INSTITUTO DA MOBILIDADE E DOS TRANSPORTES, I.P.

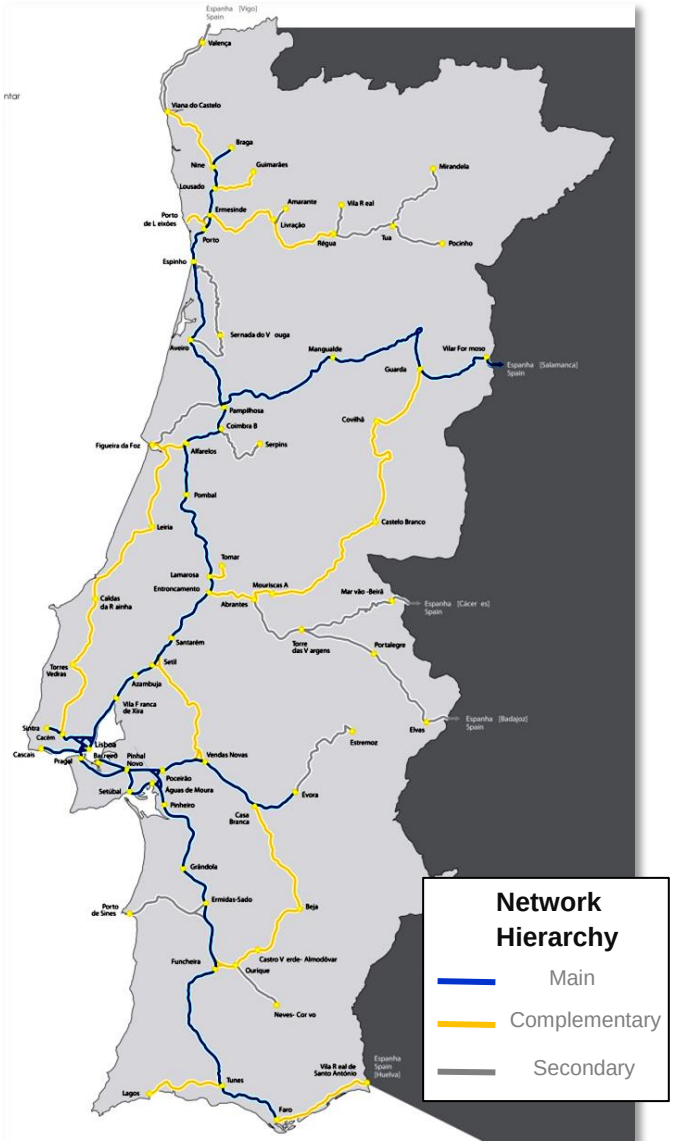
THE PORTUGUESE SYSTEM of NATIONAL SAFETY RULES

Emídio Cândido

Summary

1. Railway transport in Portugal
2. Portuguese railway sector (1996-2013)
3. IMT,I.P.- The Portuguese NSA
4. The national safety rule system

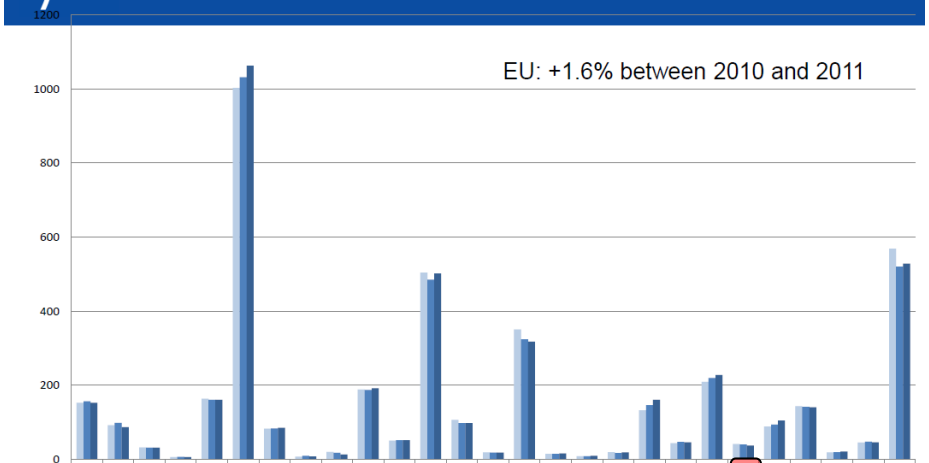
1. Railway transport in Portugal – the rail network



