



*Federal Public Service
Mobility and Transport*

NSA Annual Safety Report 2007

Belgium

Federal Public Service Mobility and Transport
DIRECTORATE-GENERAL FOR LAND TRANSPORT
DEPARTMENT FOR RAILWAY SAFETY AND INTEROPERABILITY
Rue du Progrès 56
1210 Brussels

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A. SCOPE OF THE REPORT

The present report relates the activities of the Belgian National Safety Authority (NSA) during the year 2007. This report concerns the implementation of article 18 of the EU safety directive (EU2004/49), transposed into Belgian legislation by the law of 19 December 2006 (article15). This report was written by the Department for Railway Safety and Interoperability (DRSI).

The DRSI is a department of the Directorate-general for Land Transport, which is part of the Federal Public Service Mobility and Transport. By the royal decree of 16 January 2007, the DRSI has been appointed as national safety authority.

The report contains all the items mentioned in the European Safety Directive and has been based on the recommendations of the European Railway Agency.

B. INTRODUCTORY SECTION

1. Introduction to the report

The DRSI started its activities as NSA on the 2 February 2007. This is the first year that the report contains data concerning activities mentioned in the safety directive. The report of 2006 was outlined against the legislation based on the first railway packet. Several items in the present report are still related to the previous regulation.

The DRSI will send this report to the European Railway Agency. This report, together with its French and Dutch translation will be published on the website of the Federal Public Service Mobility and Transport.

The DRSI will also provide a printed version for limited distribution among the national stakeholders and other interested persons.

This report is related to the year 2007. Beginning 2008 some significant changes in the national regulation were made. These changes are only mentioned but not commented in the present report.

2. Railway Structure Information (Annex A)

- Network map
- List of Railway Undertakings and Infrastructure Managers



3. Summary – General Trend Analysis (e.g. trends in the development of railway safety, certification etc.)

In general the safety level on the Belgian railway was maintained. Nevertheless the SPAD's remain problematic, for which adequate solutions are being looked for. Two serious railway accidents have occurred, causing many fatalities and injures.

Concerning the delivery of safety certificates (first railway package), some candidates were authorised, which results in a slightly increased number of railway operators on the Belgian railway infrastructure. In 2007, no safety certificates based on the safety directive (second railway package) were delivered.

C. ORGANISATION

1. Introduction to the organisation

The DRSI is a section of the Directorate-general for Land Transport, which is part of the Federal Public Service Mobility and Transport.

The DRSI is entrusted by the law of 19 December 2006 on safety of the railway exploitation (article 12), with the following tasks:

- bringing into service the structural subsystems of the railway system;
- authorising the placing into service of new and substantially altered rolling stock that is not yet covered by a TSI;
- supervising that the interoperability constituents are in compliance with the essential requirements;
- issuing, renewing, amending, adding, withdrawing of safety certificates (railway undertakings) and safety authorisations (infrastructure manager);
- giving advice on the operational rules developed by the infrastructure manager (also in the Royal Decree of 16 January 2007 defining the procedure for approval and publication of the national safety rules);
- participating in the developing of the national safety rules (Also in the Royal Decree of 16 January 2007 enumerating the safety requirements for management systems, staff and rolling stock);
- developing the national vehicle register (NVR) in accordance with the common specifications, the attribution of the alphanumeric code to the vehicles, and introducing the data in the NVR (this item is also related to the Royal Decree of 28 December 2006 on the Interoperability of the Trans-European high speed network and on the conventional railway system);
- controlling the application of the national safety rules;



- following up the measures taken as a result of recommendations made by the investigators of accidents and incidents.
- supervising the organisations who provide training facilities,
- and issuing licences for train drivers and train crew.

The DRSI as national safety authority also contributes to the Working Parties of the ERA, and provides the answer to the questionnaires sent by the ERA.

The DRSI is responsible for the transposition and application of the international regulations concerning RID (including controlling and reporting on accidents).

The DRSI represents Belgium in the meetings of the Article 21 Committee (EU 96/48, 2001/16/EU).

The DRSI also represents Belgium in the working parties on safety and interoperability of the European Commission and in the working parties of the OTIF (especially the working groups on dangerous goods and tank freight wagons).

The organisational structure of the DRSI is set up as follows.

Director of the DRSI, directly supported by administrative staff, a legal expert and a communication officer. (total of 6 persons);

Safety Unit : Head of the Unit, with staff in charge of safety certificates (issuing and following-up), controlling the application national safety rules, developing safety rules, and drivers licences. (issuing and following-up)(total of 7 persons);

Infrastructure Unit (for bringing into service of the subsystems)(INF, ENE, CCS): Head of the Unit, with staff in charge of issuing safety authorisations and follow-up, interoperability issues on infrastructure, energy and ERTMS. (total of 4 persons);

Rolling Stock Unit, bringing into service of all types of rolling stock, monitoring and supervising rolling stock of all infrastructure users, interoperability issues on rolling stock (ERTMS, Rolling Stock, Freight wagons, Noise,...), RID, Cross acceptance of Rolling Stock, VKM, NVR, inspection of tram/metro and historical rolling stock. (total 7 persons).

On 31 December 2007, the DRIS counted a total of 24 persons. All experts are in charge of several tasks.

2. Organisational flow

Annex B



3. Coordinates

Federal Public Service Mobility and Transport
DIRECTORATE-GENERAL FOR LAND TRANSPORT
DEPARTMENT FOR RAILWAY SAFETY AND INTEROPERABILITY
Rue du Progrès 56
1210 Brussels
Phone number +32 2 277 3911
Fax number +32 2 277 40 55
nsa@mobilite.fgov.be
www.mobilite.fgov.be

D. THE DEVELOPMENT OF RAILWAY SAFETY

1. Initiatives to maintain/improve safety performances

Table D.1.1 - Safety measures triggered by accidents/precursors to these

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	
26/04/07	Izegem	Collision passengers train	Review of the procedures related to signalling works by the IM
29/11/07	La Hulpe	Craft men involved in a collision	To be decided

Table D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures
None	



2. Detailed data trend analysis

Over the last two years we observed the following trends in the field of railway safety (numbers relative to train*kms):

The number of total accidents is strongly increased:

- the number of collisions of trains decreased;
- the number of derailments of trains very strongly increased;
- the number of level-crossing accidents strongly increased (*);
- the number of person-related accidents caused by rolling stock in motion strongly increased;
- the number of fires in rolling stock didn't change significantly.

The number of fatalities is very strongly increased:

- the number of passengers killed strongly increased;
- the number of employees killed increased;
- the number of level-crossing users killed very strongly increased (*);
- the number of unauthorised persons killed didn't change;
- the number of others killed didn't change significantly.

The number of injures is strongly increased:

- the number of passengers injured very strongly increased;
- the number of employees injured very strongly increased;
- the number of level-crossing users injured very strongly increased (*);
- the number of unauthorised persons injured decreased;
- the number of others injured very strongly decreased.

The number of precursors decreased:

- the number of broken rails decreased;
- the number of track buckles decreased;
- the number of wrong signalling failures didn't change;
- the number of signals passed at danger increased;
- the number of broken wheels didn't change significantly;
- the number of broken axes didn't change.



The cost of all accidents and safety hours is not available.

Technical safety of infrastructure and its implementation, management of safety:

- the percentage of tracks with Automatic Train Protection increased;
- the percentage of train*km with Automatic Train Protection are not available;
- the number of level crossings decreased;
- percentage of level crossing with protection increased;
- the number of audits are not available.

(*) numbers relative to figures per 100km and per LC.

The collision of a passengers train in Izegem on 26 April 2007 has its effect on the figures of passengers' fatalities and injures. Also the collision involving craft men in La Hulpe on 29 November 2007 has increased the quantity of employees' fatalities. The road user's increasing disregard towards the closed half-barrier level crossings caused a fatality rise.

At first sight, we can observe a decreasing safety level, but deducting a defecting safety trend on a two yearly basis is not reliable. Therefore an average of minimum four years will be required.

