúlra, rianaíodh feidhmíocht an chórais ó thaobh na sábháilteachta i gcoitinne trí líon na dtionóiscí agus na dteagmhais a taifeadadh i gcomhair gach bliain ó 1998 a thaispeánt agus a anailísíú, faoi mar a thaispeántar i bhFigír 5.

Go hachomair, tá laghdú tagtha ar an ráta bliantúil báis do dhaointe (lena n-áirítear foghlaithe) le blianta beaga anuas, agus is cosúil gurb i gcuinsí amhrasacha a tharla tromlach bhásanna na bhfoghlaithe. Bhí an treocraí ó thaobh líon na ngortuithe tuairiscithe do thríú páirtithe, ag dul i laghad measartha maith agus bhí laghdú suntasach ar líon na ngortuithe d'fhostaithe a

AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007

Taispeántar staitisticí achomair maidir le gortuithe agus teagmhais i bhfigiúr 2 thíos, agus tugtar anailís mhionsonraithe in Agusíní 2 & 3 den tuarascáil seo.



Figiúr 5: Staitisticí achomair maidir le gortuithe agus teagmhais d'íarnród Éireann, agus treochtaí á dtaispeáint

d'fhág gur cailleadh am oibre. Tar éis laghdaithe ginearálta ar líon na dteagmhas traenach agus na dteagmhas rothstoic, tá líon na dteagmhas tuairiscithe rothstoic méadaithe go suntasach le dhá bliain anuas. Bréagnaíonn tuairisceoirreacht fheabhsaithe, faoi theagmhais a bhain le bonneagar, titim shuntasach ar líon na gcás inar buaileadh droichid faoin iarnród, nó fodhroichid, in 2007.

Líonra Iarnróid Éadrom Bhaile Átha Cliath

Tháinig córas iarnróid Éadrom Bhaile Átha Cliath (LUAS) i bhfeidhm i lár 2004. Tá taifead maith ó thaobh na sábháilteachta ag an gcóras seo, cé go raibh easpa cleachtaidh ag saoránaigh ar chórais iarnróid éadrom. Is beag agus gearr na staitisticí atá ar fáil i gcomhair iarnróid Éadrom Bhaile Átha Cliath, agus déantar achoimre orthu i dTábla 1 thíos.

Baineadh breis is naoi milliún ciliméadar traenach amach gan aon tionóisc mharfach, cé go bhfuil 105 tionóisc tráchta bóithre agus dhá imbhualadh idir tramanna taifeadta chomh fada le deireadh 2007. Tá rátáí na dtionóiscí tráchta bóithre, gortuithe agus cáis ina dtagann coisithe agus lucht na rothar i dteagmháil le tram agus é ag bogadh, ar fad níos fíorr.

In 2007, bhain sé chinn de 16 ghortú a taifeadadh do choisithe, ceann amháin do rothair, sé chinn do phaisinéirí agus trí chinn do thiománaithe feithiclí bóthair. Bhí 28 dtionóisc tráchta bóthair ann, 16 theagmhas teaghmála le coisithe agus dhá theagmhas teaghmála a bhain le rothair. Tharla gortuithe tromchúiseacha de thoradh dhá cheann de na himbhualtí le coisithe agus bhí ar na daoine a bhí i gceist achar fadtréimhseach a chaithreamh san ospidéal.

Bláin	2004	2005	2006	2007
Míonna oibriúcháin	6	12	12	12
Ciliméadar déanta	1,000,000	2,500,000	2,661,000	2,751,000
Tionóiscí Tráchta Bóithre (TTB)	17	36	24	28
Theagmhaigh duine leis an tram	0	8	21	18
Imbhualadh idir tramanna	1	1	0	0
Cuireadh de na ráillí in iosta	1	4	0	3
Cuireadh de na ráillí ar an bpriomhlíne	1	1	1	0
Gortú:				
- Garchabhair	0	5	1	3
- Córí Leighis	7	10	9	11
- Cúram Ospidéal	2	2	2	2
Iomlán	9	17	12	16
Murlán Éigeandála	-	14	20	22
Coscán Éigeandála	-	946	747	540

Tábla 1: Staitisticí oibriúcháin agus tionóiscí iarnróid Éadrom Bhaile Átha Cliath 2004-2007

Iarnróid Oidhreachta

Ní bhfuair an CSI aon tuairiscí maidir le tionóiscí iarnróid ó iarnróid oidhreachta in 2007.

Iarnróid Tionscail Bhord na Móna:

crosairí comhréidhe & íosbhealaí

Tuairiscíodh tionóisc amháin, lenar bhual feithicil bhóthair geata crosaire comhréidh ar iarnróid tionscail Bhord na Móna. Tuairiscíonn an Bord freisin go ndearna siad iniúchóireacht chuimsitheach ar a chrosairí comhréidhe agus ar a íosbhealaí ag deireadh na bliana 2007.





Forfheidhmiúchán na Sábháilteachta

Soláthraíonn an tAcht cumhactaí forfheidhmiúcháin don CSI a fhéadfar a úsáid sa chás gur gá leis an tsábháilteacht a chinntiú. Is féidir na cumhactaí seo a úsáid le go gceanglófar ar ghnóthais iarnróid aghaidh a thabhairt ar ghnéithe dá n-oirbíochtaí nach gcomhlíonann a gcáis sábháilteachta agus ar oibleagáidí reachtúla eile agus le haghaidh a thabhairt ar aon rioscaí a d'fhéadfaí a aithint ar bhealaí eile.

Tá caidrimh oibre le gnóthais iarnróid go maith i gcoitinne. Níor ghá don CSI tabhairt ar ghnóthais na ceanglais a chomhlíonadh trína chumactaí forfheidhíúcháin a úsáid ag tráth ar bith in 2007.

Imscrúdú

Chun ceanglais Airteagal 18 de Threoir Eorpach 2004/49/CE (Treoir maidir le Sábháilteachta iarnróid) a chomhlíonadh, forálann an tAcht le haghaidh Aonad um Imscrúdú Teagmhas iarnróid a bhunú laistigh den CSI le riarrachán roinnte ach socruithe maidir le feidhmeanna na hearcaiochta agus na tuairisceoireachta dealaithe óna chéile. In 2007, cheap an tAire Príomh-Imscrúdaitheoir an Aonaid.

Imscrúdú cúisíoch a dhéanann an t-aonad, is é sin le rá go bhféachann sé le fíricí iomlána teagmhais agus cén fáth gur tharla sé a aithint d'fholn atarlú a chosc.

Sonraítear íos-tairseach, ó thaobh cailleanais agus gortuithe, a mbíonn imscrúdú éigeantach os a cionn, sa Treoir maidir le Sábháilteachta iarnróid. Bíonn sé ar chomhairle an aonaid an ndéanfar teagmhais lena ngabhann tionchar níos lú a imscrúdú. Rinne an tAonad imscrúdú foirmiúil amháin in 2007.

Lorgadh tuilleadh acmhainní don Aonad mar chuid den aighneacht faoi acmhainní a fháil, a chuir an CSI faoi bhráid in Roinne lompair in 2007. Beidh an tAonad i bhfeidhm ina iomláine nuair a chomhlíonfar a riachtanais ó thaobh acmhainní agus oiliúna.

Forbairt na Sábháilteachta:

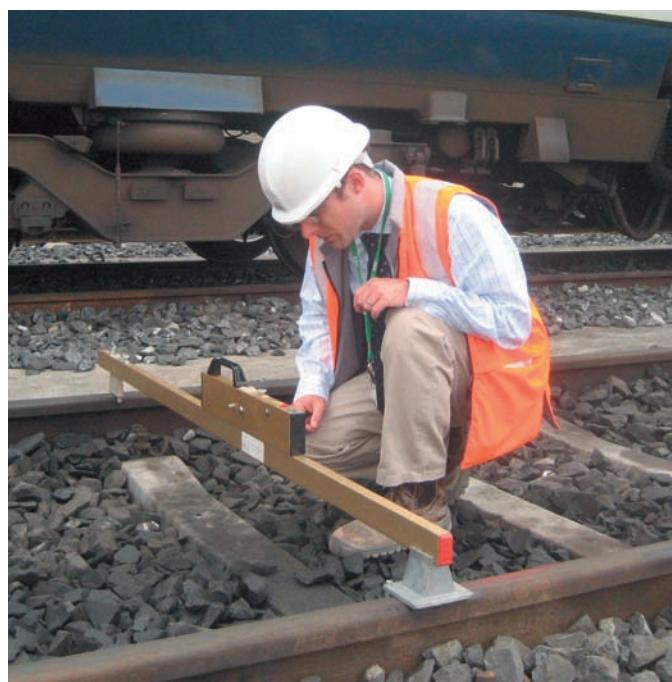
Clár infheistíochta sa tsábháilteachta

Chuir an Roinn lompair túis le hiniúchóireacht ar Luach Ar Airgead in 2007 ar an gClár Infheistíochta sa tSábháilteachta. Mar phriomhpháirtí leasmhar sa chlár, tá an CSI ina chomhalta den choiste stiúrtha.

Meithleacha

An mheitheal sábháilteachta iarnróid agus bóthair:

Ó thaobh rioscaí don tsábháilteachta, bíonn iarnróid iontach leocheileach mar a dtagann siad i dteaghmáil le bóithre. Tá



breis is dhá chéad is caoga crosaire comhréidh ar bhóithre poiblí agus mile dhá chéad droichead os cionn nó faoi bhun bóithre poiblí ar líonra iarnród Éireann. Le cois crosairí den sórt sin, ritheann iarnród éadrom Bhaile Átha Cliath, LUAS, ar an tsráid ar feadh ocht gciliméadar, ag roinnt spáis ar na bóithre le húsáideoirí eile.

Meitheal chomhairleach is ea an mheitheal sábhálteachta iarnróid agus bóthair, a bhfuil an CSI ina chathaoirleach air, agus dírlonn sí ar an tsábhálteachta ag pointí a dteagmháonn bóithre agus iarnród le chéile. Féachann sé le straitéis chomhleanúnach a dhéanamh amach go ndéanfar an riosca seo a chomhbhainistiú, agus chun an scóip a aithint le haghaidh gníomhartha sonracha lena bhfeabhsófar leibhéal sábhálteachta. Tá an bhallraíocht comhdhéanta de na gnóthais iarnróid, na húdaráis bhóithre, den Gharda Síochána, de Chomhlachas Tarlú Bóthair na hÉireann agus den Roinn lompair.

Tháinig an grúpa le chéile trí huairé in 2007, ag díriú a airde ar cháis ina mbuailear droichid go príomha, i.e. feithiclí bóthair ag bualaigh droichead iarnróid. Ag cruinniú na Samhna, thuairiscigh iarnród Éireann laghdú 36% ar ráta náisiúnta na gcás lenar buaileadh droichid faoin iarnród, torthaí a thugann le fios go bhfuil ag éirí leis na feachtas fheasachta. San áireamh leis na feachtas, eisíodh léarscáil lenar taispeánadh airde na ndroichead, cuireadh an léarscáil seo ar-líne, agus ionchúisimh na nGardaí faoin Acht um Shábhálteachta iarnróid.

Ar réimsí comhspéise eile a pléadh i rith na bliana bhí:

- na gnóthais iarnróid, na húdaráis bhóithre agus an Garda Síochána le réimeas comhchigireachta a chur i bhfeidhm le haghaidh droichead iarnróid agus crosairí comhréidhe;

- sonraí a roinnt trí chomhchórais mhapála a úsáid;
- próiseas na gceaduithe a chuichóiriú le haghaidh droichead bóithre os cionn iarnróid; agus,
- ceamaráí a chur ar roinnt crosairí comhréidhe mar ar mhinic a fágadh na geataí ar oscailt.

Pleanáil le haghaidh éigeandálaí iarnróid:

Déanann an CSI monatóireacht ar chur chuirgeanna iarnród Éireann agus Veolia araon i leith na pleanála le haghaidh éigeandálaí iarnróid, trína gcáis sábhálteachta.

Comhairle Theicniúil

Sular bunaíodh an CSI, mar rannán na Cigireachta iarnróid den Roinn lompair, sholáthair muid comhairle maidir le ceisteanna iarnróid do rannáin rannacha eile faoi chuimisiú theorainneacha ár n-inniúlachta. Leanann an CSI ar aghaidh leis an tacaíocht seo a sholáthar sa chás nach dtagann sé salach ar a neamhspleáchas.

