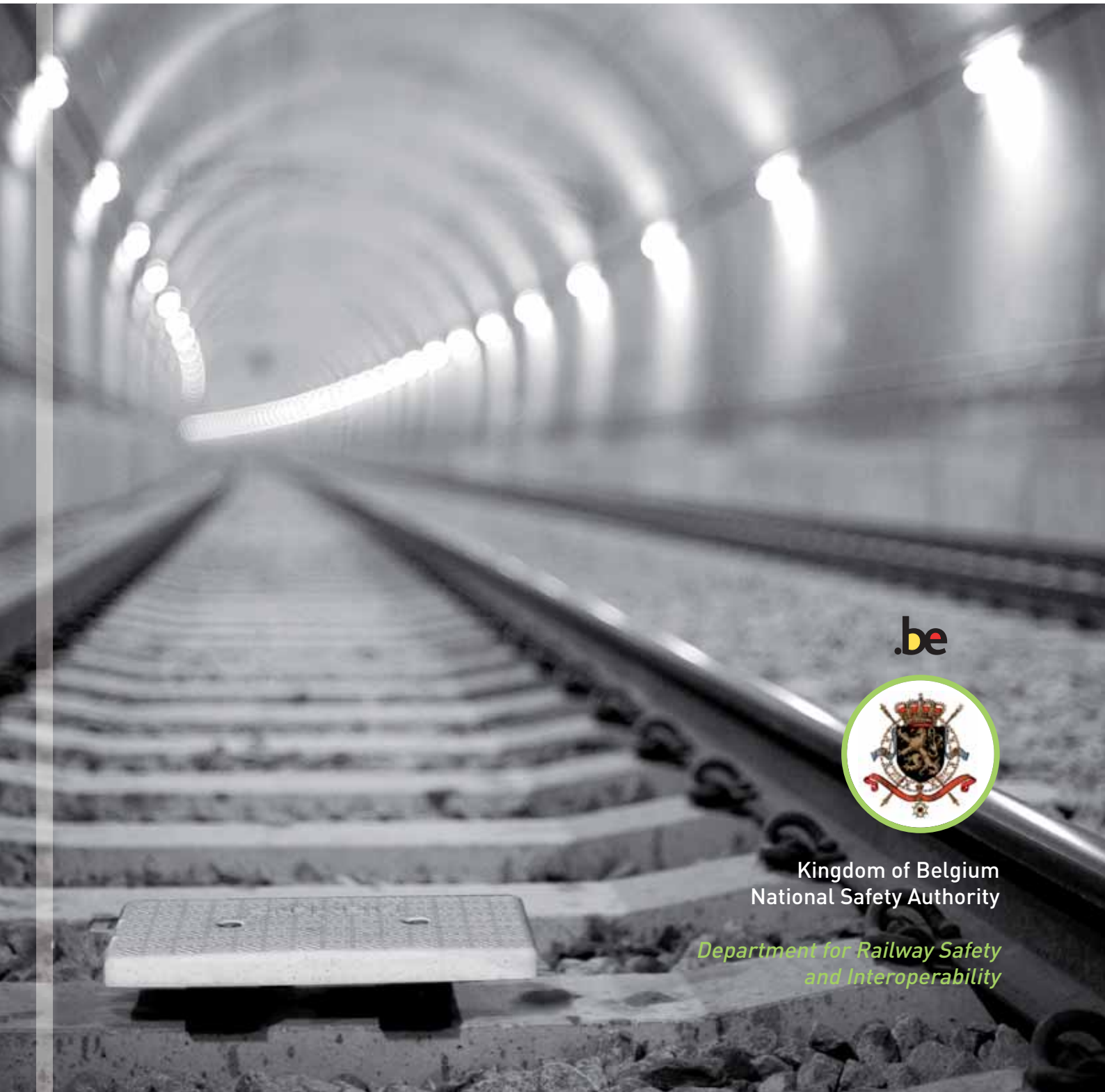
2011

NSA **ANNUAL SAFETY REPORT**
BELGIUM



Kingdom of Belgium
National Safety Authority

Department for Railway Safety and Interoperability


HOTEL

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Ⓐ PREFACE

Ⓐ 1. Scope of the report

The present report describes the activities of the Belgian Safety Authority during the year 2011. This report was written by the Department for Railway Safety and Interoperability (DRSI).