Year 2013	Data
Railway network with traffic	2544 km
Broad gauge (1668 mm)	2432 km / 95,6 %
Narrow gauge (1000 mm)	112 km / 6,8 %
Single track	1934 km / 76 %
Multiple track	610 km / 24 %
Electrification (25kV /1500 Vdc)	1630 km / 64 %
Lines with ATP (EBICAB 700)	1646 km / 65 %
Train- km with ATP	90%
Lines with radio system	1505 km / 59 %
Nº of level crossings	877 / 0,34 per km
Nº of trains per day (year 2011)	1985 Passengers 90% + Freight 10 %

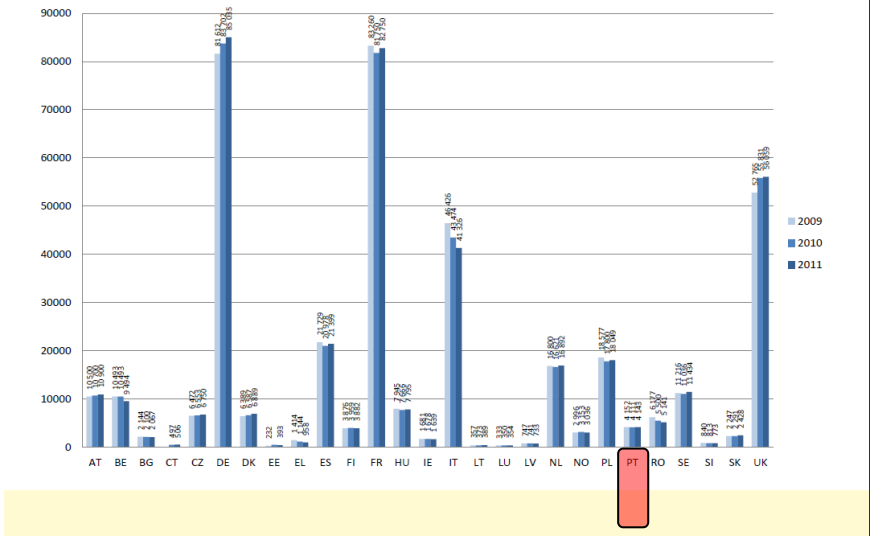
1. Railway transport in Portugal – the rail network

Nr of Train km



	AT	BE	BG	CT	CZ	DE	DK	EE	EL	ES	FI	FR	HU	IE	IT	LT	LU	LV	NL	NO	PL	PT	RO	SE	SI	SK	UK
2009	152	91.9	31.5	5.65	163	1003	82.2	6.82	19.6	188	50	504	106	18.2	351	14.1	8.06	18.7	132	43.3	209	40.6	88.5	143	18.2	45	569
2010	156	98	30.6	5.71	160	1032	83.1	8.93	17	187	51	485	97.4	17.7	324	14.1	8.16	16.6	146	46.5	219	40	93.5	141	18.8	47.5	520
2011	152	86.3	31.2	5.6	161	1063	84.8	7	12.5	191	51.1	502	97	18.1	317	15.3	8.86	18.5	161	45.9	227	37.2	104	140	20.3	45.4	528