Thacaigh an Coimisiún leis an Roinn ina comhairliúcháin ar leibhéal an AE. Lena chois sin, chabhraigh an Coimisiún leis an Roinn leis an mBille Cróinéirí a phorbairt chomh maith leis na rialacháin lena thrasuíomh ionas go gcríochnófaí an obair leis an Treoir Eorpach maidir le Sábhálteachta iarnróid 2004/49/CE a chur i ngníomh.

Treoir

Chun a neamhspleáchas a choinneáil ar bun, ní phorordaíonn an CSI conas gur chóir iarnróid a dhearadh agus a fheidhmiú. Soláthraimid treoir áfach do ghnóthais iarnróid agus do phríomhpháirtithe leasmhara eile maidir le nádúr a bhfreagrachtaí agus conas a fhéadfai iad seo a chomhlíonadh ar an mbealach is éifeachtaí. Bíonn soláthar comhairle den sórt





sin bunriachtanach lena chinntíú go mbíonn gach páirtí, an CSI san áireamh, in ann a bhfreagrachaí ó thaobh na sábháilteachta a chomhlíonadh go héifeachtach agus leis an bpoitínseal le haghaidh tionchair aimhleasaigh ar ghníomhaíochtaí eile gnó a íoslachdú.

D'fhorbair muid 'Treoirínte maidir le Rothstoc Nua iarnróid Throm a Mheasúnú ó Thaobh na Sábháilteachta' i rith na bliana chun an treoir atá againn cheana féin, maidir le rothstoc a cheadú, a chomhlánú. Tá mionsonraí breise iontu seo maidir leis an méid a mbeadh muid ag súil le féachaint, in aighneacht faoi rothstoc nua a mheasúnú, faoin Acht. Foilseofar iad go luath in 2008.

Cuireann an tAcht dualgas cúram ghinearálta ar gach duine aird a thabhairt ar a shábháilteachta féin agus ar shábháilteachta daoine eile agus gníomhaíochtaí á ndéanamh ar nó in aice leis an iarnród. Chun a thaispeáint do pháirtithe seachtracha conas a d'fhéadfadh a gníomhaíochtaí éagsúla dul i bhfeidhm ar shábháilteachta na n-iarnród, táimid ag obair chun treoircháipéisí a tháirgeadh. Tá cuid mhaith de na cáipeáisí seo críochnaithe agus foilseofar iad go luath in 2008 freisin. Clúdóidh siad:

- pleánáil agus forbairt in aice leis an iarnród;
- ag maireachtáil, ag obair agus ag dul ar scoil in aice leis an iarnród;
- ag trasnú an iarnród ag droichead nó crosaire comhréidh;
- paisinéirí ar an iarnród;
- seirbhísí éigeandála.

AE/GIE

AE

Chabhraigh an Coimisiún leis an Roinn lompair ina comhairlúcháin leis an gComhairle maidir le foireann traenacha a dheimhniú, agus le hathbhreithnithe ar na Treoracha maidir le comh-inoibritheacht na n-iarnród agus an tsábháilteachta.

D'ullmhaigh an Coimisiún aighneachtaí le haghaidh athruithe ar na bunriachtanaí don tsábháilteachta ach go háirithe, agus chuir na rialacha náisiúnta sábháilteachta le chéile i bhformáid ar féidir a chur i láthair i mbunachar sonraí de chuid an AE. Chabhraigh sé leis na treoracha seo a chur i ngníomh agus leis na sonraíochtaí teicniúla a fhorbairt don chomh-inoibritheacht. Mar chuid den phróiseas seo, bhí ionadaíocht ag an gCoimisiún ag dhá chruinníú sa Bhruiséil in 2007.

GIE

Is é Gníomhaireacht iarnróid na hEorpa (GIE) an eagraíocht a bhfuil sé curtha de chúram uirthi beartais iarnróid an AE a chur i ngníomh go praiticiúil. Cé go leanann an CSI ar aghaidh le tacaíocht theicniúil a sholáthar le haghaidh ghníomhaíochtaí iarnróid AE na Roinne lompair, táimid níos fócasaithe ar a bheith ag glacadh párite i bhfóraim na GIE agus ag comhlíonadh na gceanglas gaolmhar maidir le faisnéis agus tuairisceoiracht.

Tá an Coimisiún comhdhéanta den Údarás Náisiúnta um Shábháilteachta agus den Chomhlacht Náisiúnta um Imscrúdú; sheachaid gach aonad a chéad thuarascáil bhliantúil éigeantach chuiig an nGIE ag deireadh Mheáin Fhómhair 2007.

Tá ionadaíocht ag an gCoimisiún faoi láthair ar an trí phríomhchomhlacht ar foráladh lena n-aghaidh sa Treoir maidir le Sábháilteachta iarnróid:

- Bord riacháin na GIE
- Lónra na nÚdarás Sábháilteachta Náisiúnta
- Lónra na gComhlactaí Náisiúnta Imscrúdúcháin

Soláthraíonn na lónraí seo sásra do chomhlactaí rialála agus imscrúdúcháin na mballstát, ag roinnt eolais agus taithí agus ag tacú leis an nGIE na struchtúir a fhorbairt trína ndéanfar amach comhchreatlach sábháilteachta iarnróid an AE.

Mar thacaíocht bhreise don obair seo, tá roinnt meithleacha de phríomhpháirtithe leasmhara curtha ar bun an nGIE ar a bhfuil ionadaíocht ag comhlacthaí rialála agus imscrúdúchán. Tá cùig bliana ar fáil dóibh agus is dá réir sin atá siad ag obair, agus iad á mbrú féin ar aghaidh le hamlínte sa Treoir maidir le Sábháilteacht Iarnróid. Tá an n-obair critiúil ós rud é go soláthróidh na nithe a thiocfaidh dá barr, i bhfoirm mhodheolaíochtaí agus chaighdeán, slat tomhais ó thaobh na sábháilteachta d'iaranróid na mballstát. Fágann teorainneacha maidir le hacmhainní nach bhfuileamar in ann páirt chomh hiomlán a ghlacadh sna grúpaí seo agus ba mhian linn. Tá ár ranpháirteachas áirithe mar thosaíocht againn agus tá ionadaíocht againn ar na meithleacha sin ag forbairt:

- Comhtháscairí sábháilteachta
- Comhthargaidí sábháilteachta
- Modheolaíochtaí chun a rianú mar a chuirfear moltaí, de bharr imscrúdaithe ar theagmhais, i ngníomh.
- Rialacha Sábháilteachta Náisiúnta

Tá ceanncheathrú GIE i Valenciennes i dtuaisceart na Fraince ach, chun éascú le daoine teacht air, reáchtálann sé tromlach a cruinnithe i Lille. D'fhreastail baill ár bhfoirne ar thrí chruinníú is fiche den sórt sin san iomlán in 2007.

Ceardlann an AE

D'óstáil an Coimisiún, i gcomhar leis an Roinn Forbartha Réigiúnaí agus Gníomhaireacht Iarnróid na hEorpa, agus le tacaiocht na Roinne lompair, seimineár faisnéise maidir le reachtaíocht iarnróid na hEorpa i mí na Samhna i mBaile Átha Cliath. Cuireadh trí pháipéar i láthair 40 duine ón tionscal iarnróid.

Rialachas Corparáideach agus Riarachán

Réamhrá

Bhí 2007 ar an dara bliain oibriúchán don CSI. Bunaíodh go leor de na tascanna rialachais chorparáidigh aguss riarchán in 2006 agus leanamar ar aghaidh leis an bpróiseas seo in 2007. Faoi dheireadh 2007, ba é riadaradh an phárola an t-aon phróiseas nach raibh aistrithe chuig an gCSI go fóill.

Déanann an rialachas corparáideach na córais agus nósanna imeachta lena ndéantar fiontair a stiúradh agus a rialú. Maidir leis seo, treoráonn an Cód Cleachtais maidir le Rialachas Comhlacthaí Stáit, faoi mar a d'fhoilsigh an Roinn Airgeadais, an Coimisiún.

Airgeadas

Tá an CSI tiomanta do thrédhearcacht iomlán agus rialuithe éifeachtacha a choinneáil ar bun ar ár mbainistíocht airgeadais. Soláthraíonn an Roinn lompair ár maoiniúchán le Deontas-i-gCabhair. €2.09m a bhí i gceist leis an maoiniúchán seo in 2007. Cuireadh ár gcuntas i gcomhair 2006 faoi iniúchóireacht an Ard-Reactaire Cuntas agus Ciste agus cheadaigh sé iad i mí na Samhna 2007.

Acmhainní Daonna agus Forbairt na Foirne

Coimisiúnaigh an CSI athbhreithniú ar a riachtanais ó thaobh Acmhainní Daonna in 2007, rud a lean ar aghaidh le hábhair a pléadh sa tuarascaíl tosaigh in 2000.



AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007

Chuir an CSI Cáipéis faoin Straitéis i leith Acmhainní faoi bhráid na Roinne lompair i mí Lúnasa 2007. Ullmháiodh an cháipéis ar iarratas na Roinne chun ár riachtanais ó thaobh foirne a mheas agus chun na bacainní ó thaobh earcaíochta atá ag cur orainn a chur chun suntais.

Earcaíocht

Earcaíodh Príomh-Imscrúdaitheoir an Aonaid um Imscrúdú Teagmhas Iarnróid in 2007. Bhí post eile fós folamh, ceann an chigire. Toisc go raibh próiseas athbhreithnithe ar acmhainní sa siúl againn, níor reáchtáladh aon chomórtas i leith an phoist seo i rith na bliana.

Aistriú Feidhmeanna Riarcháin

D'éirigh le hiarrachtaí iomlán na bhfeidhmeanna riarcháin a aistriú ón Roinn lompair faoi dheireadh 2007, seachas riadaradh an phárolla.

Bainistíocht Rioscái

Tá measúnacht ar rioscái gnó déanta ag an gCoimisiún, lenar aithníodh na bagairtí buntábhachtacha ar cháil na heagraíochta agus ar ár leasa straitéiseacha, oibriúcháin agus airgeadais. Tá clár bainistíochta rioscái curtha isteach mar dhlúthchuid dár bpróiseas pleanála gnó. Leanaímid ar aghaidh le rialuithe bainistíochta rioscá atá ann cheana féin a láidriú, agus rialuithe nua a chur i ngníomh de réir mar is gá.

Dílárnochán

De réir Chlár Dílárnocháin an Rialtais, tá pleán leis an dílárnochán a chur i ngníomh forbartha ag an gCoimisiún

Sábháilteachta larnróid agus tá sé ag féachaint lena thabhairt ar aghaidh. Is é prionsabal lárnach an phlean seo ná a chinntí nach ndeánfar aon dochar ag tráth ar bith do chumas feidhmeach an Choimisiún le maoirseacht éifeachtach ar an tsábháilteachta iarnróid a chinntí. Aithnítear na tascanna seo a leanas laistigh den phlean, ar féidir breathnú air ár suíomh idirlín.

1. Athbhreithniú ar an tagarmharcáil agus ar an soláthar foirne
2. Acmhainní méadaithe a cheadú
3. Earcaíocht don bhunáit a chur i gcrích
4. Comhairliúchán leis na páirtithe sóisialta agus caidreamh oibreachais a réiteach
5. Atheagrú gnó
6. Earcaíocht le haghaidh Chéim 2
7. Scáthfhoghlaím/aistriú eolais
8. Córíocht agus feistiú
9. Athlonnú
10. Athbhreithniú leanúnach

Sceidealadh Tascanna 1, 2 agus 3 le cur i gcrích in 2007, ach níor cuireadh ach tasc 1 i gcrích. Tá Tasc 2 ar siúl go leanúnach; nuair a bheidh sé curtha i gcrích, beifear in ann tú a chur le tasc 3.

Tiomantas don Ghaeilge

Tá an CSI tiomanta do na codanna ábhartha d'Acht na dTeangacha Oifigiúla 2003 a chur i ngníomh. Tá ár gcomharthaíocht agus stáiseanóireacht i nGaeilge agus Béarla araon faoi láthair.



Táirgimid ár gcáipéisí oifigiúla, amhail an Tuarascáil Bhliantúil agus an Ráiteas Straitéise, sa dá theanga faoi láthair. Coinnítear cumas Gaeilge ár bhfoirne ar bun ionas go bhféadfar freagairt d'aon fhiosrúchán i mbÉarla nó Gaeilge. Spreagfaimid agus éascaimid le hoiliúint leanúnach teanga ár bhfoirne.