The DRSI falls under the responsibility of the State Secretary for Mobility. The Royal Decree of 16 January 2007 designated the DRSI as National Safety Authority (NSA). The DRSI is assigned all tasks established in article 16 of the Railway Safety Directive 2004/49/EC. In addition, it has the responsibility for the recognition and supervision of the entities in charge of maintenance (article 14bis of Directive 2004/49/EC), and it is also the competent body as referred to in Directive 2007/59/EC on the certification of train drivers operating locomotives and trains on the railway system in the Community.

This report is intended to comply with article 18 of the Railway Safety Directive. The report is based on the template developed by the European Railway Agency and contains all the items indicated in article 18 of Directive 2004/49/EC.

Ⓑ 2. Summary

At the end of 2011, the DRSI had issued safety certificates in accordance with Directive 2004/49/EC to 14 railway operators on the Belgian railway network.
In anticipation of the IT tools, the DRSI issued no European licences for train drivers in accordance with Directive 2007/59/EC.
In 2011, the DRSI issued its first recognition for a psychological and medical centre and the recognition of various training centres is under preparation.
The number of signals passed at danger remains alarmingly high and the accelerated introduction of the TBL1 + system is on course.

B

INTRODUCTORY SECTION

Ⓑ 1. Introduction to the report

This report deals with developments in railway safety in Belgium based on the common safety indicators, amendments to the Act and regulations on railway safety, developments in safety certification and safety authorization, and experience of monitoring the infrastructure manager and the railway undertakings. Exceptions, such as those listed in article 14bis of Directive 2004/49/EC (concerning the entities in charge of maintenance), have not occurred in 2011.

The DRSI shall provide the European Railway Agency with a copy of this annual report. This report shall also be available, together with the Dutch and French translation, on the website of the Federal Public Service Mobility and Transport.

The DRSI shall also have a printed version made up for limited distribution for those concerned and other interested parties.

Ⓑ 2. Railway Structure Information (Annex A)

Map of the network

The enclosed maps were provided by the Belgian infrastructure manager, Infrabel. The data on railway infrastructure and on the number of train kilometres also originate from Infrabel.
Remark: double railway lines were counted twice.

List of railway undertakings and infrastructure managers

Information on certificates and licences issued according to the second railway package is own information.

Ⓑ 3. Summary – General Trend Analysis

The consolidation of a steady or decreasing trend in the safety indicators can be established from most of the tables in the Annex C.1. Thereby one must take into account the tragic accident in Buizingen on 15 February 2010 that continues to influence the indicators for the number of fatalities and serious injuries.

On the other hand, the number of signals passed at danger remains alarmingly high. The accelerated introduction of the TBL1 + system is of the highest priority for the next few years to mitigate the consequences of such events.

In 2011, the DRSI issued 3 safety certificates Part A and 8 safety certificates Part B (including adaptations and renewals), and certified 2 new railway undertakings for the Belgian network. No safety certificates were revoked or restricted due to serious infringements. As in previous years, one single railway undertaking is responsible for the vast majority of freight transport.

During the meetings "Safety Consultation of Railway Operation" with representatives of the railway sector, the DRSI elaborated on the future distribution of the European licence for train drivers and the additional certificate of competency according to Directive 2007/59/EC. As the IT tools for production and database have yet to be implemented, in 2011 there were no European licences for train drivers issued.

The DRSI issued its first recognition of a psychological and medical centre in the context of medical examinations and occupational psychological examinations, an obligation for the certification of train personnel.

Various applications were submitted to the DRSI at the end of 2011 for recognition as training centres with regard to the provision of training services to train drivers, required for the issuing of the European licence for train drivers and the additional complementary certificates.

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ORGANISATION

© 1. Presentation of the organisation

The DRSI began operating as the Belgian Safety Authority on 2 February 2007, when the DRSI was a part of the Federal Public Service Mobility and Transport. The Royal Decree of 22 June 2011 placed the management (director and deputy-director) of the DRSI directly under the authority of the State Secretary for Mobility.