Nr of Passenger km



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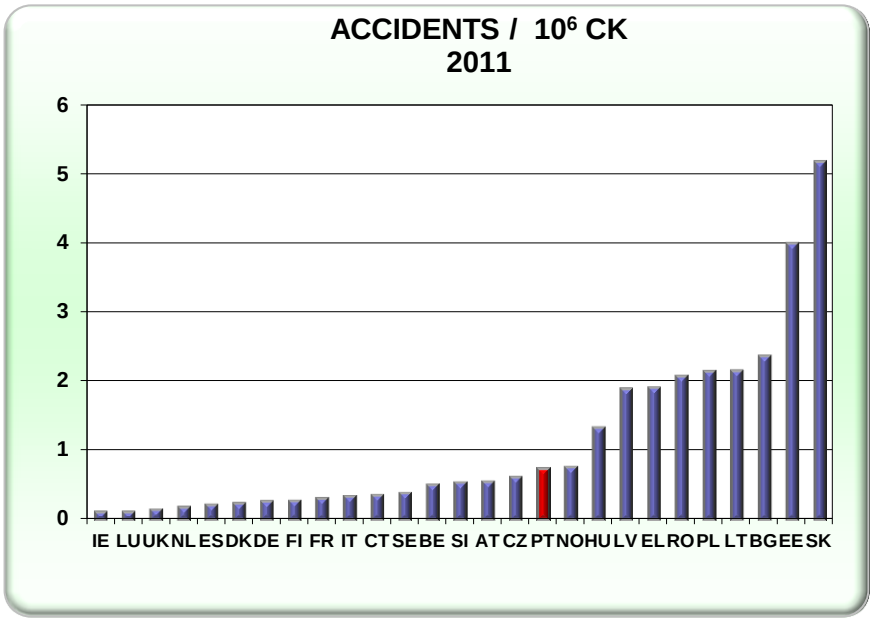