3. Results of safety recommendations

It is too early to have significant results.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION

The transposition of the EU Safety Directive was implemented by the law of 19 December 2006 on safety of the railway exploitation. The law was published on 23 January 2007 in the Belgian Official Journal ("Moniteur belge" – "Belgisch Staatsblad"), and entered into force on 2 February 2007. (see Annex D).

This law:

- contains the structure of the national safety rules;
- creates the national safety authority and defines its tasks;
- enumerates the needs of safety systems;
- introduces the safety certificates for the infrastructure manager and the railway operators;
- describes the procedure of putting into service in Belgium of rolling stock which is already in use in another Member State;
- describes the way to investigate on railway accidents and incidents;
- creates the national investigation body;
- creates a legal basis for supervision and inspection of the railway.



The same day, an important number of Royal Decrees (dated 16 January 2007) was published and also entered into force on 2 February 2007 (see Annex D).

These Royal Decrees decided on :

- the creation of the DRSI within the Directorate-general for Land Transport of the Federal Public Service Mobility and Transport as the National Safety Authority;
- the creation of the Investigation body as part of the Federal Public Service Mobility and Transport;
- the recognition of the SNCB as organisation providing training facilities. (meanwhile, this Royal Decree of 18 January 2008 has been replaced by the Royal Decree of 12 March 2008 on granting training facilities to train drivers and other train staff);
- the description of the investigation procedures;
- the description on the procedures for obtaining safety certificates and safety authorisations;
- the enumeration of the safety requirements for management systems, staff and rolling stock;
- the procedure for approval and publication of the national safety rules.

The Royal Decree of 28 December 2006 on the interoperability of the trans-European high speed railway system and of the European conventional railway system, transposing the directive EU/2004/50, was also published on 23 January 2007 and came into force the same day of the law transposing the safety directive. This Royal Decree assigns to the Safety Authority has the task of developing and keeping the National Vehicle Register.

The law of 19 December 2006 contains the structure of the national safety rules. This structure foresees the creation of national operating rules. These rules have to be developed by the infrastructure manager and have to obtain a positive advice from the Safety Authority.

During the year 2007 a great number of operating rules has been reviewed and got a positive advice from the Safety Authority. They are enumerated in annex D.

F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (Part A and Part B)

The starting date is the day the law on safety of the railway exploitation came into force: the 2 February 2007.

1.2. Starting date for issuing Safety Authorisations according to Article 11 of Directive 2004/49/EC

The starting date is the day the law on safety of the railway exploitation came into force: the 2 February 2007.

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers.

The national safety rules are officially published in the Belgian Official Journal ("Moniteur belge" – "Belgisch Staatsblad"). They are in permanence consultable on the website of the Federal Public Service Mobility and Transport, part RAIL.



The national safety rules concerning the safe exploitation of the railway system (the operating rules) are published on a special website of the infrastructure manager (INFRABEL), the railway undertakings and candidate undertakings can obtain access to this website. www.railaccess.be.

2. Numerical data (*Annex E*)

3. Procedural aspects

3.1. Safety Certificates Part A

- 3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company).

No application in 2007.

- 3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive.

No application in 2007.

- 3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State.

No application in 2007.

- 3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate.

No application in 2007.

- 3.1.5. NSA Charging fee for issuing a Part A Certificate :

1000 Euro/Part A Certificate (based on Royal Decree of 16.01.2007 art.33 §2, on safety authorisations and on the safety certificates, the placing into service of rolling stock and the annual safety report).

- 3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service.

No application in 2007.

- 3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.

No application in 2007.

- 3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate.

The Railway undertakings missed a detailed guideline explaining the procedure for obtaining a Part A Certificate.

- 3.1.9. Feedback procedure (e.g. questionnaire) that allows railway undertakings to express their opinion on issuing procedures/practices or to file complaints.

A feedback procedure does not exist. Every railway undertaking can contact the NSA to express its opinion.



3.2. Safety Certificates Part B

- 3.2.1. Reasons for updating/amending Part B Certificates (e.g. variation in type of service, extent of traffic, lines to be operated, type of rolling stock, category of staff, etc.).

No application in 2007.

- 3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive.

No application in 2007

- 3.2.3. NSA Charging fee for issuing a Part B Certificate :

The Royal Decree foresees a total amount of 96,500 Euro that will be distributed to all holders of a Safety Certificate Part B depending on the number of train x km.

- 3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service.

No application in 2007.

- 3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.

No application in 2007.

- 3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate.

The railway undertakings missed a detailed guideline explaining the procedure for obtaining a Part B.

- 3.2.7. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints.

A feedback procedure does not exist. Every railway undertaking can contact the NSA to express its opinion.

3.3. Safety Authorisations

- 3.3.1. Reasons for updating/amending Safety Authorisations.

No application in 2007.

- 3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive.

No application in 2007.

- 3.3.2. Summary of the regular problems/difficulties in application procedures for Safety Authorisations.

No application in 2007.

3.3.3. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation.

The infrastructure manager has introduced his demand for safety authorisation on 3 February 2007 (legal obligation, there was no transition period). The NSA has declared the demand as incomplete. The infrastructure manager needed the rest of the year to complete his demand. The DRSI could only restart the examination in the beginning of 2008.

3.3.4. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints.

A feedback procedure does not exist; the infrastructure manager can contact the NSA to express its opinion.

3.3.5. NSA Charging fee for issuing a Safety Authorisation.

The Royal Decree foresees a total charge of 96,500 Euro/year.

G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

1. Description of the supervision of Railway Undertakings and Infrastructure Managers

1.1. Audits/Inspections/Checklists

- Audits/inspections carried out by the NSA staff/third parties/both.

The Belgian NSA carried out 2 inspections in 2007: one on the implementation of the national safety regulation for international freight trains and the other on the safety certification.

- NSA manpower available for inspections (Number, % of NSA staff involved)

60 man-hours were needed for carrying out the inspections (including preparation).

- Economical aspects of audits (Costs...).

No audits

1.2. Vigilance aspects/Sensitive points to follow-up by the NSA

- The most frequent problem is the updating of documentation such as regulations and guidelines for train drivers. Documents are available but not updated and a procedure for updating documents is missing.
- Documents that have to accompany wagons are incomplete or missing.

2. Description of the coverage of the legal aspects within the annual reports from the Infrastructure Managers and Railway Undertakings – Availability of the annual reports before 30 June (according to Article 9(4) of the Railway Safety Directive)

The DRSI received the annual report in time from the infrastructure manager (Infrabel) and the following railway undertakers:

- NMBS/SNCB
- DLC
- SNCF
- Rail4Chem Benelux B.V.
- TrainsporT AG
- ERS Railways B.V.

Belgium transposed the safety directive 2004/49/EU into its legislation only in the beginning of 2007. Consequently, the first annual reports based on that legislation, are to be expected in 2008.

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities Safety certificate 2001/14
3. Number of inspections of RUs/IMs for 2007	planned	/	/		2
	carried out	/	/		2

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 2007	planned	0	0		0
	carried out	0	0		0

5. Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections.



No application in 2007.

6. Short summary/description of the complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate.

There were no complaints.

7. Short summary/description of the complaints from RU('s) concerning IM('s) related to conditions in their authorisation.

There were no complaints.

H. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

The safety directive EU2004/49 has been transposed in Belgium legislation by the law of 19 December 2006 and the accompanying Royal Decrees. They came into force on 2 February 2007. This report contains information on the activities of the DRSI and its position as Belgian NSA from 2 February 2007 on. The indicators concerning the accidents and incidents, for 2006 and 2007, have been based on data collected by the infrastructure manager and the railway undertakings.