Saoráil Faisnéise

Tá an CSI tiomanta do chultúr oscailte agus do thimpeallacht tréadhearach a choinneáil ar bun agus a forbairt, ina mbíonn faisnéis ar fáil go saoráideach agus ina roinntear taithí agus eolas. Táimid tiomanta do na coinníollacha seo a chothú agus a forbairt, atá bunriachtanach dar linn leis an tsábhálteachta a rialáil go héifeachtach.

Bhí an t-iar-rannán Cigireachta Iarnróid, ár réamhtheachtaí faoi scáth na Roinne lompair, faoi réir ag an Acht um Shaoráil Faisnéise. Táthar ag súil go gcuirfear an Coimisiún san áireamh i measc na n-eagraiochtaí atá faoi rialú an Acharta seo faoi lár 2008. Idir an dá linn, táimid tiomanta do phrionsabail an Acharta seo a chomhlíonadh.

Forbairt Chairmiúil Leanúnach

Bíonn dianriachtanais ag an gCoimisiún ó thaobh eolais, agus cinntear ár gcumas lenár spriocanna agus cuspóirí a bhaint amach de réir mhianach ár bhfoirne. Tá an fhoghlaim leanúnach ina lár-riachtanas de chuid na heagraíochta, ceann

atá bunriachtanach dúinn leis an gcumas a choinneáil ar bun lenár n-éilimh oibre a chomhlíonadh i dtionscal ina mbíonn cúrsaí ag forbairt agus ag éabhlóidiú de shíor.

Chuireamar páipéir chuig cuid mhaith comhdhálacha in 2007 lenar díríodh ar shábhálteachtaí na n-iarnróid, ar leibhéal náisiúnta agus idirnáisiúnta araon. San áireamh leis seo, bhí an Chomhdháil Idirnáisiúnta um Shábhálteachta Iarnróid i mí Dheiridh Fhómhair, agus ceardlann na GIE a d'óstáil muid i mí na Samhna. Tugadh cuireadh dúinn fosta le hóráidí a thabhairt ag roinnt comhdhálacha eile, ach mar gheall ar ár ndianualach oibre, ní rabhamar in ann glacadh leis.

Cairt Chustaiméiri

Uillmhaíodh an Chairt Chustaiméiri in 2006 agus tá sé ar fáil ar ár suíomh idirlín. Cuirtear síos sa Chairt seo ar an leibhéal seirbhísé gur féidir le custaiméir a bheith ag súil leis ón gCSI. Ní bhfuarthas aon ghearáin maidir le seirbhís do chustaiméiri in 2007

Suíomh Idirlín

Is é ár rún an oiread faisnéise a chur ar fáil agus is féidir maidir le hobair an CSI d'aon pháirtithe leasmhara trínár suíomh idirlín. Déantar an suíomh idirlín a thabhairt cothrom le dáta go leanúnach le tuarascálacha agus cáipéisí a bhaineann le sábhálteachtaí na n-iarnróid.



Comhairle Chomhairleach Shábháilteachta Iarnróid

Faoi théarmaí an Achta um Shábháilteachta Iarnróid 2005, chuir an tAire lompair an Chomhairle Chomhairleach Shábháilteachta Iarnróid ar bun chun feidhmiú ar son eagraíochtaí agus ghrúpaí éagsúla na bpriompháirtithe leasmhara. Tá an Chomhairle ina comhlacht neamhspleách agus féadfaidh sí moltaí a dhéanamh don Aire nó don CSI maidir le ceisteanna éagsúla ó thaobh na sábháilteachta iarnróid. Féadfaidh an Coimisinéir freastal ar chruinnithe na comhairle i gcáil chomhairleach. Réachtáladh chéad chruinniu na Comhairle i mí Mheithreamh 2007.

Ag Breathnú Amach Romhainn

Chonaiceamar in 2007 gur tháinig an méadú a raibh muid ag súil leis ar ár n-ualach oibre, rud a bhfuilimid ag súil leis leanúint ar aghaidh sa mheántearma. Is é an tosaíocht is tábhacthaí dár gcuid ná ár gcumas, leis an ualach oibre sin a chomhlíonadh, a choinneáil ar bun agus a bhrefsiú. Chuige seo, caithfidh muid acmhainní daonna breise a fháil a mbeidh sé d'inniúlacht acu bonn an eolais, atá bunriachtanach dár n-eagraíocht, a fhorbairt agus tacaíocht a thabhairt don bhonn eolais sin.

Chun iarnród níos sábháilte a bhaint amach, beidh ionchur gach eagraíocht agus duine a dtéann a gcuid oibre agus gníomhaíochtaí i bhfeidhm ar an iarnród, ag teastáil uainn. Leanfaimid ar aghaidh le bheith ag obair leis na priompháirtithe leasmhara seo chun cur chuige compháirtíocha a fhorbairt agus chun tacú leis an gcur chuige sin, agus an neamhspleáchas atá bunriachtanach dár n-obair á choinneáil ar bun againn ag an am céanna.

Féachann an tAontas Eorpach le dea-chleachtais tionscail a chomhchuibhiú laistigh den Chomhphobal Eorpach trí chomhstruchtúr sábháilteachta iarnróid: beidh athruithe ar phróisis agus ar nósanna imeacha náisiúnta ag teastáil chuige seo ar deireadh. Leanfaidh an Coimisiún Sábháilteachta Iarnróid ar aghaidh le bheith ag tacú leis an gcreatlach nua seo a fhorbairt agus le tacaíocht a thabhairt go gcuirfear i ngníomh go réidh éifeachtach é.



Notes

Aguisín 1: Staitisticí Oibriúcháin Iarnród Éireann 2000-2007*

Bliaín	2000	2001	2002	2003	2004	2005	2006	2007
Foireann	5,439	5,759	6,021	5,833	5,590	5,462	5,114	4933
Km Traenach na bpaisinéirí	12,702,000	12,356,000	12,602,000	12,245,000	11,777,000	13,034,000	14,505,000	16,060,000
Km Traenach lastais	2,730,000	4,133,000	2,895,000	2,705,000	2,710,000	2,060,000	1,126,000	772,000
Km lomlána Traenach	15,432,000	16,489,000	15,497,000	14,950,000	14,487,000	15,094,000	15,631,000	16,332,000
Km Traenach díosail na bpaisinéirí	9,198,000	8,516,000	8,500,000	7,776,000	7,038,000	7,845,000	8,706,000	9,596,000
Km Traenach díosail lastais	2,730,000	4,133,000	2,895,000	2,705,000	2,710,000	2,060,000	1,126,000	772,000
Km lomlána Traenach -gluaisteoírí díosail	11,928,000	12,649,000	11,395,000	10,481,000	9,748,000	9,905,000	9,832,000	10,468,000
Km Traenach cairr iarnróid EMU	1,961,000	2,239,000	2,239,000	2,239,000	2,239,000	2,239,000	2,239,000	2,244,000
Km Traenach cairr iarnróid díosail	1,543,000	1,601,000	1,863,000	2,230,000	2,500,000	2,950,000	3,560,000	4,120,000
Km lomlána Traenach cairr iarnróid	3,504,000	3,840,000	4,102,000	4,469,000	4,739,000	5,189,000	5,799,000	6,365,000
Iomlán Thurais na bPaisinéirí	31,721,000	34,206,000	35,370,000	35,558,000	34,550,000	37,653,000	43,350,000	45,513,000
Paisinéirí - km lomlána ('000)	1,389,138	1,515,303	1,628,410	1,600,615	1,581,698	1,781,400	1,872,067	2,007,065
Fad na línte iarnróid (km)	1,919	1,919	1,919	1,919	1,919	1,919	1,919	1,919

(* Foinse: Iarnród Éireann.)

Nóta: Taispeántar athruithe ar fhigiúir arna bhfoilsíú i dtuarascáil i gcomhair 2006 i gcló trom.

Aguisín 2: Teagmhais agus Cortuithe iarnróid iarnród Éireann 1998-2007

Oibriúcháin agus cothabháil iarnróid: gortuithe marfacha	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Gortú marfach do dhuine de bharr tionóisce traenach, ní ag crosaire comhréidh	-	-	-	-	-	-	-	-	-	-
Gortú marfach do phaisinéir ag taistéal ar thraein, seachas i dtionóisc traenach	-	3	-	-	-	-	-	-	-	-
Gortú marfach do phaisinéir ag iaraidh dul isteach nó amach as traein	-	-	1	-	1	-	-	-	-	-
Gortú marfach de bharr tionóisce iarnróid ag crosaire comhréidh	-	-	-	-	1	-	1	-	-	1
Gortú marfach d'fhostaí ag crosaire comhréidh de bharr traein a bheith ag gluaiseacht	-	-	-	-	-	-	-	-	-	-
Gortú marfach d'fhostaí de bharr traein a bheith ag gluaiseacht (seachas ag crosaire comhréidh)	-	-	-	1	-	-	-	-	-	-
Gortú marfach de shórt eile d'fhostaí ar an iarnród	-	-	-	-	1	-	-	-	-	-
Gortú marfach ar iarnród nó chrosaire comhréidh lenar tugadh le fios gur foghail ná bás amhrasach a bhí i gceist	6	7	9	11	9	10	11	8	7	5
Oibriúcháin agus cothabháil iarnróid: gortuithe neamh-mharfacha				2001	2002	2003	2004	2005	2006	2007
Gortú do phaisinéir de bharr tionóisce traenach, ní ag crosaire comhréidh				11	5	-	-	12	-	-
Gortú do phaisinéir ag taistéal ar thraein, seachas i dtionóisc traenach				60	54	66	70	73	41	35
Gortú do phaisinéir ag iaraidh dul isteach nó amach as traein				65	43	69	65	48	55	50
Gortú do phaisinéir i stáisiún nó do chuaireoir ar áitreabh				81	108	80	86	105	69	84
Gortú d'fhostaí a bhain le gluaiseacht traenach nó tionóisc traenach				10	5	12	8	4	15	8
Gortú d'fhostaí agus iad ag obair ar iarnród				118	104	109	118	100	69	81
Gortú d'fhostaí ag crosaire comhréidh				3	1	2	-	1	2	1
Duine gortaite i dtionsóic iarnróid ag crosaire comhréidh				3	1	-	-	-	-	1
Gortú paisinéara i dtionsóic iarnróid ag crosaire comhréidh				-	-	-	1	-	-	-
Úsáideoir crosaire chomhréidh gortaithe				2	3	-	3	4	-	1
Gortú do dhuine eile				2	4	6	6	3	5	1
Teagmhais traenach	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Traein phaisinéirí nó traein earraí ar bith a cuireadh de ráillí ar líne reatha	3	3	1	1	1	4	-	2	3	1
Traein eile a cuireadh de na ráillí ar líne reatha	1	-	2	1	-	1	-	2	3	2
Imbhualadh traenach le traein phaisinéirí nó traein earraí ar bith ar líne reatha	-	2	-	1	-	1	-	1	1	-
Imbhualadh traenach le stad maolán (traein phaisinéirí i mbun seirbhise ar líne reatha)	-	1	-	2	1	-	-	-	-	-
Imbhualadh eile idir traenacha ar líne reatha	-	-	1	-	-	1	-	-	-	-
Imbhualadh traenach le feithicil mhótair ag crosaire comhréidh	3	6	3	2	4	-	2	2	1	4
Imbhualadh traenach le geataí faoi fhreastal ag crosaire comhréidh	2	4	5	4	3	2	3	-	2	2
Imbhualadh traenach le feithicil a bhí ag bacadh na líneach (ní ag crosaire comhréidh)	-	-	3	-	2	2	-	-	-	-
Imbhualadh traenach le hainmhí/ainmhithe	52	46	26	32	32	43	40	42	43	42
Imbhualadh traenach le constaic eile ar an líne	6	3	1	2	2	3	1	-	7	9
Teagmhais rothstoic	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Tine nó deatach ar ghluaisteoirí nó rothstoc eile	3	6	6	7	11	8	9	4	13	27
Carráistí traenach a d'imigh óna chéile agus an traein ag rith	8	5	-	-	2	1	-	3	-	-
Teagmhas maidir le doras rothstoic	-	-	2	-	4	3	-	-	1	11
Teagmhais ar bhealaí buana & maidir leis an mbonneagar	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Ráille ar líne phaisinéirí scoilte ó bhun go barr	6	12	3	3	5	3	1	6	4	-
Bhuail feithicil bhóthair droichead faoin iarnród	88	100	106	79	99	137	123	203	194	140
Bhuail feithicil bhóthair uchtbhalla droichid os cionn an iarnróid	9	9	13	3	4	6	13	12	23	40
Traein dulta thar phríomhchomhartha (reatha) contúirte sa chás gur tugadh rabhadh in am	20	19	23	29	22	32	27	36	25	22

Nóta: Taispeántar athruithe ar fhigiúir arna bhfoilsíú i dtuarascáil i gcomhair 2006 i gcló trom.