Through the Act of 19 December 2006 concerning the operational safety of railways, the DRSI was awarded responsibilities as set out in article 16 of the Railway Safety Directive 2004/49/EC . When the Directive 2007/59/EC for the certification of train drivers was being transposed, this Act was adapted, and the responsibilities which, according to the Directive, belong to the competent authority, were assigned to the DRSI.

The remit of the DRSI was further supplemented by the transposition of the Directive 2008/57/EC on the interoperability of the rail system within the Community and with a number of responsibilities listed in the Decisions implementing the aforementioned Acts.

The DRSI provides technical support to the Belgian representation at the meetings of the Railway Interoperability and Safety Committee (article 29 of the Directive 2008/57/EC on the interoperability of the rail system within the Community) and participates in the working groups of the European Commission, the ERA and the OTIF in connection with the safety, interoperability and the transport of dangerous goods.

On 31 December 2011 there were 29 persons in the DRSI (28,2 FTE). The experts are responsible for various technical tasks and are supported by an administrative framework.

As a result of the recommendations of the audit conducted by the European Railway Agency, the additional tasks in connection with the certification of train drivers, and the independence of the DRSI, steps were taken in 2011 to modify the organisation of the DRSI. The fourth unit "Administrative & legal support" is operational since 1 June 2011, and on 1 January 2012 a fifth unit "Supervision" will be created for the organisation and execution of tasks associated with monitoring the application of the regulations and the maintenance of the safety level.

On 31 december 2011 the DRSI has been organised as follows:

The management of the DRSI (a provisional director, who will be replaced by a director and deputy director).

He is responsible for the general management, the external communication and the various reports to be formulated. He is also the immediate superior of all DRSI personnel. He also represents the NSA in all national and international organisations, amongst others the European Railway Agency and the Railway Interoperability and Safety Committee (RISC). The management is also responsible, in consultation with the government, for the establishment of the national safety level to be achieved and the development of the national framework for safety regulations. The management is also responsible for elaborating the introduction of administrative penalties.

Administrative & legal support unit (head of division and 4 employees).

Main tasks:

- All the administrative tasks of the NSA.
- The preparation of the personnel plan, competency profiles and training programs.
- The preparation of the budget and keeping track of the in and outgoing invoices and payments.
- The preparation of all publications, such as the annual report, the website, and other official publications.
- Provision of legal support in the application of national and European provisions.
- Organisation of the safety consultation meetings with the railway industry.
- Publication of process descriptions, the responsibility for the preparation of these process descriptions lies with the units in question.

Safety unit: (head of division and 12 employees).

Main tasks:

- Issuing, renewing, updating, and revoking of safety certificates for railway undertakings.
- Issuing, renewing, updating, and revoking according to the second railway package, of the national train driver's licence and of the national train driver's certificate.
- Issuing, renewing, updating, and revoking according to the third railway package of the European licence for train drivers.
- Issuing, renewing, updating, and revoking, according to the third railway package, of the recognition of training and exam centres for train drivers.
- Issuing, renewing, updating, and revoking of recognition of centers for occupational psychological examinations and medical examinations for train personnel.
- Collaboration on the preparation of national regulations regarding the safety personnel and in the national fulfilment of the technical specifications for interoperability (TSI) for the subsystem "Operation".
- Updating of the register for the certification of railway undertakings and train drivers (European) and also on the recognition of centres.
- Advice on the operating rules drawn up by the infrastructure manager: management of communication of national legislation.
- Follow-up of the safety policy for railway undertakings and the national safety level on the basis of common indicators and trend analysis of the investigation body.
- Follow-up of measures taken following recommendations by the investigation body for accidents and incidents.
- Participation in working groups of the European Railway Agency on the common methods for the assessment of risks, the assessment of conformity of safety certificates, the approval of training centres and examiners, the certification and the criteria for train crew, the safety reporting and regulations.
- Drawing up a general plan for monitoring of all activities of the infrastructure manager, railway undertakings and entities in charge of maintenance. The objective is to achieve the prescribed level of safety.
- Realisation of audits and inspections concerning the safety regulations and rules, concerning certification, licensing and recognitions, as well as concerning compliance to the restrictions stated in the authorisations of placing into service of a new subsystem.
- Controlling the conformity of processes for handling subsystems, and controlling the organisations (and implementation) necessary to comply with the requirements of the safe operation of the railway system.
- Follow-up of the registration of incidents that may affect the level of safety.