In the year 2007 there was an increasing number of accidents, fatalities and injuries. Nevertheless the Belgian safety level is still high. The quantity of precursors decreased. Data on two years can not allow concluding that there is a general reduction of the safety level. The main objective of the DRSI is to maintain this high level. The DRSI will concentrate his controlling activities on the aspects that have influenced some safety indicators in a negative way. Specific controls and the important investment in the installation of ECTS will increase the safety level.

In the year 2007, the DRSI has not yet delivered safety certifications or safety authorisation based on the safety directive. All railway undertakings in Belgium still operate under the safety certificate delivered under the previous legislation. The DRSI has already treated a large number of demands for bringing into service rolling stock and infrastructure projects.

Disposing of the necessary human resources is the most important challenge of the DRSI. The imposed follow-up of all legal prescriptions necessitates the recruitment of staff either from the SNCB-Group or from the public function. As both the European Commission and the European Railway Agency are located in the vicinity of our Department, they are, especially in the field of contracting qualified personnel, big competitors who can often offer much better conditions to the applicants.

I. SOURCES OF INFORMATION

- Publications in the Belgian Official Journal
- Own information
- Data received from the infrastructure manager and the railway undertakings
- The investigation body

J. ANNEXES

ANNEX A: Railway Structure Information

ANNEX B: Organisation chart(s) of the National Safety Authority

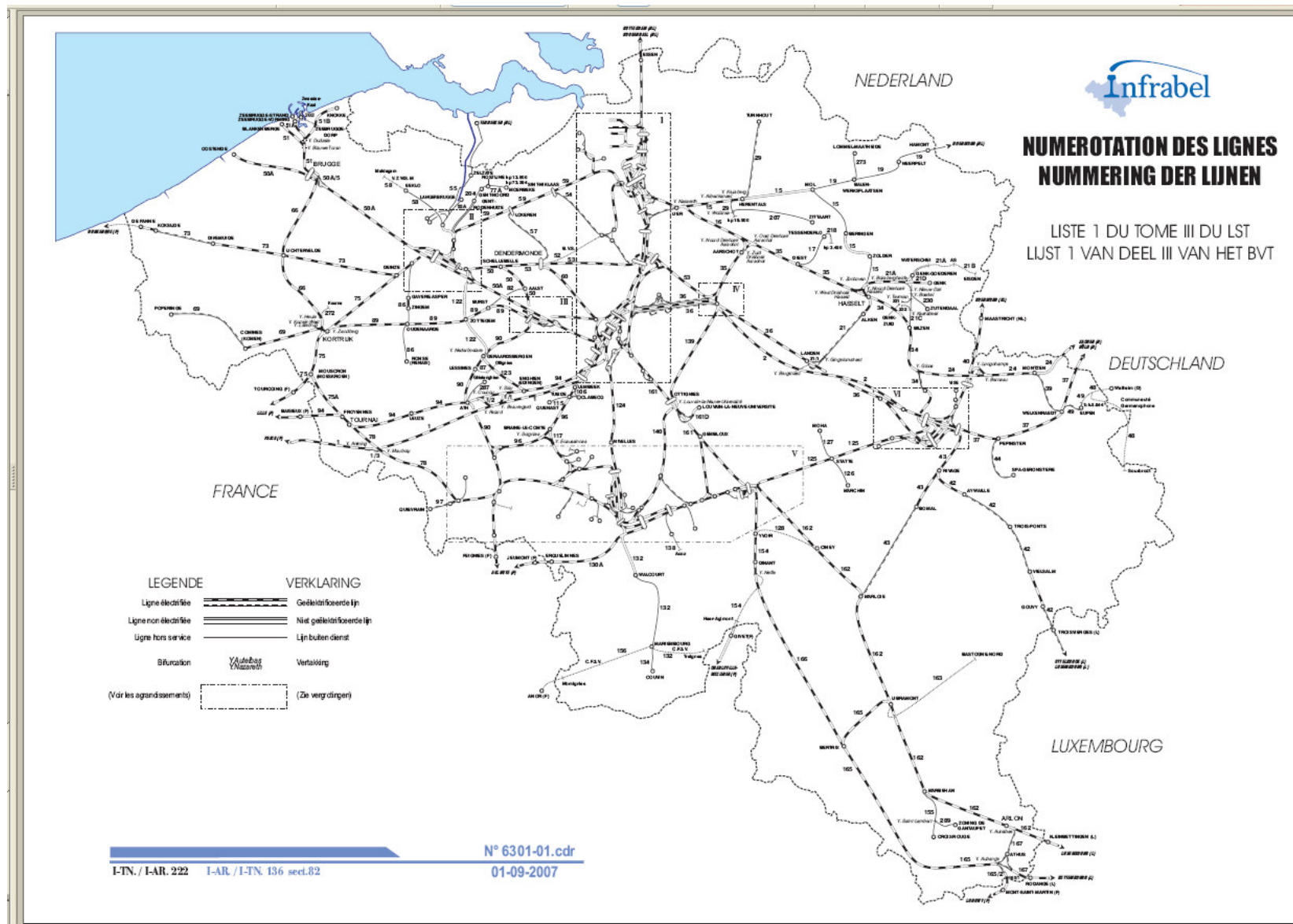
ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

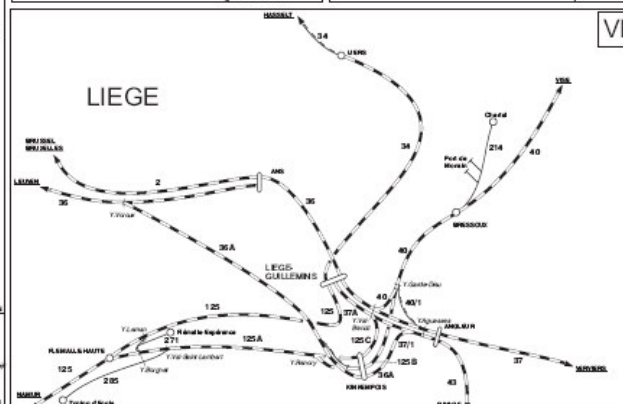
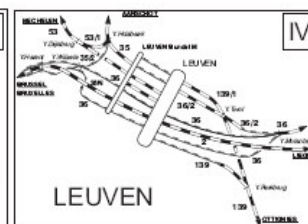
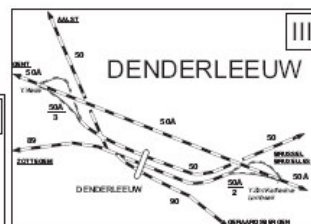
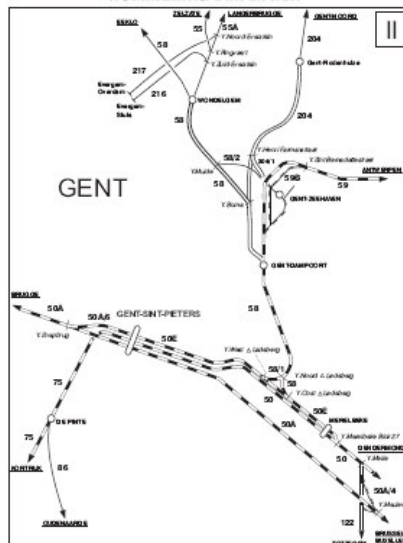
ANNEX E: The development of safety certification and authorisation – Numerical Data

ANNEX A: Railway Structure Information

A.1. Network map



LISTE 1 DU TOME III DU LST
LIJST 1 VAN DEEL III VAN HET BVT
 AGRANDISSEMENTS / VERGROTINGEN
NUMEROTATION DES LIGNES
NUMMERING DER LIJNEN



A.2. List of Railway Undertakings and Infrastructure Managers

Infrastructure Manager (as per 31 December 2007)