Aguisín 3: Staitisticí maidir le Tionóisci & Teagmhas

Lónra Iarnród Éireann 1998-2007

Réamhrá

Tá na staitisticí tionóiscí agus teagmhas atá curtha san áireamh anseo chun críocha leibhéal ginearálta na sábháilteachta, agus na treocheáit maidir le sábháilteachta ar lónra iarnród na hÉireann, a thabhairt le fios.

Tá na staitisticí bunaithe ar fhaisnéis arna tuairisciú don Choimisiún Sábháilteachta Iarnród (CSI) ag Iarnród Éireann (IE) don lónra náisiúnta iarnród throm de réir cheanglais tuairisceoirreachta an CSI. Go ginearálta, taispeántar staitisticí na mbásanna agus na dteagmhas le deich mbliana anuas de sheirbhís, agus taispeántar sonraí difréalite i gcomhair gortuithe i gcomhair na mblianta 2001-2007.

Úsáidtear na rangúcháin seo a leanas:

- Is éard is tionóisc traenach ann ná imbhualadh, traein a chuirtear de na ráillí nó tine a bhfuil traein i gceist léi;
- Is éard is imbhualadh traenach ann ná imbhualadh idir traenacha, nó idir traein agus feithicil, rud nó ainmhí;
- Is éard is tionóisc iarnród ann ná tionóisc traenach nó tionóisc a thagann de thoradh traenacha a bheith ag gluaiseacht, amhail duine arna ghortú ag traein;
- Tá aon duine a théann isteach i, amach as nó a thaistealaíonn ar thraein san áireamh le paisinéir;
- Tá gach conraitheoir a oibríonn ar an iarnród san áireamh le foireann an iarnróid;
- Bíonn gortuithe d'fhostaithe agus do chonraitheoirí a fhágann go gcailleann siad lá iomlán amháin óna gcuid gnáthoibre, intuairiscithe;
- Bíonn gach gortú do thríú páirtí intuairiscithe;
- Bíonn imbhualtí le feithicí mótarí san áireamh le tionóiscí iarnróid ag crosairí comhréidhe.

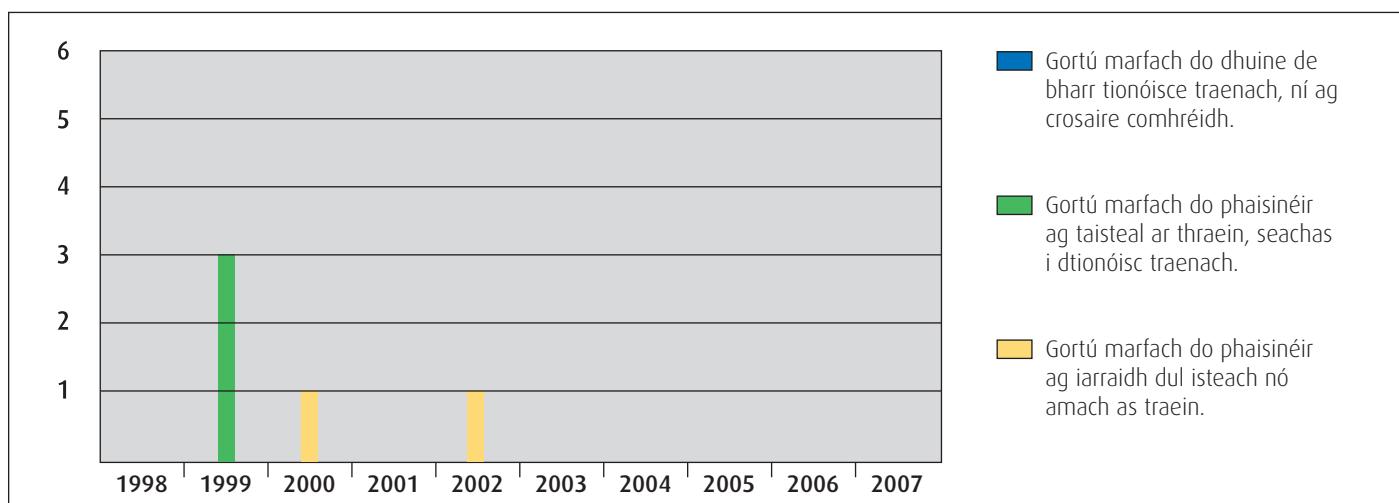
Níor cheart na huimhreacha a luaitear a mheas mar léiriú iomlán ar gach staitistic sábháilteachta ar na hiarnróid in Éirinn.

Féadfaidh staitisticí i dtuarascálacha amach anseo athrú mar gheall go ndéanfar sainmhínithe a athailíniú go mbeidh siad ar aon dul le rialacháin Eorpacha.

Oibriúcháin agus Cothabhal Iarnród: Básanna agus Gortuithe

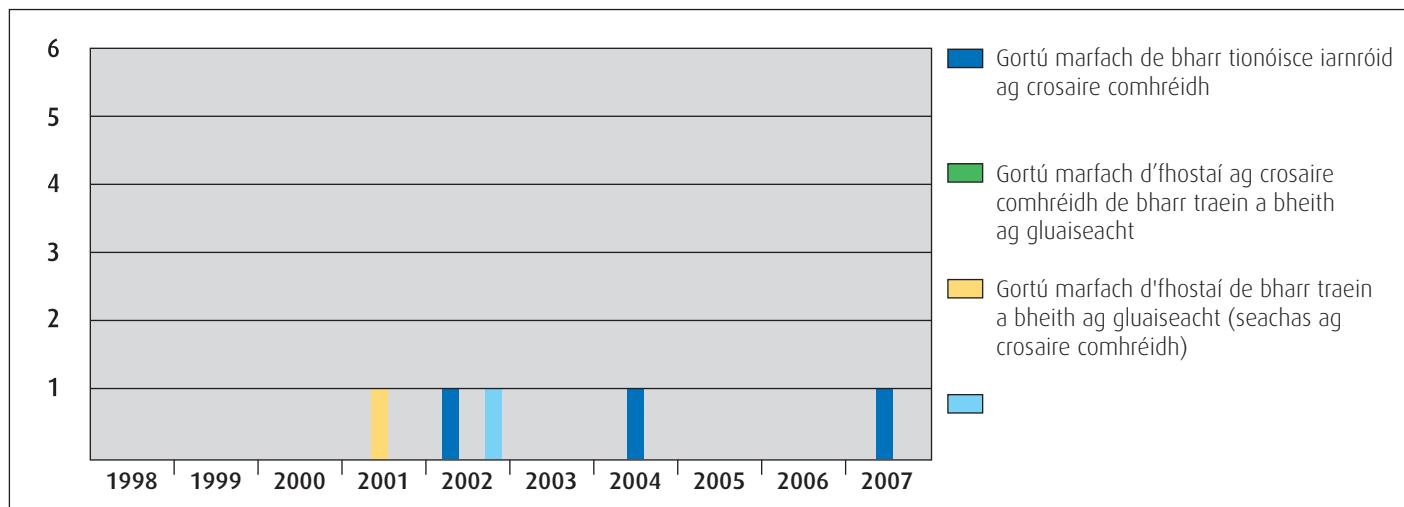
Tagraíonn an tuarascáil seo do bhásanna agus ghortuithe do dhaoine de thoradh oibríochtaí iarnród agus chothabháil an iarnróid. Ní thugann sé aghaidh, mar shampla, ar bhásanna nó ghortuithe a tharlaíonn i gceardlanna cothabhála seachas iad sin a bhfuil gluaiseacht traenacha i gceist leo. Tá gortuithe do dhaoine i stáisiúin traenach curtha san áireamh.

Ar mhaithé le bheith soiléir, ní thugtar le fios sna cairteanna ach amháin na básanna sin a bhaineann le gluaiseachtaí feithicí iarnróid. Ní chuirtear básanna eile ar thraenacha nó ar áitribh nó ar an iarnród san áireamh.



Figíúr 6: Gortuithe marfacha do phaisinéirí a bhí ag taistéal, seachas ag crosairí comhréidhe

Tugtar na básanna do phaisinéirí le fios i bhFigíúr 6. Is rí-annamh a tharla siad seo le blianta beaga anuas. Ba é 1991 an uair dheiridh go bhfuair paisinéir bás de bharr tionóisce traenach. Bhí 3 hócaíd ann go bhfuair duine bás ó 1996-2007 nuair a thit paisinéir ó thraein a bhí ag gluaiseacht, agus 2 huair go bhfuair duine bás nuair a rinne siad iarracht dul isteach i dtraein a bhí ag gluaiseacht.



Figiúr 7: Básanna ag crosairí comhréidhe nó d'fhostaithe

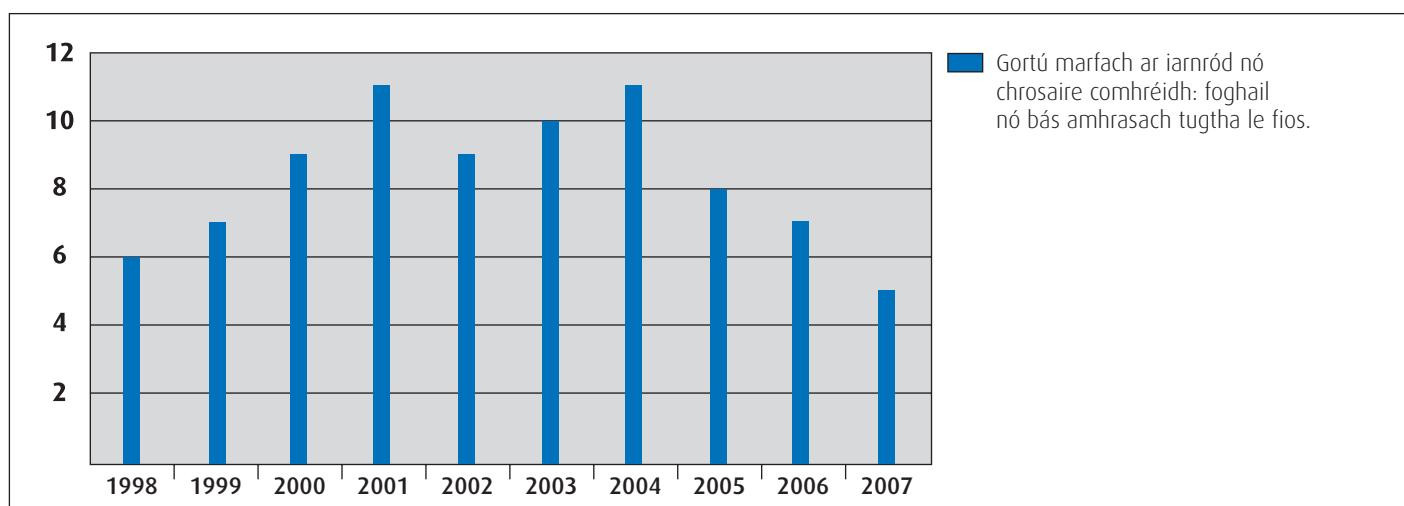
Taispeánann Figiúr 7 básanna ag crosairí comhréidhe, agus básanna d'fhostaithe de bharr traenacha a bheith ag gluaiseacht

Thart faoi uair amháin gach 3 bliana a mharaítear úsáideoir crosaire comhréidhe de thimpiste ar iarnróid na hÉireann. Tugann seo le fios gurb é ráta na mbásanna ag crosairí comhréidhe ná bás amháin i ngach 50 milliún km traenach, rud atá íseal go maith i gcomparáid le tiortha eile san Aontas Eorpach.