Infrastructure Unit: (head of division and 5 employees)

Main tasks:

- Authorisation for placing into service of the subsystems infrastructure, energy, trackside control-command and signalling.
- Monitoring the implementation of the safety rules by the infrastructure manager in connection with construction and maintenance by the infrastructure manager and the implementation of this schedule.
- Contribute to the establishment of national rules and the national additions to the technical specifications for interoperability of the infrastructure subsystems.
- Check that the interoperability components meet the conformity requirements.
- Supervision of the publishing and updating of the register.
- Participation in working groups of the European Railway Agency on subsystem infrastructure, energy, and trackside command-control and signalling.

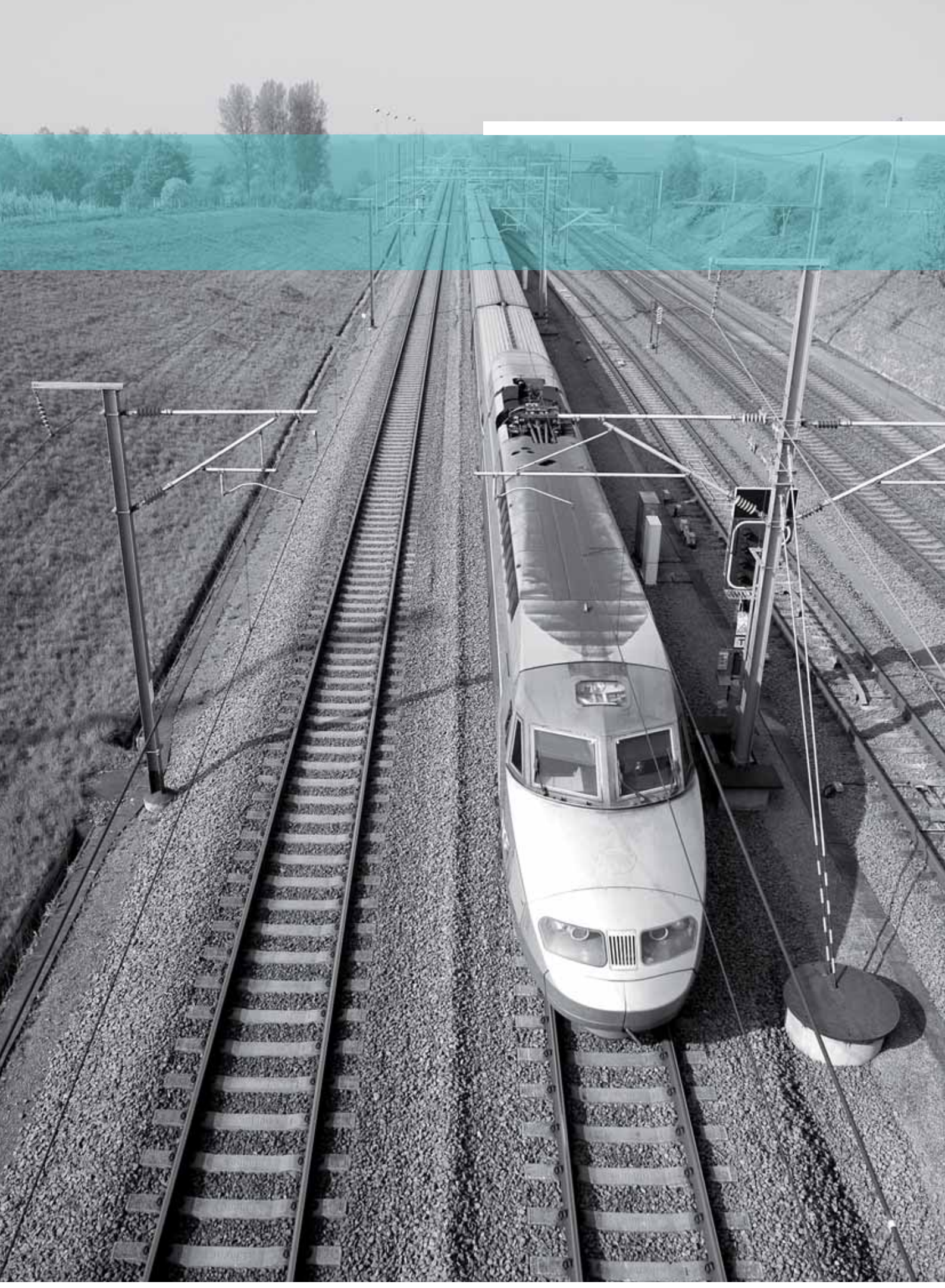
Rolling Stock Unit: (Head of division and 5 employees).