Name: **Infrabel**

Address: Barastraat 110, B-1070 Brussels

Website: www.railaccess.be

Railway Undertakings (as per 31 December 2007)

a. transport of passengers and freight

Name: **NMBS** – Nationale Maatschappij der Belgische Spoorwegen

SNCB – Société nationale des Chemins de fer belges

Address : Frankrijkstraat 85, B – 1060 Brussels

Website: www.nmbs.be; www.sncb.be

Safety Certificate 2001/14/EC : C001-2

Valid till: 26 February 2010

b. transport of freight

. Name: **DLC** – N.V. Dillen & Le Jeune Cargo

Address : Velodroomstraat 121, B - 2850 Boom

Website : www.dlcargo.com

Safety Certificate 2001/14/EC : C002-4

Valid till: 10 January 2009

. Name: **SNCF** – Société Nationale des Chemins de fer français

Address : 34 rue du Commandant Mouchotte, F- 75699 Paris Cedex 14

Website : <http://fret.sncf.com>

Safety Certificate 2001/14/EC : C003

Valid till: 7 April 2008

. Name: **Rail4Chem Benelux B.V.**

Address: Moezelweg 136A, 3198 LS Europoort, NL – Rotterdam

Website: www.rail4chem.com

Safety Certificate 2001/14/EC : C004-1

Valid till: 17 September 2009

. Name: **Trainsport AG**

Address : Betriebszentrum E40, B – 4730 Lichtenbusch/Raeren

Website : www.trainsport.com

Safety Certificate 2001/14/EC : C005-1

Valid till: 10 December 2009

. Name: **ERS Railways B.V.**

Address: Albert Plesmanweg 61 K-L, NL – 3088 GB Rotterdam

Website: www.ersail.com

Safety Certificate 2001/14/EC : C006

Valid till: 8 February 2010

A.2.1. Infrastructure Manager(s)

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
NV/SA Infrabel	110 rue Bara, 1070 Bruxelles	www.infrabel.be	-	01/01/2005	Not available	3002 km/ 25kV AC / 3 kV DC	-	125 km	TBL, TVM	-	-

A.2.2. Railway Undertaking(s)

Name	Addresses	Website	Safety Certificate 2001/14/EC (Number/Date)	Availability period of the Safety Certificate	Safety Certificate A-B 2004/49/EC (Number/Date)	Traffic Type (Freight,...)	Number of Locomotives	Number of Railcars/Multiple Unit-sets	Number of Coaches/Wagons	Number of train drivers/safety crew	Volume of passenger transport	Volume of freight transport
NMBS/SN CB	See on list page 19	See on list page 19	2001/14/EC : C001-2	27-02-2007 until 26-02-2010	Not applicable for 2007	Passengers and freight	-	-	-	-	-	-
DLC	See on list page 19	See on list page 19	2001/14/EC : C002-4	01-01-2007 until 10-10-2009	Not applicable for 2007	Freight	17	-	-	-	-	-
SNCF	See on list page 19	See on list page 19	2001/14/EC : C003	01-07-2005 until 07-04-2008	Not applicable for 2007	Freight	-	-	-	-	-	-
Rail4Chem Benelux BV	See on list page 19	See on list page 19	2001/14/EC : C004-1	18-09-2006 until 17-09-2009	Not applicable for 2007	Freight	9	-	-	-	-	-

Trainsport AG	See on list page 19	See on list page 19	2001/14/EC : C005-1	14-02-2007 until 10-1-2009	Not applicable for 2007	Freight	4	-	-	-	-	-
Ers Railways BV	See on list page 19	See on list page 19	2001/14/EC : C006	08-02-2007 until 08-02-2010	Not applicable for 2007	Freight	13	-	-	-	-	-

Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)
ATP = Automatic Train Protection
LC = Level Crossing

ANNEX B: Organisation chart(s) of the National Safety Authority

B.1. Chart: Internal organisation

B.2. Chart: Relationship with other National Bodies

ANNEX B: Organisation chart(s) of the National Safety Authority

Chart: Internal organisation

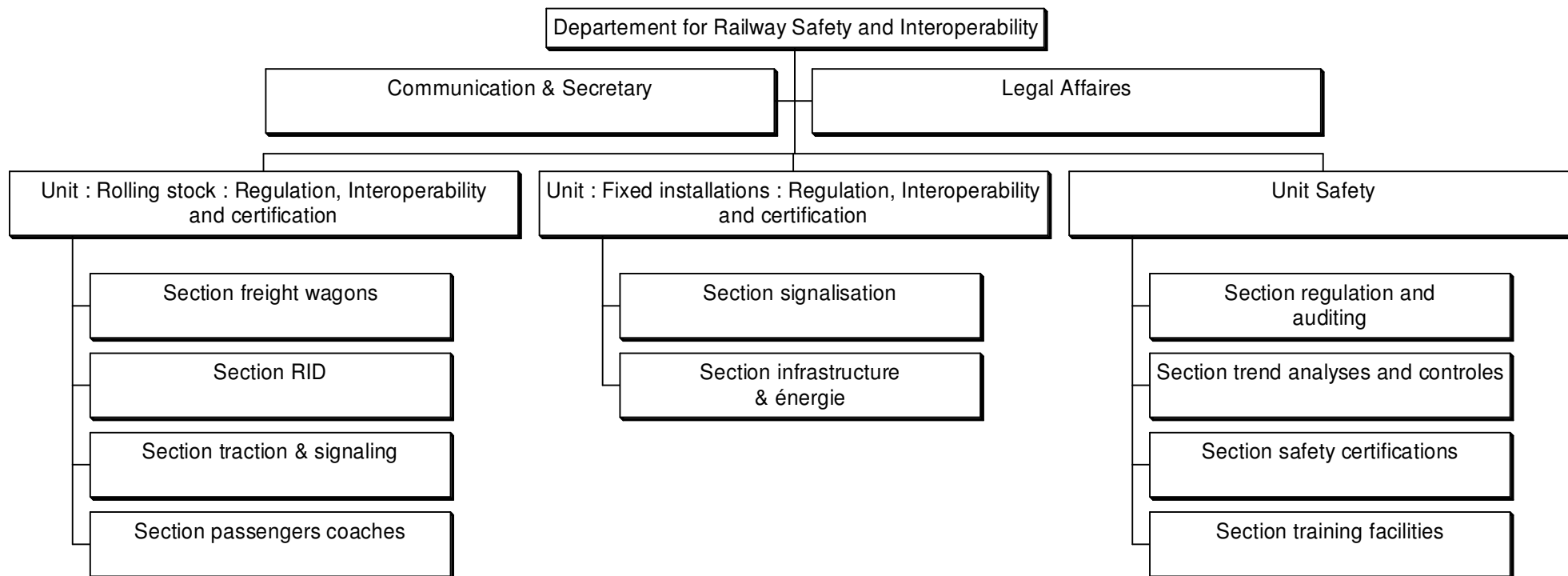
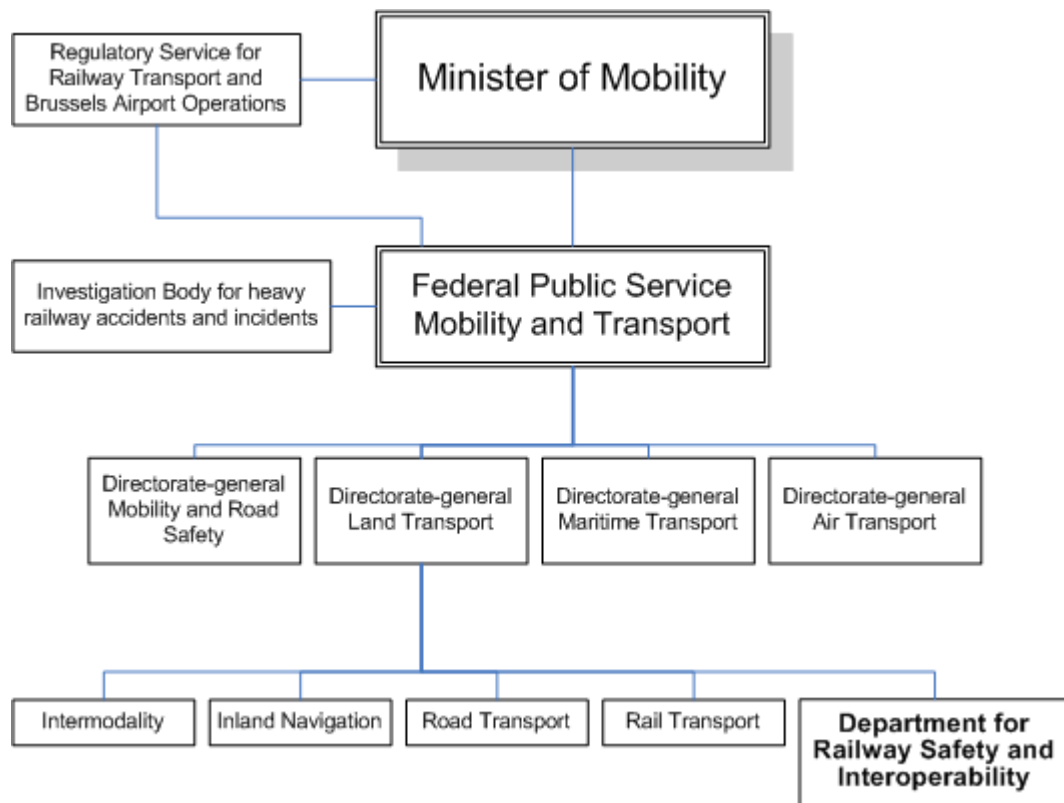