Maraíodh coisí ar LC Choill an Easpaig ar an líne idir Baile Átha Cliath agus Corcaigh: tá an Cróinéir le cúinsí an bháis seo a scrúdú.

Ba in 1996 a tharla an cás deireanach inar maraíodh fostai a bhí ag oibriú na ngeataí ag crosaire comhréidh. Fuair fostai bás in 2001 agus traenacha á seachródú aige. Bhásáigh fostai eile in 2002 freisin agus crainn á leagan aige, cé nár tharla an tionóisc seo de bharr traenacha a bheith ag gluaiseacht.

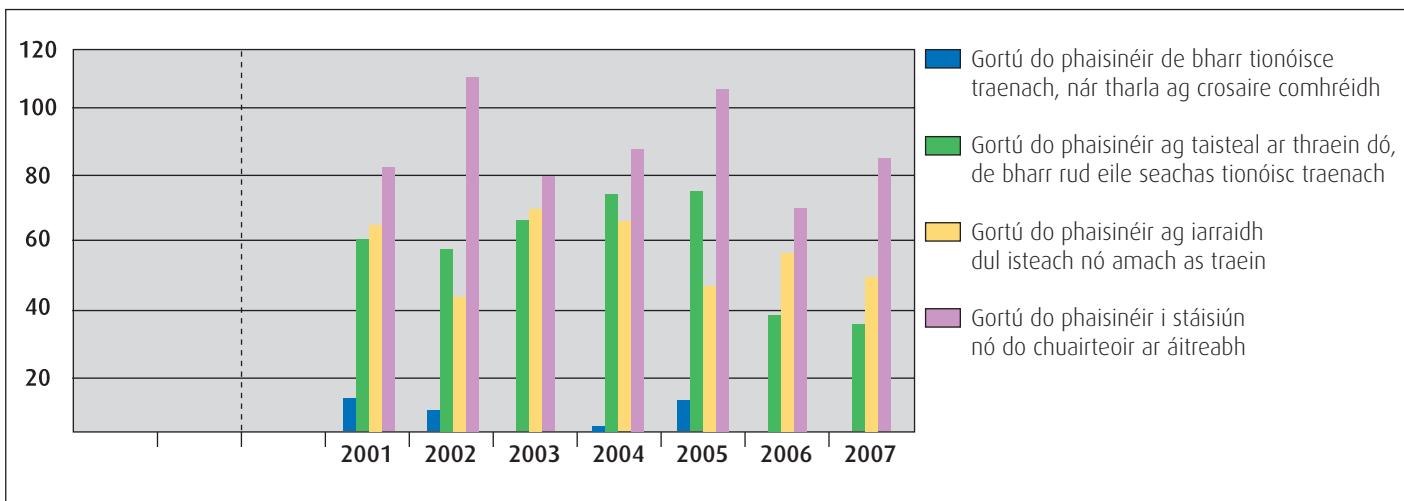
San áireamh le tionscnaimh lenar laghdaíodh riosca bhásanna na ngeatóirí tá feabhsúcháin ar thaobhlínte; iarrachtaí le hoiliúint a chur ar thiománaithe chun an riosca go rachfar thar chomharthaí contúirte agus go mbuailfear geataí a laghdú; uaireanta rialálaithe oibre do gheatóirí agus laghdú ar líon na gcrosairí comhréidhe le foireann trí chianmhonatóireacht agus uathoibriú bacainní a úsáid. Tugadh aghaidh ar an riosca don fhoireann agus traenacha á seachródú acu trí oiliúint fheabhsaithe, agus laghdú ar líon na bhfeithicíl paisinéirí atá i mbun oibriúcháin ar gá cabhair a thabhairt de láimh lena gcúpláil/ndíchúpláil.



Figiúr 8: Básanna de bharr foghla nó i gcúinsí amhrasacha

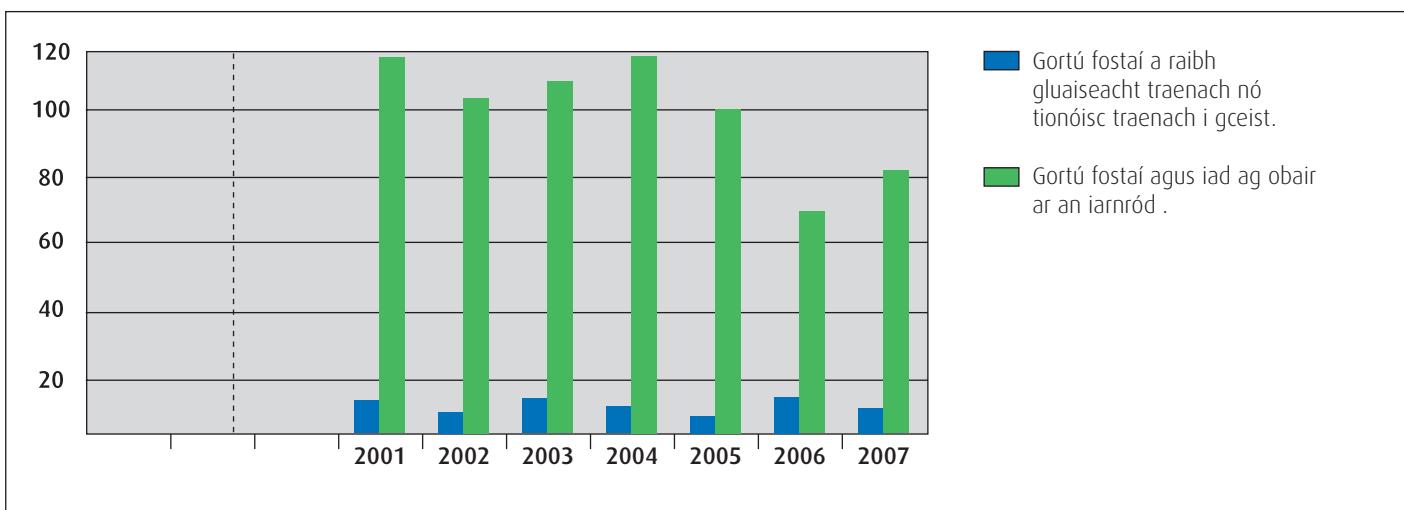
Tugtar ráta na mbásanna ar an iarnród de bharr foghla nó i gcás go raibh leid éigin ann go ndearnadh foghail nó go raibh cúinsí amhrasacha i gceist, le fios i bhFigiúr 8. Bhí feabhsú suntasach anseo ó 2004.

AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007



Figiúr 9: Gortuithe do phaisinéirí

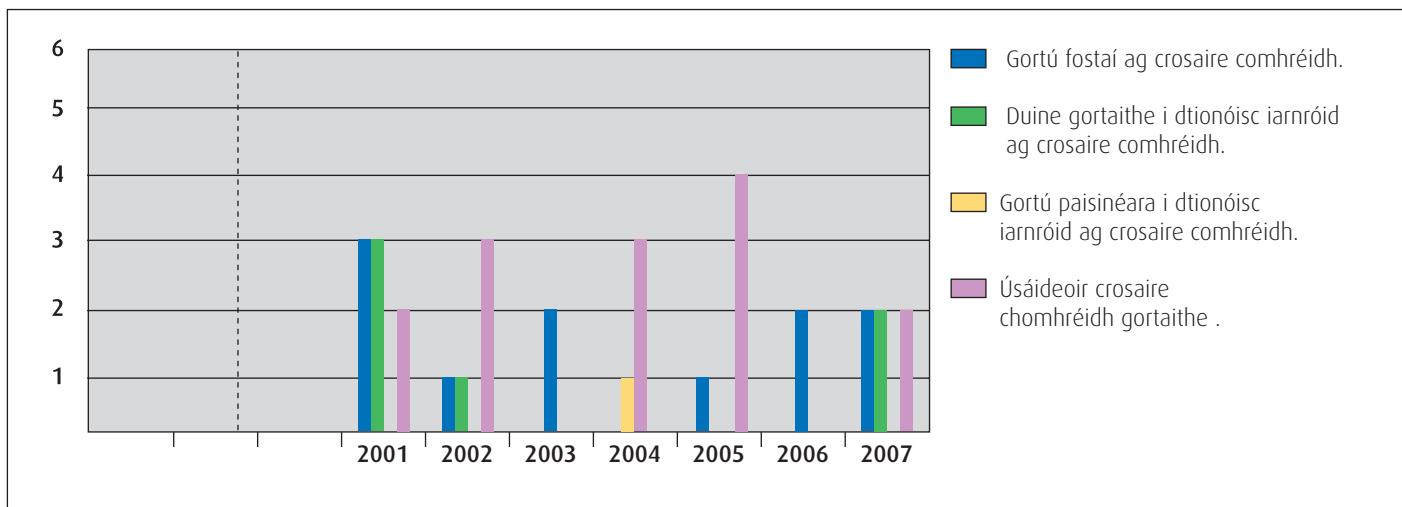
Tugtar gortuithe tuairiscithe do phaisinéirí agus do chuairteoirí ó 2001 le fios i bhFigír 9: bhí titim shuntasach ar líon na ngortuithe den chineál seo a tuairisciódh in 2006 agus coinníodh an leibhéal seo ar bun in 2007. Is annamh a tharlaíonn tionóiscí traenach agus bionn torthaí éagsúla orthu ó thaobh na ngortuithe: baineann gortuithe de bharr teagmhas den sórt seo a taifeadadh ó 2001 le himbhuailtí ar luas íseal i stáisiún go ginearálta. Taispeántar gortuithe tuairiscithe do phaisinéirí a bhí ag taisteal, cibé ar tharla an gortú de bharr gluaiseacht na traenach nó nár tharla. Is féidir le gortuithe tarlú de bharr leachtanna teo, tinnis nó mí-iompair daoine eile freisin. Tarlaíonn gortuithe agus daoine ag dul isteach nó amach as traenacha go ginearálta de bharr guaiseacha maidir le daoine a bheith ag sciorradh nó ag tuisiú, mar gheall ar an mbearna idir an t-ardán agus an traein nó doirse á ndúnadh. Tarlaíonn gortuithe i stáisiún agus áitribh go ginearálta de bharr daoine a scíorr nó a thuisligh ar an leibhéal, ag titim ar staighre agus staighre beo nó mí-iompair.



Figiúr 10: Gortuithe d'fhostaithe, seachas i gceardlanna nó ag croaire comhréidh

Tugtar gortuithe d'fhostaithe de thoradh oibriúchán iarnróid agus chothabháil an iarnróid a d'fhág gur cailleadh am, le fios i bhFigír 10. Caitear le gortuithe d'fhostaithe ag croairí comhréidhe astu féin. Ní chuirtear gortuithe d'fhostaithe a tharlaíonn i gceardlanna cothabhála, seachas iad siúd ar léir go raibh traenacha a bhí ag gluaiseacht i gceist leo, san áireamh sa tuarascáil seo.

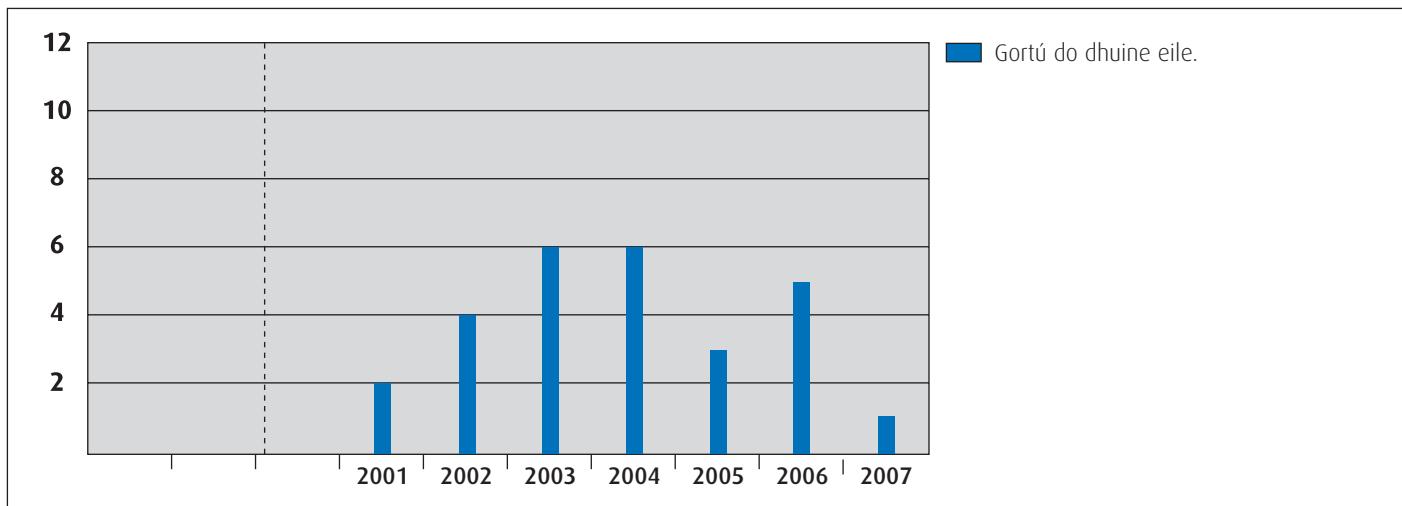
Bhí titim shuntasach i líon na ngortuithe tuairiscithe d'fhostaithe ó 2004, agus faoi láthair, baineann thart faoi 10% de ghortuithe d'fhostaithe le traenacha a bheith ag gluaiseacht. Bionn cuid mhaith gortuithe d'fhostaithe inchurtha i leith daoine a scíorr nó a thit, a bhí ag obair ar thraenacha a bhí ina stad, ag dul isteach nó amach as traenacha, gníomhaíocht chothabhála ar rianta nó mí-iompair daoine eile (amhail ionsáí, snáthaidí a fágadh ar an talamh agus iarrachtaí féinghortaithe).