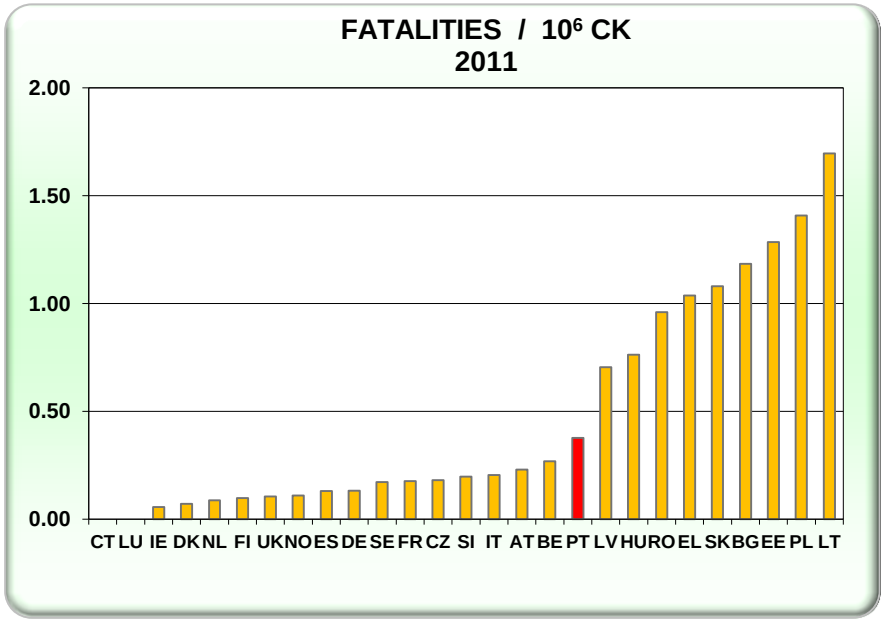

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