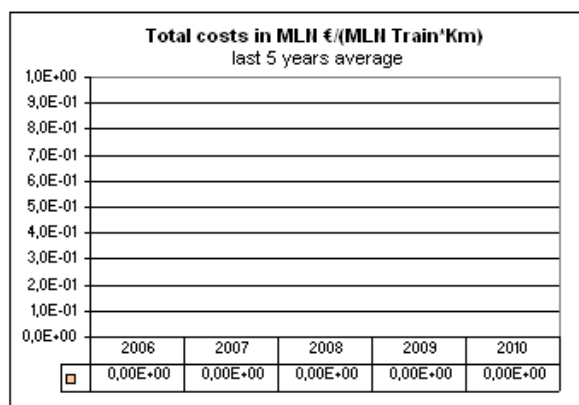
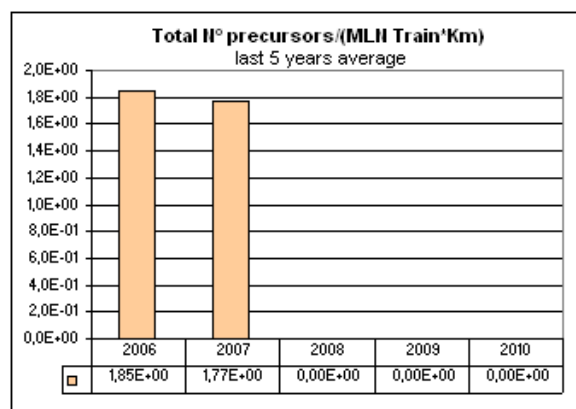
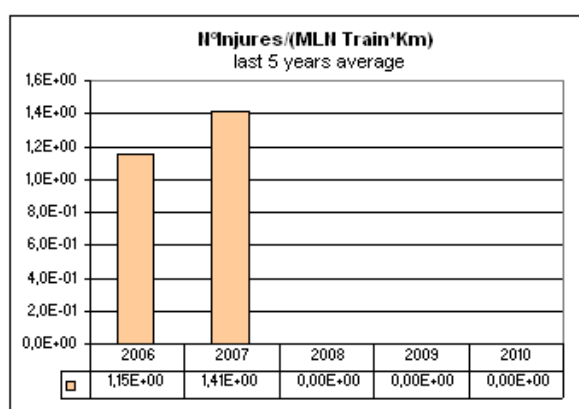
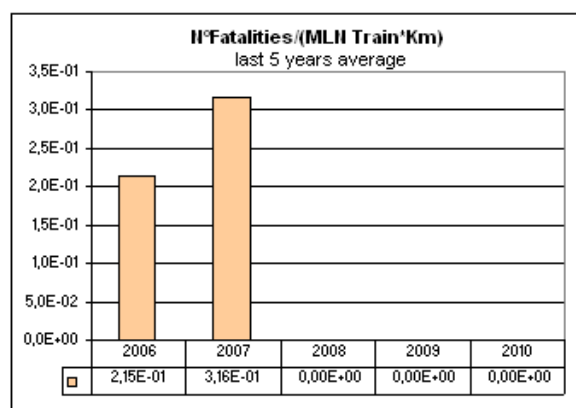
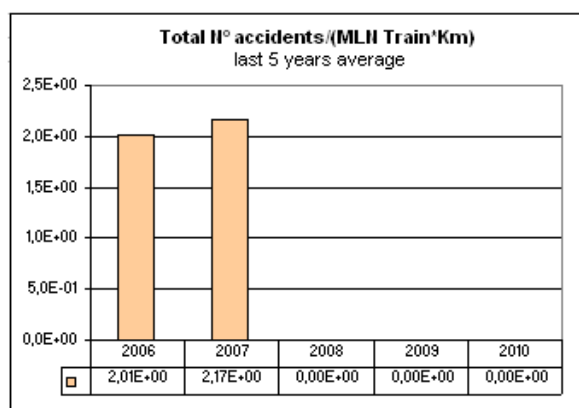
Chart: Relationship with other National Bodies



ANNEX C: CSIs data – Definitions applied

C.1. CSIs data¹

Performances at a glance



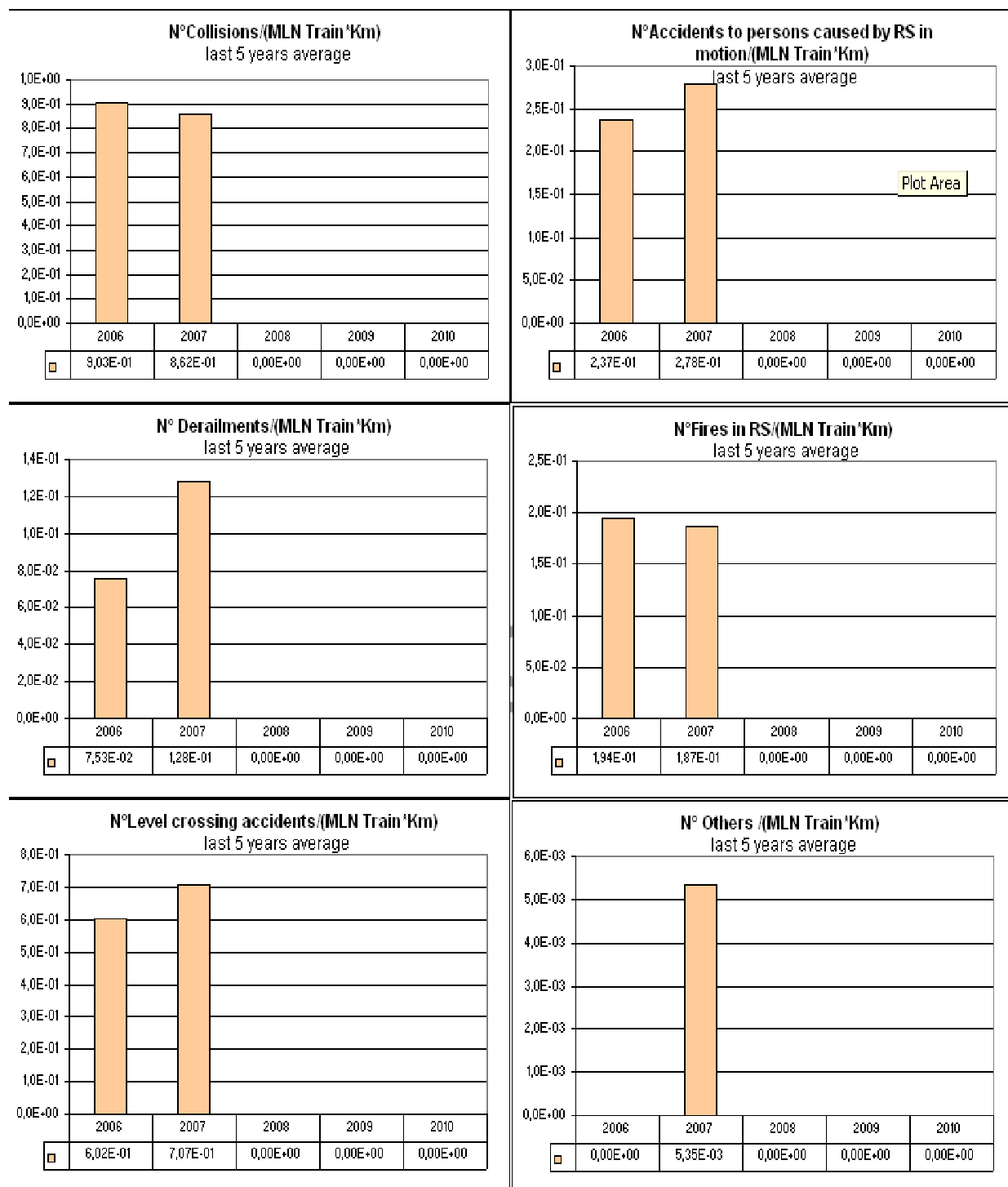
2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Accidents divided by type



