

**MINISTRY OF TRANSPORT OF THE REPUBLIC OF LITHUANIA  
NATIONAL INVESTIGATION BODY**

**NATIONAL INVESTIGATION BODY ANNUAL REPORT ON ACCIDENTS HAVING  
TAKEN PLACE IN 2007 ON THE RAILWAY TRANSPORT SYSTEM  
OF THE REPUBLIC OF LITHUANIA**

Vilnius  
2008

*This document is translated from the original Lithuanian and is for information only. The original document should be used as the reference source.*

In implementation of the provisions of Directive 2004/49/EC, in 2006 the Seimas (parliament) adopted an amendment to the Rail Transport Safety Act of the Republic of Lithuania (Lietuvos Zinios state gazetteer, 2004, Vol. 4-27; 2006, Vol. 42-1505). Pursuant to the provisions of Article 2 of the above act, railway transport events are classed into serious accidents, other accidents and incidents.

In the aforementioned act, Article 16(2), stipulates that serious accidents shall be investigated by the Traffic Event Investigation Service authorized by the Minister of Transport of the Republic of Lithuania or by the National Investigation Body appointed by the Minister of Transport of the Republic of Lithuania, in pursuit of improved transport safety and in an effort to ensure the prevention of traffic accidents. In its organization and legal structure, the Traffic Event Investigation Service must be independent from any traffic safety institution and from any institution or organization carrying out any functions of control in railway transport, railway infrastructure operators, railway companies (carriers), any organizations collecting fees for the use of the public rail infrastructure, organization allocating public railways infrastructure capacity, announced (notified) institution or any person whose interests may be in conflict with the objectives of the Traffic Event Investigation Service.

The Rail Transport Safety Act of the Republic of Lithuania specifies that a serious accident means any train collision or derailment of trains or rolling stock or a collision between trains or rolling stock with road transport or other transport resulting in the death of at least one person or serious injuries to five or more persons or extensive damage of at least two million euro to rolling stock, the infrastructure or the environment or the property of natural or legal persons or any other similar accident which prevents railway safety regulation or the management of safety.

Taking into account the statistics of railway transport and the size of the Lithuanian rail network, the Minister of Transport of the Republic of Lithuania issued on 20 February 2003 Resolution No. 3-79 "On the approval of the regulations for investigation of the consequences of railway transport traffic accidents and on the elimination of the consequences thereof (Lietuvos Zinios state gazetteer, 2003, Vol. 26-1066; 2008, Vol. 38-1415) stating that the National Investigation Body shall investigate serious accidents and other traffic accidents in accordance with the Rail Transport Safety Act in pursuit of improved transport safety and in an effort to ensure the prevention of the traffic accidents.

The rights and duties of the National Investigation Body are set out in the Regulations for the Investigation of the Consequences of Railway Transport Traffic Accidents and on the Elimination of the Consequences Thereof, as approved by the aforementioned resolution.

The Regulations for the Investigation of the Consequences of Railway Transport Traffic Accidents and on the Elimination of the Consequences Thereof stipulate that the National Investigation Body, upon receipt of a notification of a railway accident and upon establishing that this accident is not a serious accident, shall immediately decide whether or not investigation of the traffic accident should be carried out, taking into account the following:

- whether the accident or incident in other circumstances would have caused a serious accident;
- the seriousness of the accident or incident;
- whether the accident or incident caused other traffic accidents to happen;
- whether the accident or incident affected railway transport safety in the European Union;
- requests by operators of railway infrastructure, railway companies (carriers), railway safety institutions of other European Union states.

Pursuant to Paragraph 44 of the Regulations for the Investigation of the Consequences of Railway Transport Traffic Accidents and on the Elimination of the Consequences Thereof, the National Investigating Body publishes an annual report of the National Investigating Body on the

investigation of traffic accidents and recommendations offered in the area of traffic safety and the steps taken in accordance with the aforementioned safety recommendations.

In 2007, there were no accidents of railway transport traffic matching the description of a serious accident.

Also, in 2007 there were no decisions taken about the investigation of railway traffic accidents matching the aforementioned description.

In summary, it can be concluded that in 2007 in Lithuania there were no railway transport traffic incidents the investigation of which, pursuant to the laws in force, fell within the competence of the of the National Investigation Body, there were no traffic safety recommendations in the area of traffic safety and there have been no actions which were taken in accordance with the previous traffic safety recommendations.

During the period in question, a new edition of the Resolution of the Minister of Transport of the Republic of Lithuania "On the Regulations for the Investigation of the Consequences of Railway Transport Traffic Accidents and on the Elimination of the Consequences Thereof" was under preparation.

In 2007, in Lithuania there were 132 railway transport traffic events: accidents - 32; incidents - 100.

Traffic events at railway crossings are accounted for by the Traffic Supervision Agency of the Lithuanian Police.

Traffic events where persons are injured because of moving rolling stock are accounted for by the Transport Police.