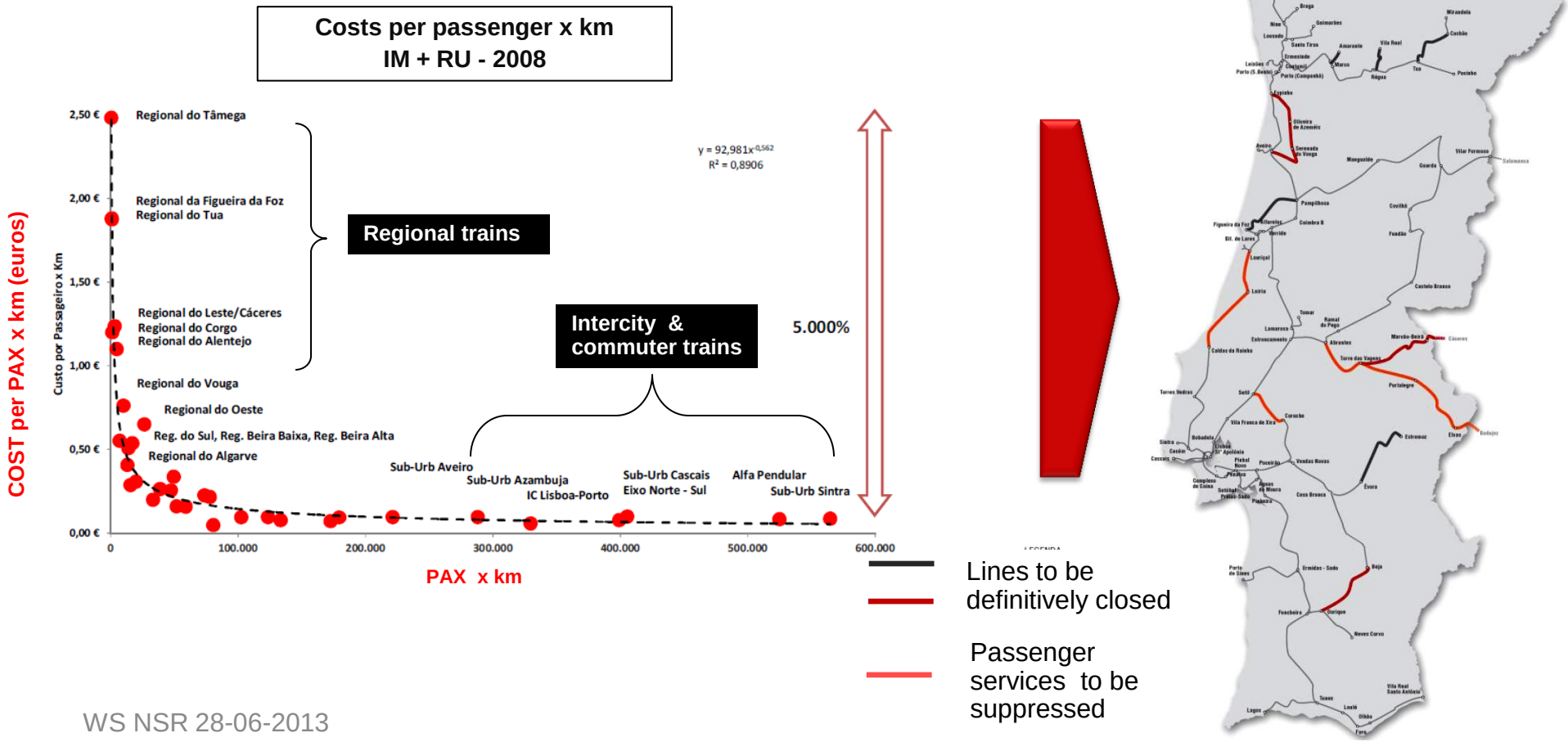
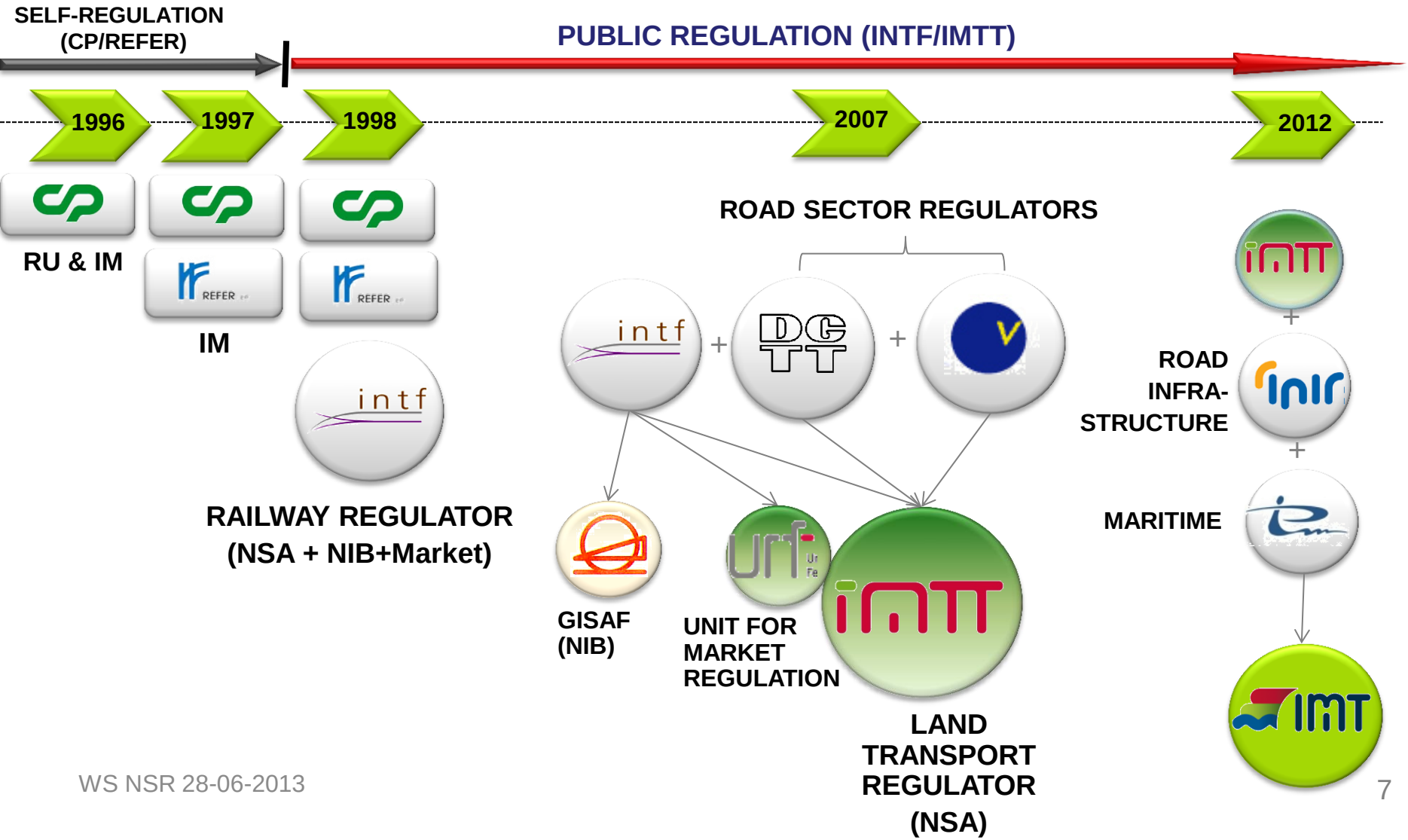