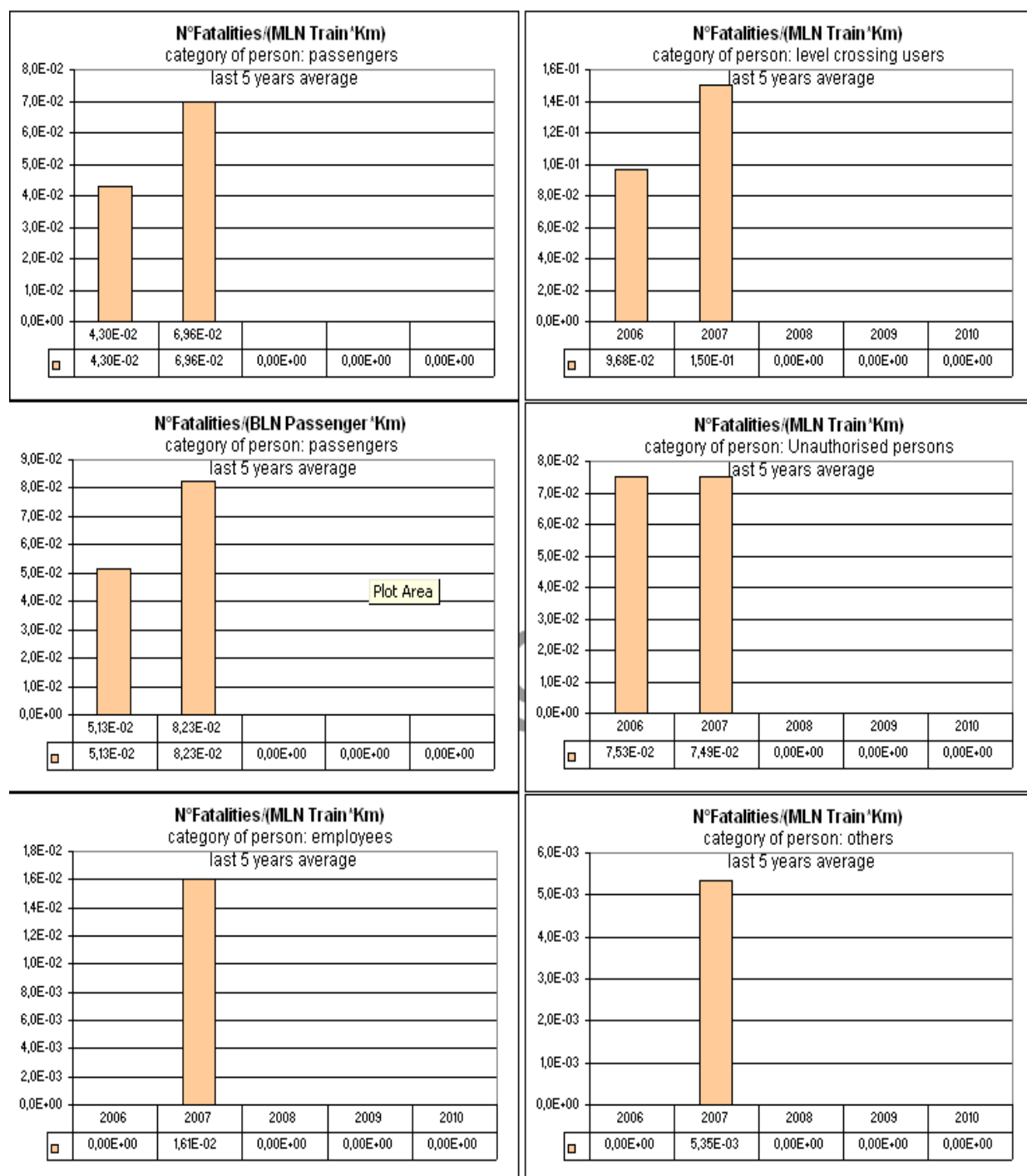
2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Fatalities divided by category of people involved



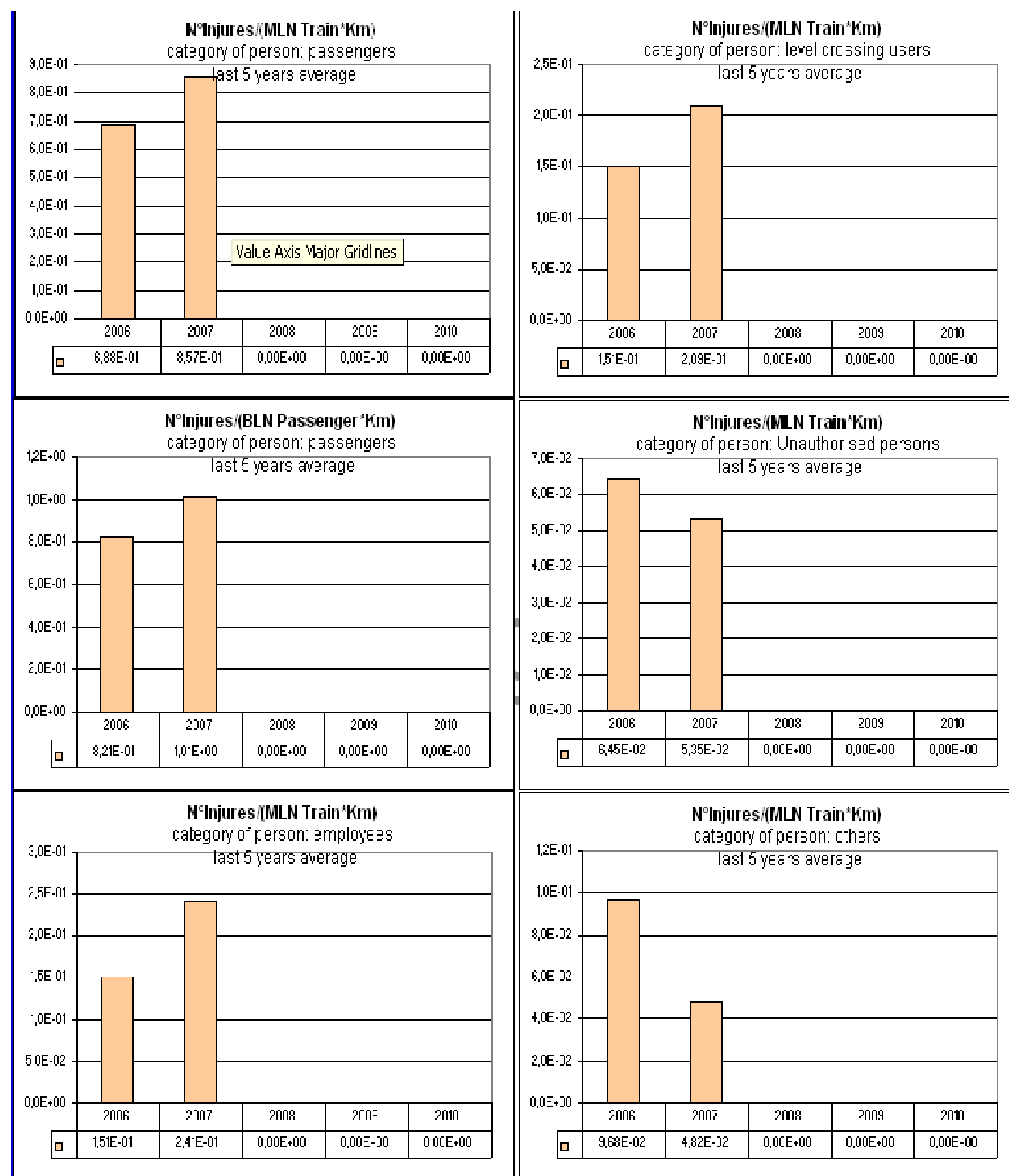
2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Injures divided by category of people involved