Figiúr 11: Gortuithe ag crosairí comhréidhe

Tugtar gortuithe tuairiscithe a tharla ag crosairí comhréidhe ó 2001 le fios i bhFigiúr 11. Go ginearálta, tarlaíonn gortuithe d'fhostaithe, a fhágann gur chaill siad am oibre, de bharr iad a bheith ag láimhseáil na ngeataí nó toisc gur sciorr siad ar an dromchla. D'fhéadfadh tiománaithe traenach gortú indíreach a fháil de bharr tionóiscí ag crosairí comhréidhe.

Is éard atá i gceist leis na tionóiscí traenach ná imbhuaillí traenach le geataí faoi fhreastail nó cairr nó daoine. Bíonn gortuithe d'úsáideoirí de bharr fadhbanna le dromchla an chrosaire nó bacainní uathoibrithe a bheith ag titim anuas. Gortaíodh fear go dona nuair a bhual train Bhaile Átha Cliath do na bruachbhailte é ag crosaire comhréidhe CCTV Claremont. Gortaíodh tiománaí veain nuair a bhual traein faoina fheithicil ag crosaire comhréidh Garraun ar líne na Gaillimhe.



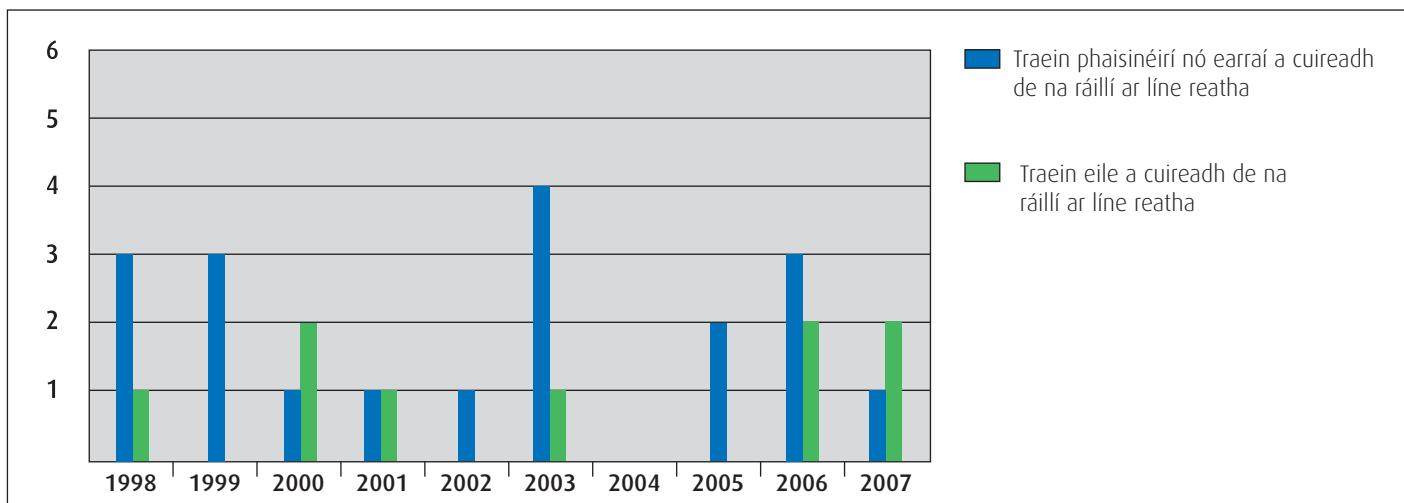
Figiúr 12: Gortuithe do dhaoine eile

Tugtar gortuithe do dhaoine eile ó 2001 le fios i bhFigiúr 12, a bhí inchurtha, i gcoitinne, i leith foghlá ar an iarnród nó daoine a thit ó aird anuas ar an iarnród.

Teagmhais a bhain le Traenacha

Tá teagmhais a raibh feithicí iarnróid ar línte reatha san áireamh le teagmhais traenach, faoi mar a thuairiscítear thíos, ach tá teagmhais i dtaoibhlaigh agus clóis stórála fágtha amach. Tá traenacha agus innill a cuireadh de na ráillí san áireamh, chomh maith le imbhuaillí idir traenacha nó innill, imbhuaillí le stadanna maoláin, imbhuaillí ag crosairí comhréidhe agus imbhuaillí le constaící ar an líne.

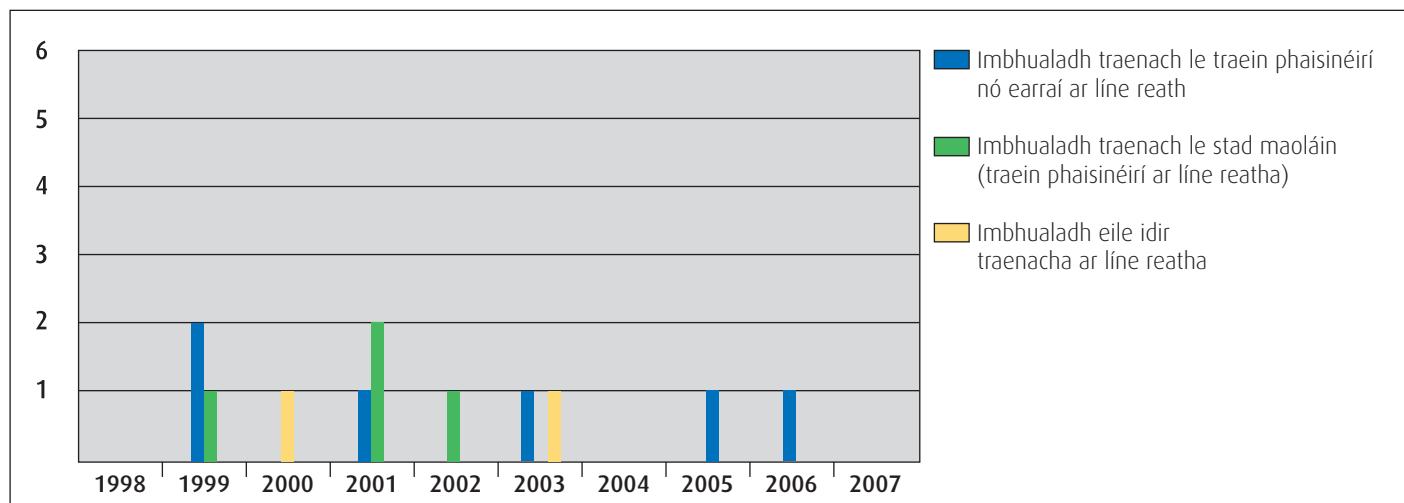
AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007



Figiúr 13: Traenacha a cuireadh de na ráillí ar líntí reatha

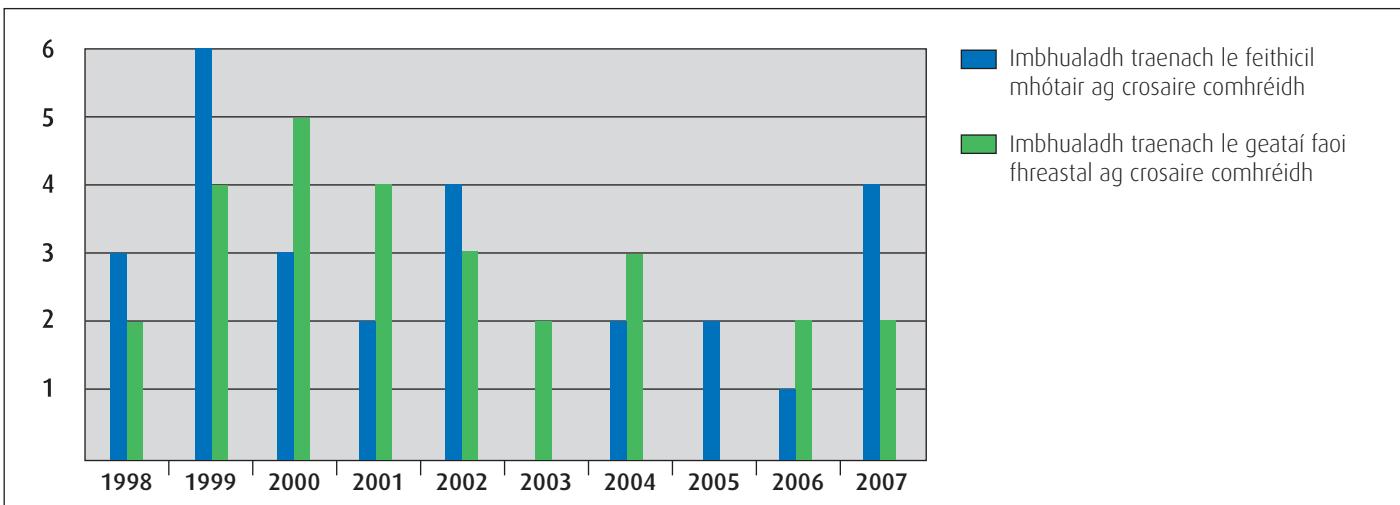
Tugtar le fios i bhFigiúr 13 na traenacha agus innill a cuireadh de na ráillí ar líntí reatha, ina dtugtar treocht ginearálta anuas le fios. Níor cuireadh aon traein a bhí i mbun seirbhíse nó aon traein earraí de na ráillí in 2007.

Cuireadh trí thraein eile de na ráillí ar líntí reatha. Chuaigh traein de stoc cóitseála folamh thar chomhartha contúirte ag Heuston agus cuireadh de na ráillí ag gabháil Dhroichead na hInse í; cuireadh gluaisteoir de na ráillí ag stáisiún Ros Cré, agus gortaíodh fostai nuair a thit sé ó fheithicil oibreacha a cuireadh de na ráillí idir an Ráth agus Mala agus í i seilbh innealtóra. Lena chois sin, cuireadh cúig thraein de na ráillí agus iad i dtaobhlaigh agus cuireadh as don líne reatha dá bharr.