2. Portuguese Railway Sector (1996-2013)



2. Portuguese Railway Sector (1996-2013)

1996

RU & IM

1997

IM

Public RU
(Passengers + Freight)

1999

Private RU
(Passengers)
Concession

2008

Private RU
(Freight)
(open access regime)

2009 …. 2013

Public RU´s
(Passengers) **(Freight)**

Private RU (Spain)
(freight)
(open access regime)

3. IMT, I.P. – The Portuguese NSA

MISSION	Regulation, supervision, coordination and planning
SCOPE	All modes of transportation, except aviation Nationwide, except Islands (Madeira, Azores)
ORGANISATION	Subject to supervision of Ministry of Economy and Employment, but with administrative and financial autonomy Includes a functionally independent unit for railway market regulation (URF)

3. IMT, I.P. – The Portuguese NSA

RAILWAY TASKS

- Safety : act as **N**ational **S**afety **A**uthority (NSA)
- Licencing of railways undertakings
- Market regulation (URF – regulatory unit)

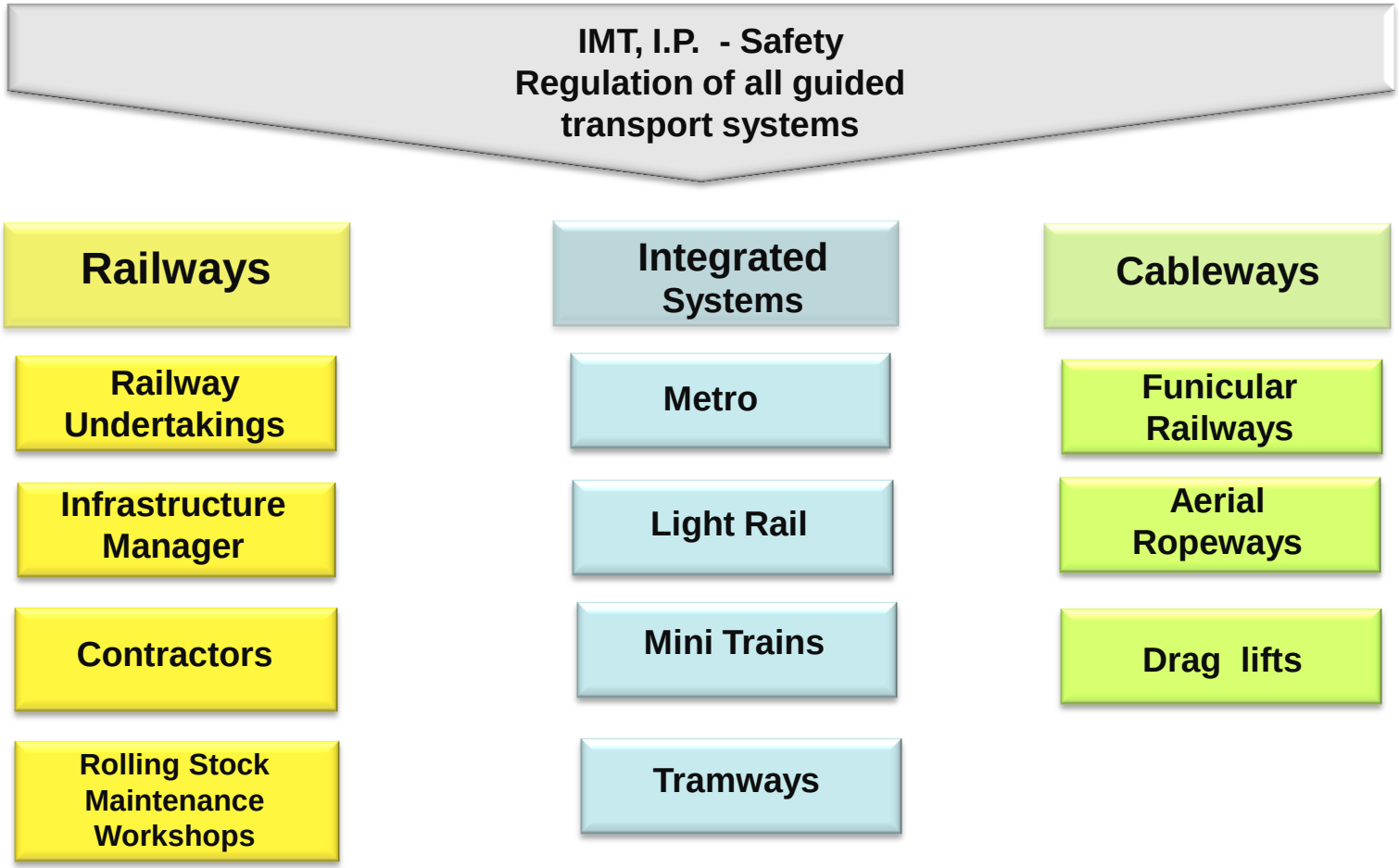
SAFETY TASKS

- Certification / Authorisation (RU´s + IM + Drivers + ECM)
- **Publication & notification of all national safety rules**
- Supervision of all railway activities

INTEROPERABILITY TASKS

- Authorisation to put into service subsystems: **RST, ENE, INF, CCS**
- Management of national registers (RST & Infrastructure)
- Designation and notification of conformity assessement bodies

3. IMT, I.P. – The Portuguese NSA: Scope



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RAILWAYS

INFRASTRUCTURE MANAGER

RST MAINTENANCE WORKSHOPS

RAILWAY UNDERTAKINGS

CONTRACTORS

INSTITUTO DA MOBILIDADE E DOS TRANSPORTES, I.P.