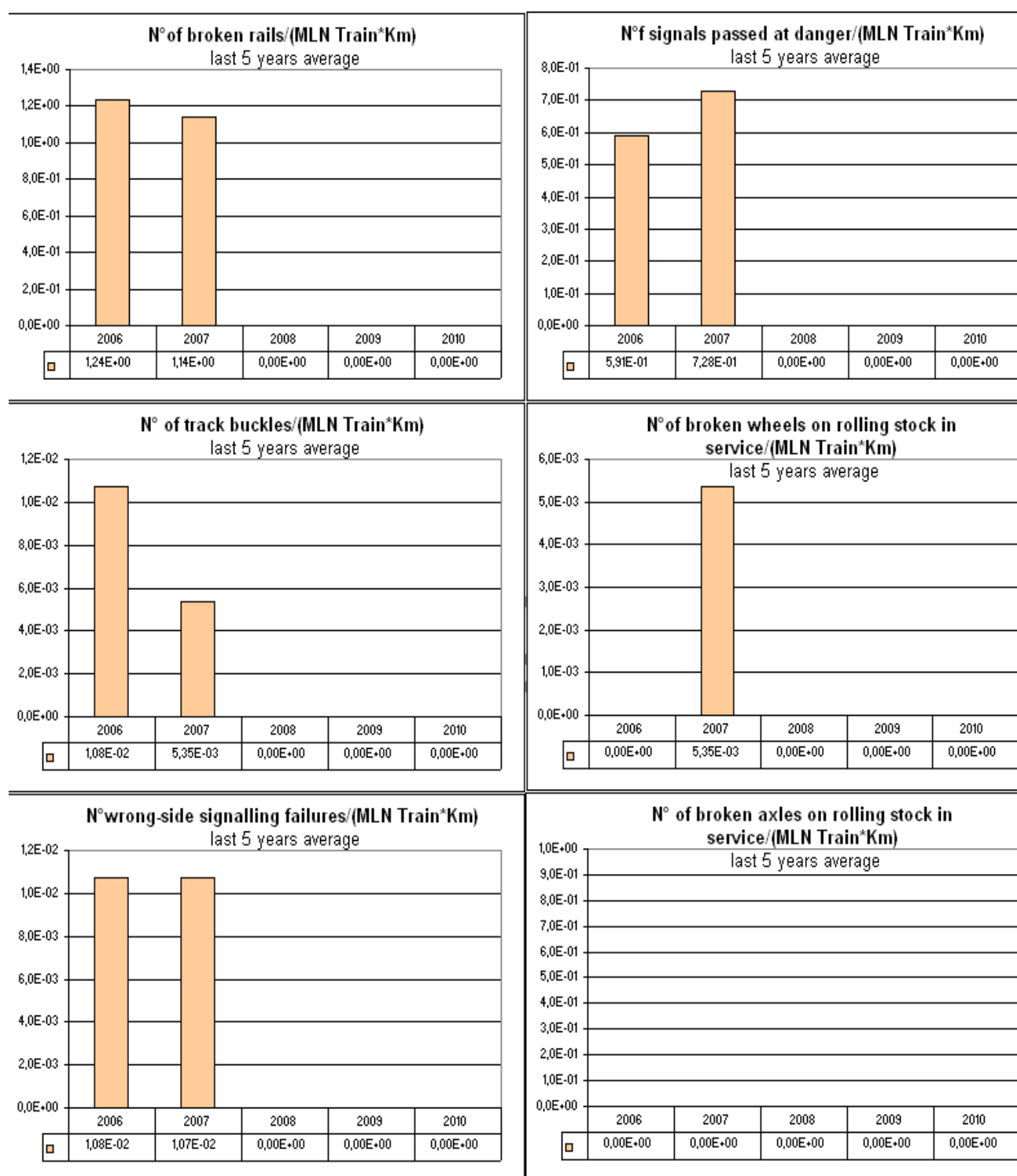
2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Precursors to accidents



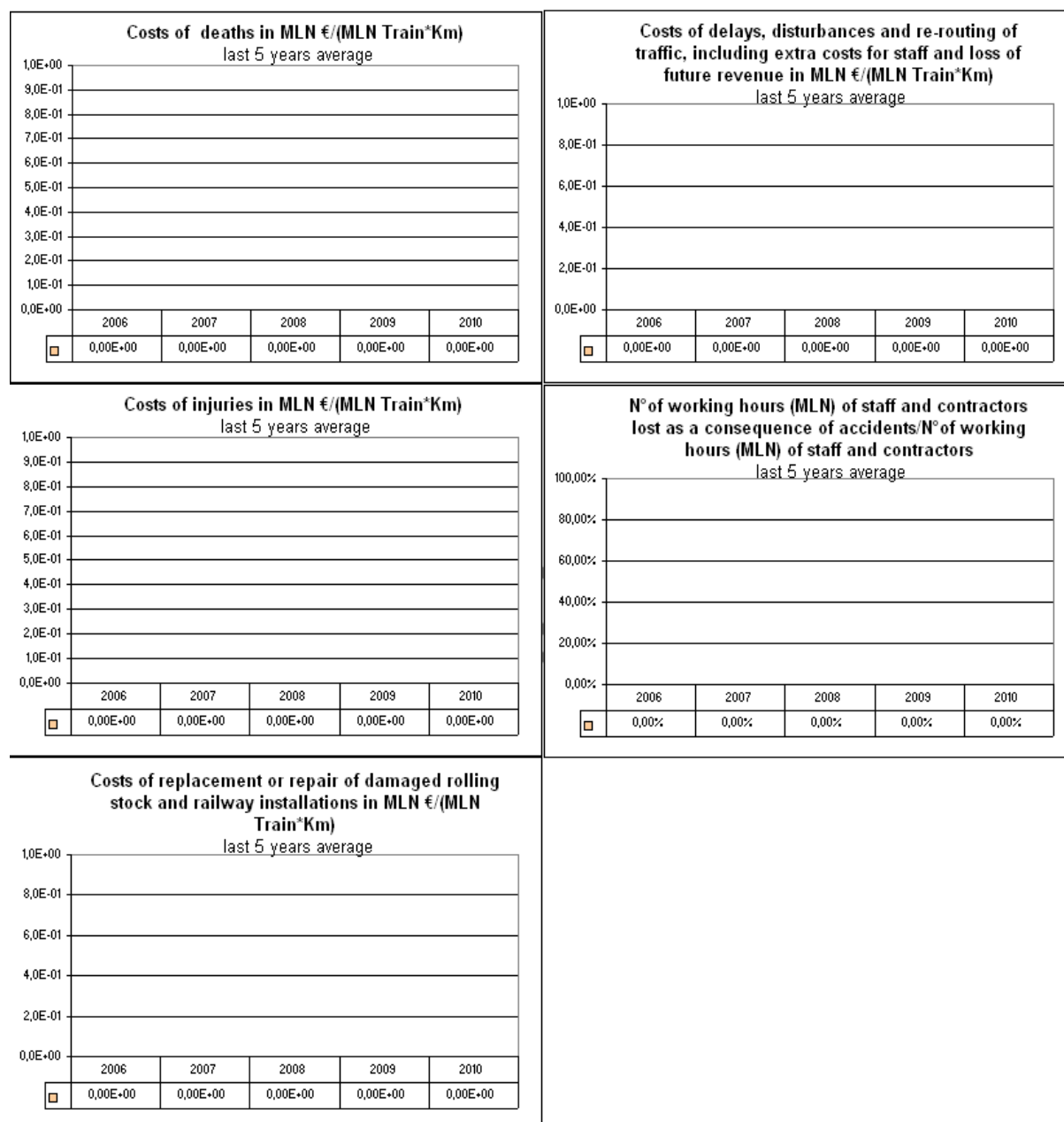
2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents



2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

Technical safety of infrastructure and its implementation, management of safety



2007 report: values related to 2006.

2008 report: values related to the average between 2006 and 2007.

2008 report: values related to the average among 2006, 2007 and 2008.

2009 report: values related to the average among 2006, 2007, 2008 and 2009.

C.2. Definitions used in the annual report

C.2.1. Definitions in Regulation 91/03 to be applied:

deaths (killed person)

means any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides

injures (seriously injured person)

means any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides

passenger-km

means the unit of measure representing the transport of one passenger by rail over a distance of one kilometre. Only the distance on the national territory of the reporting country shall be taken into account

rail passenger

means any person, excluding members of the train crew, who makes a trip by rail. For accident statistics, passengers trying to embark/disembark onto/from a moving train are included

suicide

means an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority

significant accident

means any accident involving at least one rail vehicle in motion, resulting in at least one killed or seriously injured person, or in significant damage to stock, track, other installations or environment, or extensive disruptions to traffic. Accidents in workshops, warehouses and depots are excluded

train

means one or more railway vehicles hauled by one or more locomotives or railcars, or one railcar traveling alone, running under a given number or specific designation from an initial fixed point to a terminal fixed point. A light engine, i.e. a locomotive traveling on its own, is not considered to be a train

train*Km

means the unit of measure representing the movement of a train over one kilometre. The distance used is the distance actually run, if available, otherwise the standard network distance between the origin and destination shall be used. Only the distance on the national territory of the reporting country shall be taken into account

C.2.2. National definitions

Directive 2004/49/EC lays down in Annex 1, point 6:

“Definitions

The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and calculation methods in use shall be explained in an Annex to the annual report described in Article 18.”

National definitions and methods to calculate costs concerning the items listed in the Annex 1 to Directive 2004/49/EC are to be reported in this paragraph, whether not defined in this legal act and in the Reg.91/03.

C.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10 ⁶
BLN	10 ⁹
NSA	Network Safety Authorities
RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager

ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
Legislation concerning the national safety authority	Law of 19.12.2006 on the safety of railway exploitation. Royal Decree creating a national railway safety authority.	02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation. Creation of the NSA BE.
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	Law of 19.12.2006 on the safety of railway exploitation. Royal Decree of 28.12.2006 on the Interoperability of the trans-European high speed network and on the conventional railway system.	02.02.2007 02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation. Creation of the NSA BE.
National rules concerning railway safety				
Rules concerning national safety targets and methods	Law of 19.12.2006 on the safety of railway exploitation. To be completed in 2008	02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation. Creation of the NSA BE.
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	Law of 19.12.2006 on the safety of railway exploitation. Royal Decree of 16.01.2007 on the approval of safety and on the safety certificate, the placing into service of rolling stock and the annual safety report.	02.02.2007 02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation. Creation of the NSA BE.
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	Law of 19.12.2006 on the safety of railway exploitation. Royal Decree of 16.01.2007 on the approval of safety and on the safety certificate, the placing into service of rolling stock and the	02.02.2007 02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation. Creation of the NSA BE.

	annual safety report.			
Rules concerning requirements for wagon keepers	<p>Law of 19.12.2006 on the safety of railway exploitation.</p> <p>Royal Decree of 16.01.2007 on safety authorisations and on the safety certificates, the placing into service of rolling stock and the annual safety report.</p> <p>Royal Decree of 28.12.2006 on the Interoperability of the trans-European high-speed network and on the conventional railway system.</p>	<p>02.02.2007</p> <p>02.02.2007</p> <p>02.02.2007</p>	Transposing the safety directive	Application of the safety directive in Belgian legislation. Creation of the NSA BE.
Rules concerning requirements for maintenance workshops	None			
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	<p>Royal Decree of 16.01.2007 on the approval of safety and on the safety certificate, the placing into service of rolling stock and the annual safety report.</p> <p>Royal Decree of 28.12.2006 on the Interoperability of the trans-European high speed network and on the conventional railway system.</p>	<p>02.02.2007</p> <p>02.02.2007</p>	Transposing the safety directive	Application of the safety directive in Belgian legislation.
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	None			
Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	None			

Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	Royal Decree of 16.01.2007 on safety requirements and procedures applying to the railway infrastructure manager and railway undertakings. Royal Decree of 18.01.2008 relating to the supply of training services for train drivers and the crew.	02.02.2007 23.01.2008	Transposing the safety directive	Application of the safety directive in Belgian legislation.
Rules concerning the investigation of the accident and incidents including recommendation	Royal Decree of 23.01.2007 fixing certain rules on investigations of railway accidents and incidents.	02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation.
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	Law of 19.12.2006 on the safety of railway exploitation. To be completed in 2008	02.02.2007	Transposing the safety directive	Application of the safety directive in Belgian legislation.
Rules concerning requirements for autorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signaling, interlocking, level crossing, platforms, etc.)	None			

ANNEX E: The development of safety certification and authorisation – Numerical Data

E.1. Safety Certificates according to Directive 2001/14/EC

Number of Safety Certificates issued according to Directive 2001/14/EC, held by railway undertakings in year 2007 being licensed	in your Member State	3
	in another Member State	1

E.2. Safety Certificates according to Directive 2004/49/EC

		New	Updated / amended	Renewed			
E.2.1. Number of valid Safety Certificates Part A held by Railway Undertakings in the year 2007 being registered	in your Member State	0	0	0			
	in another Member State	0	0	0			
		New	Updated / amended	Renewed			
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in the year 2007 being registered	in your Member State	0	0	0			
	in another Member State	0	0	0			
					A	R	P
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway Undertakings in year 2007 being registered	in your Member State for	new certificates			0	0	0
		updated / amended certificates			0	0	0
		renewed certificates			0	0	0
	in another Member State for	new certificates			0	0	0
		updated / amended certificates			0	0	0
		renewed certificates			0	0	0
					A	R	P
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway	in your Member State for	new certificates			0	0	0
		updated / amended certificates			0	0	0
		renewed certificates			0	0	0

Railway Undertakings in year 2007 being registered	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

P = Case is still pending, no certificate was issued so far

E.2.5. List of countries where RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A

E.3. Safety Authorisations according to Directive 2004/49/EC

		New	Updated / amended	Renewed		
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 2007 being registered in your Member State		0	0	0		
				A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2007 being registered in your Member State	new authorisations		0	0	0	
	updated / amended authorisations		0	0	0	
	renewed authorisations		0	0	0	

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed		
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part A in year 2007 for Railway Undertakings holding	a licence released by your Member State	0	0	0		
	a licence released by another Member State	0	0	0		

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate Part B in year 2007 for Railway Undertakings holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	0	0	0

E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 2007 for Infrastructure Managers holding	a licence released by your Member State	0	0	0
	a licence released by another Member State	0	0	0