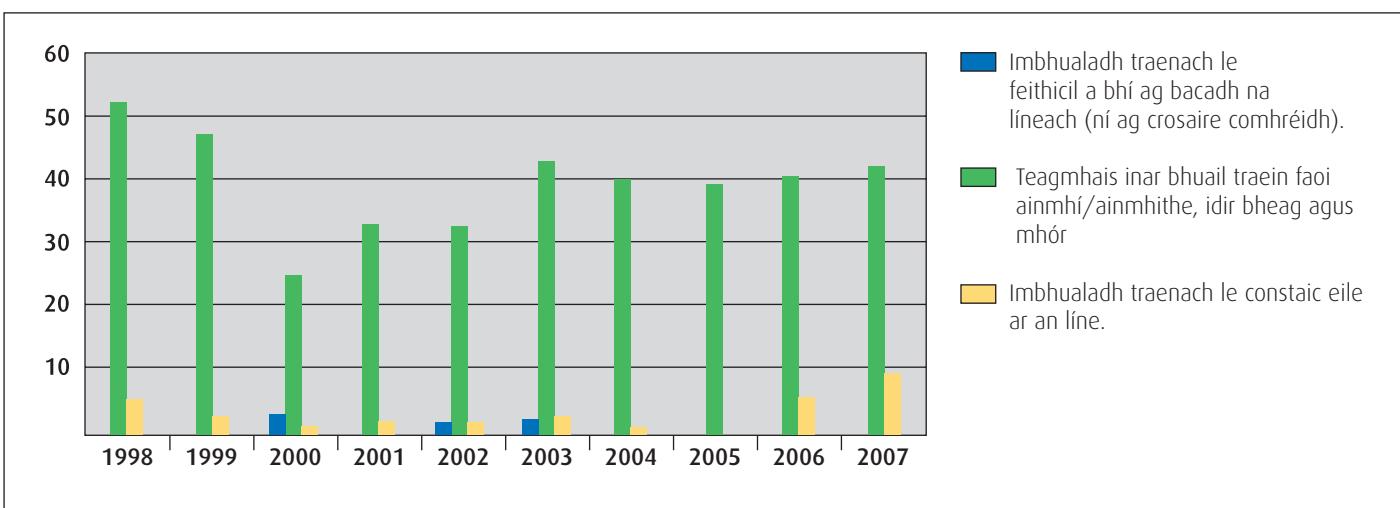
Figiúr 14: Imbhualaití traenach le traenacha nó stadanna maolán

Tugtar imbhualaití idir traenacha agus innill ar líntí reatha le fios i bhFigiúr 14, agus coinníodh treocht ginearálta an laghdaithe ar bun. Bhí imbhualadh amháin idir traein de charráistí paisinéirí nach raibh i mbun seirbhíse le stad maolán ag stáisiún na Gaillimhe in 2007. Dhearbhaigh IÉ nach raibh aon ghortuithe ann de bharr an teagmhais seo agus níor cuireadh an traein de na ráillí ná ní dhearnadh aon damáiste suntasach di.



Figír 15: Imbhualtí traenach ag crosairí comhréidhe

Tugtar imbhualtí le feithicíl mótaír nó geataí ag crosairí comhréidhe ar línte reatha le fios i bhFigír 15. Bhuaile traein, a raibh an-luas fúithi, faoi veain ag crosaire comhréidhe 'le soilse agus cloigíni' Garraun ar líne na Gaillimhe, agus níor bhain ach mionghortuithe don tiománaí. Bhuaile traein carr ag crosaire comhréidh uathoibríoch leathbhacainne na Gráinsí freisin, agus d'éalaigh a raibh istigh ann gan ghortuithe. Rinneadh an-dochar ar fad don fheithicil bhóthair sa dá chás. Níor tuairiscíodh aon damáiste de thoradh imbhualte a tharla agus luas íseal i gceist idir traein agus veain ag Cé Loch Garman. Bhuaile ilaonad díosail faoi thruail agus leantóir feirme ag Béal Átha Gabhann, rud nár fhág aon ghortuithe, ach rinneadh an-dochar ar fad do na feithicíl bóthair agus iarnróid.

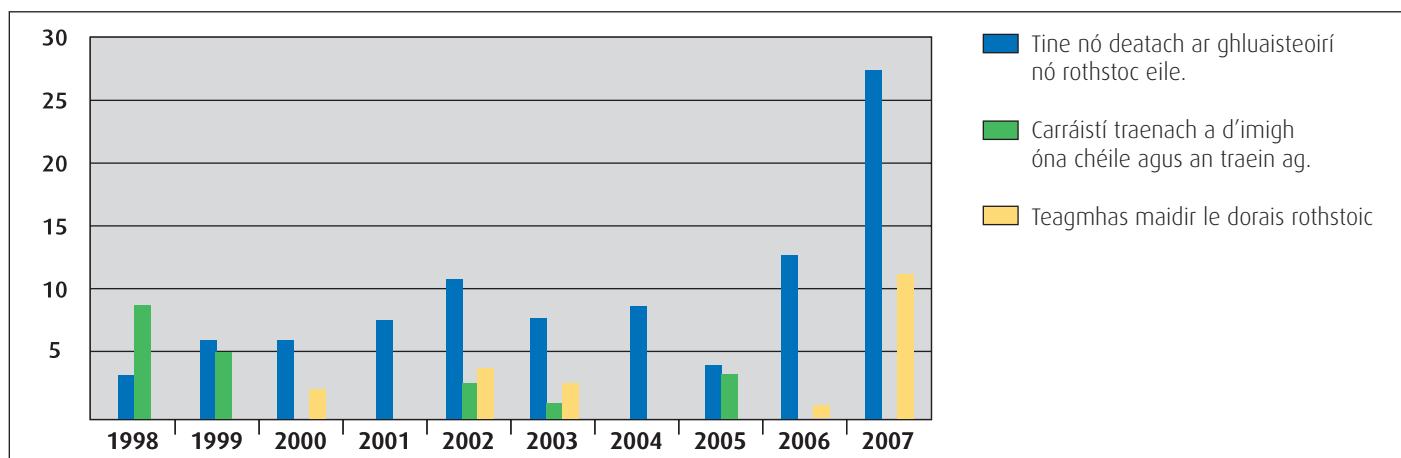


Figír 16: Imbhualtí traenach le hainmhithe nó le constaicí eile ar an líne

Tugtar imbhualtí ar línte reatha le feithicíl mótaír nach raibh ag crosairí comhréidhe, le hainmhithe ar an líne agus le constaicí eile le fios i bhFigír 16. D'fhéadfadh an méadú ar na tuairisci faoi chonstaicí a buaileadh in 2007 a bheith mar gheall ar fheabhsú ar an tuairisceoiréacht. Bhuaile traeacha faoi bholláin in aice leis an Inbhear Mór agus in aice le Clóirtheach, buaileadh sé bharacáid ag suímh éagsúla, buaileadh tralaí buanbhealaigh ag droichead na Life in aice le gabháil Dhroichead na hInse, buaileadh clá a bhí tite anuas ag Baile Uí Bhroíthe agus buaileadh spól cábla ag Esk Thuaidh.

I gcás na n-imbhualtí le hainmhithe, ba léir go raibh treocht ghinearálta ann go raibh minicíocht na gcás ag dul i laghad go dtí 2000, rud a bhí inchurtha, den chuid is mó, i leith feabhsuite ar na claíocha taobh le línte agus ar chrosairí comhréidhe. Tá minicíocht na n-imbhualtí le hainmhithe ag dul i méad ó shin, agus bhí fianna fiáine le feiceáil sna tuairisci ó 2003. In 2007, taifeadadh sé chás inar buaileadh fianna fiáine agus naoi gcás ina buaileadh madraí, agus is beostoc a bhí i gceist leis na cáis eile inar buaileadh ainmhithe.

AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007



Figiúr 17: Teagmhais a bhain le Rothstoc

Tugtar teagmhais a bhain le rothstoc le fios i bhFigiúr 17, ina dtugtar treocht ardaitheach leanúnach le fios le haghaidh teagmhas tine agus deataigh i rothstoc. Bhí 27 dteagmhas tuairiscithe ann in 2007, ar tharla ceann amháin de thoradh deataigh ó choscaí, ar bhain 2 cheann dáibh le deatach as scagairí meisíní aeróiriúnúcháin agus ar aicmíodh 23 dáibh mar thinte. Bhain ceithre chinn déag de na teagmhais seo le hinnill charr iarnróid. Chomhairligh Iarnród Éireann don CSI go bhfuil bunathruithe déanta dá thoradh mar iarracht chun minicíocht teagmhas den sórt sin a laghdú. Tá an CSI ag déanamh monatóireachta ar an scéal.

Bhí aon tuairisc déag ann faoi dhoirse traenacha a bheith á n-oscailt agus na traenacha ag rith. Méadú mór is ea é seo ar thuairiscí den sórt seo. Dearbhaíodh don CSI go ndearna Iarnród Éireann imscrúdú inmheánach ar gach ceann de na teagmhais seo, agus tá sceideal táirgthe de na gníomhartha ceartúcháin atá riachtanach.

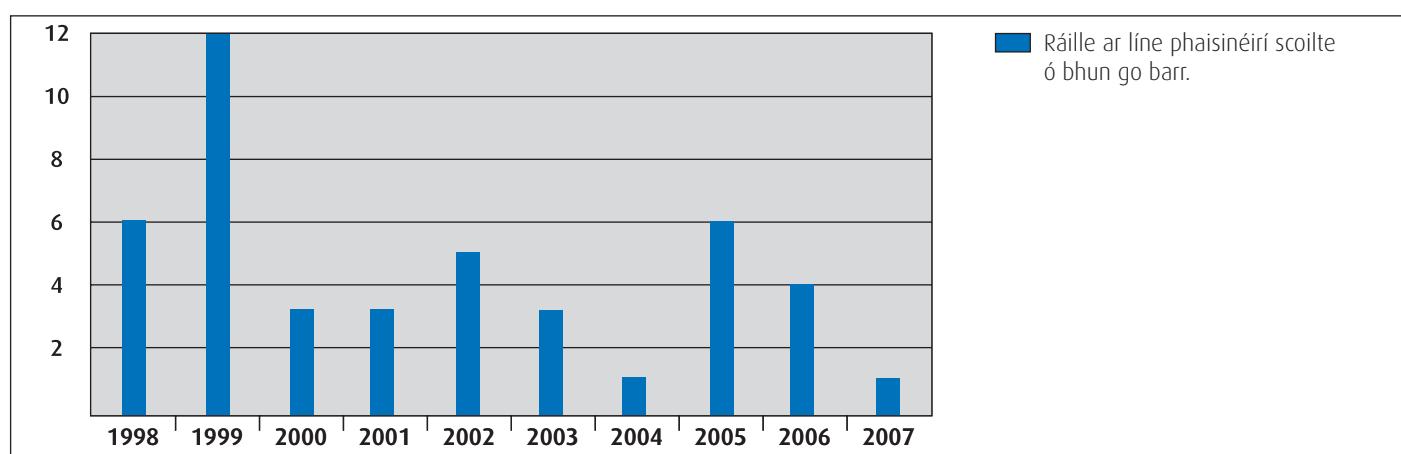
Teagmhais a bhain leis an mBonneagar iarnróid

San áireamh leis na teagmhais a bhain le bonneagar iarnróid a thuairiscítear thíos, tá ráillí briste ar iarnród paisinéirí, droichid os cionn agus faoi bhun an iarnróid a bheith á mbualadh ag feithicíl bóthair, agus cáis ina ndeachaigh traenacha thar chomharthaí reatha contúirte.

Lena chois sin, ba chóir a thabhairt faoi deara gur chás thábhachtacha dhá cheann den cheithre mhaidhm talún a tuairiscíodh i gcomhair 2007, agus gurbh éigean cuid den iarnród a dhúnadh dá mbarr.

Chlis ar thaobh cláifoirt ardaithe in aice le Maigh Nulla, rud lenar baineadh an bonn den iarnród nach mór. Bhí obair ar siúl cheana féin chun an cláifort ard, géar seo a atreisiú: is cosúil gur fágadh an fhána míshocair mar gheall ar mheascán cúinsí – chuir gléasra soghluaiste isteach ar an mbonn agus bhí báisteach throm ann. Bhí srianadh le luas i bhfeidhm cheana féin, 25m.s.u., nuair a tharla sé. Dúnadh an t-iarnróid ar feadh naoi lá.

Loic fána gearrthóige ag taobh na Cabrach de thollán Pháirc an Fhionnuisce de thoradh uisce draenála a bheith á phumpáil amach as láithreán tógála ag tríu páirtí, rud a bhí ina bhac ar an líne anuas uaidh ar fad. Bhuaile traein lastais, a bhí ag taisteal ar an líne anfós, crainnte a tháinig leis an maidhm talún, ach níor cuireadh an traein de na ráillí. Dúnadh an líne seo, nach n-úsáideann traenacha paisinéirí de ghnáth, ar feadh seacht n-uair a chloig.