INTEGRATED SYSTEMS

METRO

TRAMS

LIGHT RAIL

MINI-TRAINS

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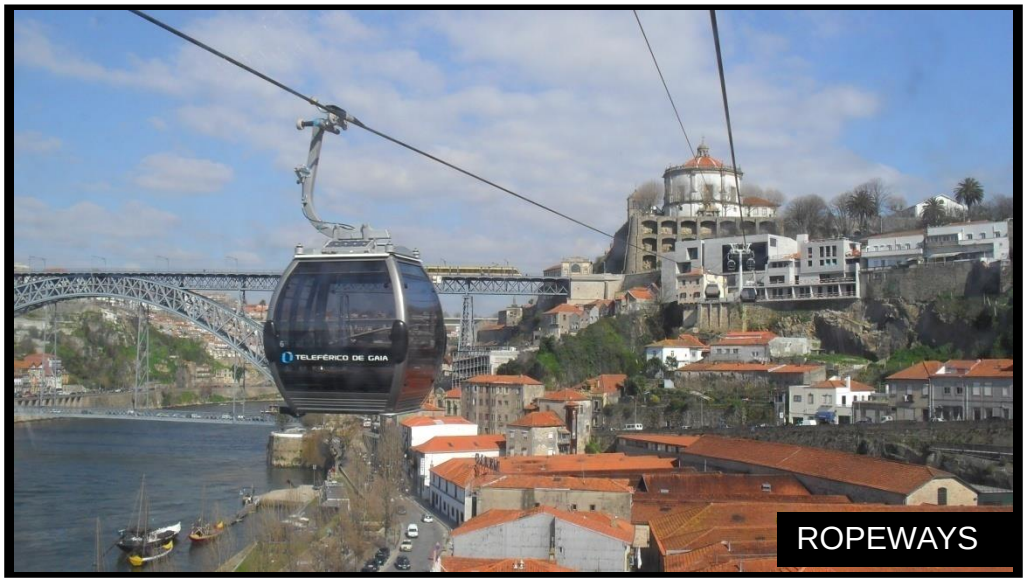
CABLEWAYS



ROPEWAYS

FUNICULARS

DRAG LIFTS

4. The national safety rule system

Current status

Existing safety rule system is managed since 1999 firstly based in a Memorandum Of Understanding among NSA + IM + incumbent RU, and afterwards in:

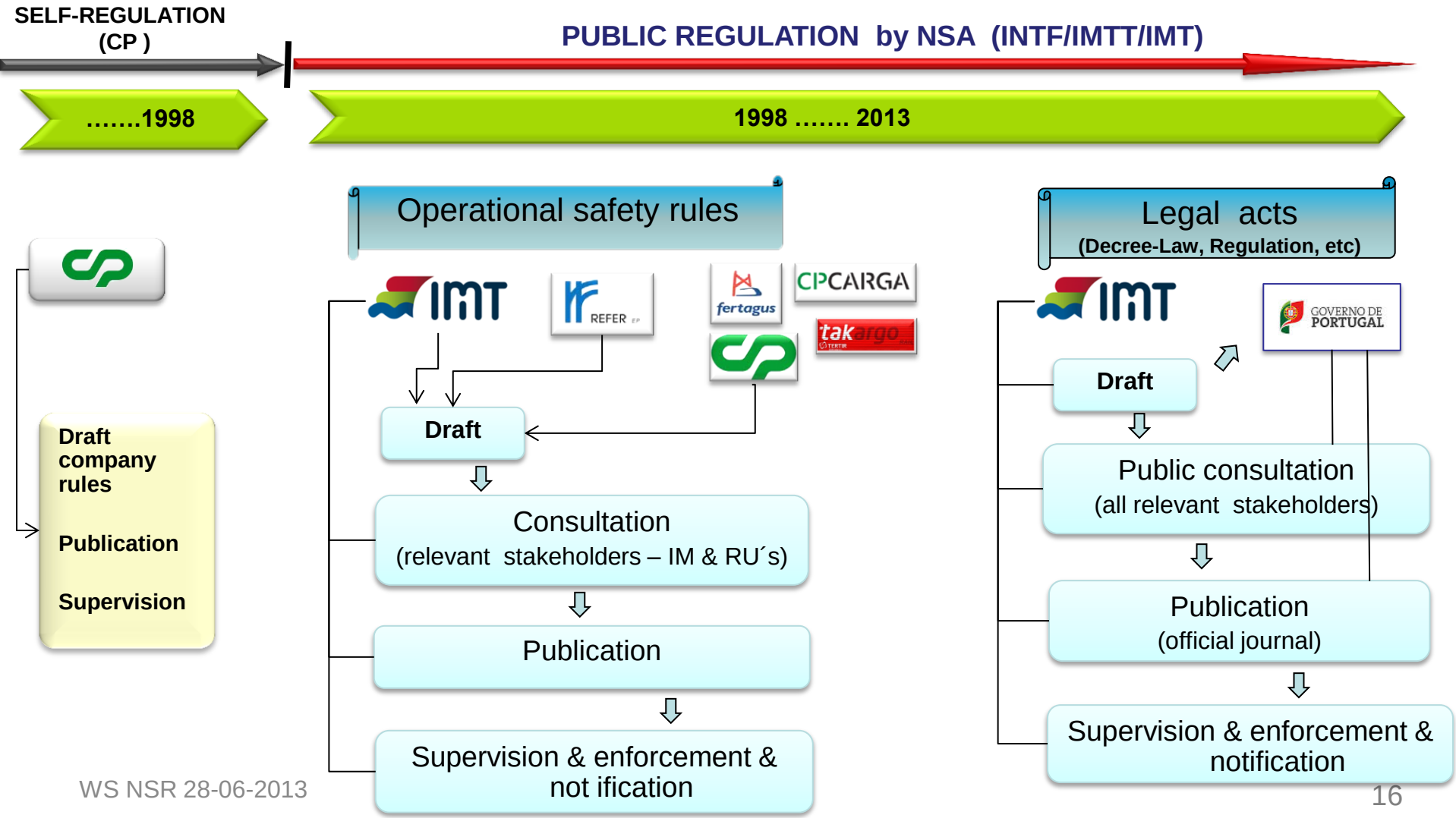
Article 66 N of Decree-law 270/2003 amended by Decree-law 231/2007 :

1. The IMT approves and publishes technical rules for safety, establishing the railway safety requirements, and ensures their implementation and application in a transparent and non-discriminatory way.

2. In exercising the competence provided in the preceding paragraph, the IMT takes into account the need to conform the technical rules of safety with CSM and CST defined at EU level

3. Safety rules are published in the official journal

4. The national safety rule system



4. The national safety rule system

Current status

- ✓ The complete set of legacy company rules published by he incumbent monopoly company (CP) was transferred in 1999 to be managed by NSA
- ✓ All new and amended safety rules are published and enforced by NSA
  →There aren´t indirect safety rules
- ✓ Transparent participation and consultation process of interested stakeholders in the drafting and approval of new or amended rules
- ✓ All safety rules are available to public (on request in the IMT, I.P website)

4. The national safety rule system

PROBLEMS

- ✓ Safety rule system is rather complex and difficult to manage and understand by users
- ✓ Lack of stability due to frequent amendments and updates
- ✓ In several aspects obsolete due to the fact that was drafted based in the old structure and hierarchy of the incumbent company
- ✓ Increasing shortage of staff in NSA to continue to manage the system like it runs today
- ✓ Several attempts to review and update the system since 1998, last one during two years in 2003-2005, were not well succeeded

4. The national safety rule system

Planned Developments in NSR

How ?

- All existing rules listed in IET nº 2 will be reviwed according RMT
- Definition of responsibilities to manage NSR and non-NSR
- Review and Update the content of NSR
- Notification of reviwed NSR in Notif-IT

Who ?

- Coordination and leaderdship by IMT
- Active participation by relevant stakeholders (working group / task force)
- Experts in railway safety and operations and legal affairs

When ?

- First draft classification of NSR – late 2013
- Discussion and agreement on classification of NSR and responsibilities – 1st half 2014
- Review and Update the content of NSR – from 2nd half 2014 to end 2015

Thank you for your attention!

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