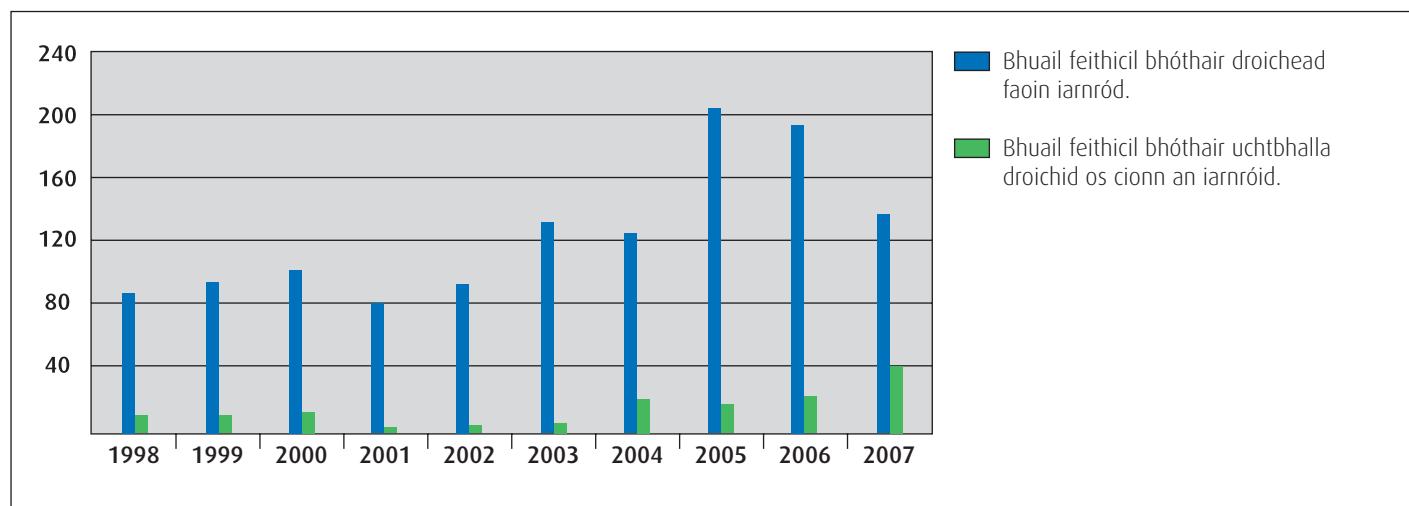


Figiúr 18: Ráillí briste ar Línte Reatha

Tugtar líon na ráillí briste ar línte reatha ar an iarnród paisinéirí le fios i bhFigíúr 18. Sainmhínítear ráillí briste mar theipeanna nuair a scolteadh an ráille ó bhun go barr. Teipeanna is ea ráillí scoilte ina raibh scoilt mhór infheicthe ar taispeáint nó inar briseadh píosa den ráille agus fágadh scoilte ón ráille é.

Tá laghdú an-mhór tagtha ar líon na ráillí briste agus scoilte le blianta beaga anuas, de bharr, is cosúil, gur baineadh seanráillí amach as an gcóras iarnróid phaisinéirí. Cuireadh dlús le feachtas athnuaithe na rianta tar éis do thraein phaisinéirí a bheith curtha de na ráillí ag ráille briste ag Cnoc an Chrocháire in 1997, lenar gortaíodh 16 phaisinéir.

Tuairiscíodh aon ráille bhriste amháin agus aon ráille scoilte amháin ar línte paisinéirí i gcomhair 2007, agus is ag pointí a tharla an dá cheann. Tuairiscíodh aon ráille chamtha amháin lena chois sin ar líne reatha paisinéirí i gcomhair 2007.



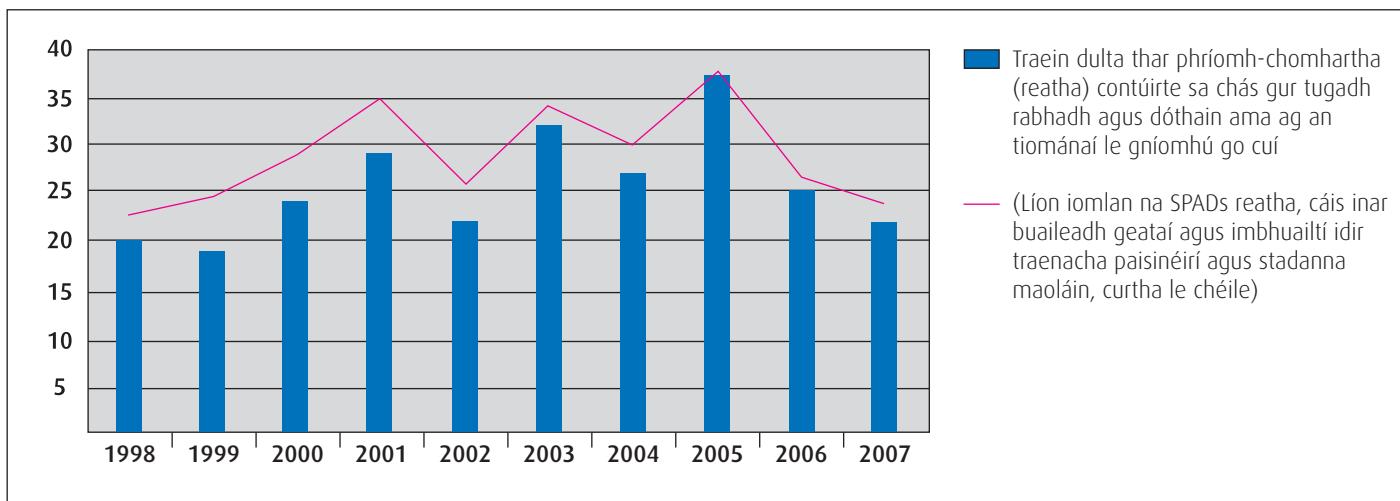
Figiúr 19: Droichid á mbualadh ag feithicí bóthair

Tugtar teagmhais tráchta bóthair inar bhual feithicil droichead os cionn nó faoi bhun an iarnróid le fios i bhFigíúr 19. Is annamh nach feithicil throm a bhíonn i gceist leis na teagmhais seo. Dúblaíodh líon na dteagmhas inar buaileadh droichid, idir 1998 agus 2005, atá tá leideanna soiléireanois ann go bhfuil sin ag feabhsú.

Tarlaíonn formhór mór na dteagmhas de bharr feithicil a bheith ag bualadh droichid iarnróid sa chás go dtéann airde na feithicle thar an airde a thaispeántar le dul faoin droichead. Is é an buaireamh atá i gceist anseo ná go bhféadfaí cur isteach ar ailíní an iarnróid má tharlaíonn cás tromchúiseach, rud a d'fhágfadh an riosca go gcuirfi traein de na ráillí. Thaifead lárnród Éireann 140 cás inar buaileadh droichid faoin iarnróid in 2007, ar cuireadh síos ar 8 gceann diobh mar chinn a d'fhéadfadh a bheith tromchúiseach, agus ar cheann amháin mar cheann thromchúiseach. Feabhsú suntasach is ea é seo i gcomparáid leis an mbliaín roimhe.

Is go réasúnta annamh a tharla cáis inar bhual feithicí bóthair uchtbhallaí na ndroichead bóthair, ach tugann figiúir a fuarthas le déanaí le fios go bhfuil an riosca ag dul i méad maidir leis na hoibríochtaí iarnróid a bheith i mbaol de bharr feithicí, ualaí agus smionagair a bheith ag titim. Tá an t-ardú géar ar theagmhais den sórt sin ina údar buairimh. As measc an 40 teagmhais a tairfeadadh i gcomhair 2007, cuireadh síos ar 7 gceann mar chinn a d'fhéadfadh a bheith tromchúiseach, agus ar sé cheann mar chinn thromchúiseacha.

AN COIMISIÚN SÁBHÁILTEACHTA IARNRÓID TUARASCÁIL BHLIANTÚIL 2007



Figiúr 20: Traein Dulta Thar Chomharthaí Contúirte ar Línte Reatha

Tugtar líon na gcomharthaí reatha contúirte iarnróid a ndeachaigh traenacha tharstu (SPADs) le fios i bhFigiúr 20. D'fhéadfadh cuid den treocht aníos a bheith mar gheall ar mhéadú ar an trácht iarnróid agus ar fheabhas a bheith tagtha ar bhrathadóireacht sáruithe sa chás go raibh an córas comharthaíochta nuachóirithe. Tuairiscítear laghdú ar theagmhais i gcomhair 2006 agus 2007 áfach, rud a d'fhéadfadh a bheith inchurtha i leith na tiomána cosantáig agus feabhas ar dhearcadh na gcomharthaí agus ar fhaid choscánúcháin. Le cois an 22 chomhartha reatha contúirte a ndeachthas tharstu, bhí ocht gcomhartha seachródúcháin contúirte a ndeachthas tharstu: as measc an 30 teagmhas seo, cuireadh síos ar chuig chinn mar chinn shuntasacha. Lena chois sin, bhí 16 SPADEanna 'teicniúla' ann sa chás gur taispeánadh an comhartha ró-dhéanach go mbeadh an tiománaí in ann gníomhú go éifeachtach.

Tugann an líne bhándearg ráta foriomlán reatha na SPADs le fios, trí cháis inar bhual traenacha agus innill bacainní geataí faoi fhreastal a chur san áireamh chomh maith le cáis ina mbuaileann traenacha paisinéiri, atá i mbun seirbhíse, stadanna maoláin

Aguisín Ceaduithe arna ndeonú ag an gCSI in 2007

		Céim an Tionscadail			
		Dearadh Tosaigh	Dearadh Mionsonraithe	Feidhmiú	
Tionscadail Bhonneagair					
Stáisiún Bhaile Adam				✓	
Droichid Sealadach Coisthe Bhaile Uí Bhróithe			✓		
Stáisiún Clongriffin (Bóthar na Gráinsí Thuaidh)			✓		
Tardhroichead Chluain Mhaighneann, Port Laoise				✓	
Stáisiún na nDugthailte				✓	
Iarnród Comaitéirí (M3) Dhún Búinne		✓			
Tionscadal do Bhealach Chill Dara			✓		
Malairt Slí d'Iarnród Chill Cheannaigh			✓	✓	
Staid Bhóthar Lansdún		✓	✓		
Tionscadal le foireann a bhaint ó Chrosaire Comhréidh				✓	
Uasghrádú ar líne Luimnigh/na Gaillimhe		✓			
Athdhearadh ar chomharthaíocht Ghabháil Luimnigh		✓	✓		
Líne B1 an LUAS		✓			
Líne C1 an LUAS		✓			
Athailíniú and LUAS chun nascadh le hAcomhal an M50/N7		✓			
Athdhearadh ar chomharthaíocht Líne Mhaigh Eo			✓	✓	
Seachbhóthar, tardhroichead Dhromad/Rúscáigh an N4		✓	✓	✓	
Seachbhóthar, tardhroichead An Chathair/Baile Mhistéala an N8			✓		
Tardhroichead N9/N10 ag Clonmelsh			✓		
Seachbhóthar An tInnbhearr/Guaire an N1, 2 thardhroichead		✓	✓	✓	
N25 Phort Láirge agus Ghleann na Siúire, tardhroichead iarnróid			✓		
N51/52 Líne na hUaimhe, 2 thardhroichead			✓		
Ceanncheathrú an Gharda Síochána/Oifig Oibreacha Poiblí			✓		
Stáisiún Parkwest			✓		
Íosbhealach Stáisiún na bPiarsach			✓		
Leathnú Dhroichead Phort Mearnóg		✓			
Leathnú ar iosta na Bó Deirge				✓	
Athdhearadh ar chomharthaíocht Ros Láir		✓			
Uasghrádú ar Dhroichead na Sionna, Baile Átha Luain		✓	✓	✓	
Bóthar faoisimh Chaladh & Bhaile Chill Mhantáin, 2 thardhroichead			✓		
Céim an Tionscadail					
		Dearadh Tosaigh	Dearadh Mionsonraithe	Tástáil & Coimisiúnú	Seirbhís do Phaisinéirí
Tionscadail maidir le Rothstoc do Phaisinéirí	Coincheap	Tosaigh	Mionsonraithe	Coimisiúnú	Phaisinéirí
Hibrid DMU 2600/2700 Iarnród Éireann					✓
8100 Athchóiriú Dart Iarnród Éireann					✓
Cairr Iarnród Idirchathrach 22000 Iarnród Éireann					✓
Síneadh LUAS 301	✓	✓	✓	✓	✓
LUAS 402eanna	✓	✓			