Main tasks:

- Authorisation for the placing into service of subsystems rolling stock and onboard control-command and signalling.
- Transfer of information to the European Railway Agency for inclusion in ERATV (European Register for Authorised Types of Vehicles).
- Check that interoperability components meet essential requirements.
- Respond to questions from the sector with regard to regulations that apply in the area of rolling stock and RID.
- Cooperation with the Safety Authorities of neighbouring countries.
- Monitoring the use of rolling stock by the users of infrastructure, and maintenance by the entities in charge of maintenance.
- Contribute to the establishment of national rules and the national additions to the technical specifications for interoperability for the rolling stock subsystems.
- Development of a database and classification of the national requirements for mutual recognition, as described in the interoperability Directive 2008/57/EC.
- Development of the National Vehicle Register (NVR) in accordance with the common specifications; assigning an alphanumeric code to the vehicles; data entry and update in the NVR; preparation of the link-up with the virtual European database.
- Act as the national representative for VKM (Vehicle Keeper Marking - the identifying mark of the holder).
- Representation of Belgium in the international meetings organized by OTIF and the European Commission regarding the carriage of dangerous goods by rail.
- Transposition and application of the international regulations for the international carriage of dangerous goods, and auditing and reporting in the event of an accident.
- Monitoring the execution of the braking tests of trams and underground trains.
- Monitoring of compliance with the special safety regulations regarding the carriage of dangerous goods by rail.
- Supervision of the use of all types of railway stock on the railway network.
- Monitoring of the entities in charge of maintenance for compliance with the correct application of the rules and the organisation and carrying out of the maintenance.
- Participation in the working groups of the European Railway Agency on all types of rolling stock, mutual recognition, the European register of authorized types of vehicles (ERATV) and electromagnetic compatibility (EMC).

© 2. Organisation Chart

Annex B



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THE DEVELOPMENT OF RAILWAY SAFETY

Ⓓ 1. Initiatives to maintain/improve safety performances

Table Ⓓ 1.1.

SAFETY MEASURES TRIGGERED BY ACCIDENTS/PRECURSORS TO THESE

Accidents/precursors which trigged the measure			Safety measure decided
Date	Place	Description of the event	
None	None	None	None

Table Ⓓ 1.2.

SAFETY MEASURES WITH OTHER TRIGGERS

Safety measure decided	Description of the trigger of the measures
None	None

Ⓓ 2. Detailed data trend analysis

CSI-data (Annex C)

1. Safety indicators relating to accidents:
   – The safety indicator for the number of accidents has dropped for the fourth year in a row. The sub-indicators give an equal or reduced value;
   – The safety indicator on the number of deaths and injuries has increased due to the large absolute figures in 2010 (Accident in Buizingen). The sub-indicators give an equivalent/decreased value or a non-worrying increase.

2. Safety indicators with regard to dangerous goods: none.

3. Safety indicators with regard to suicides: the absolute figures for the number of deaths by suicide has risen for the third year in a row.

4. Safety indicators with regard to precursors of accidents has dropped for the fourth year in a row. The sub-indicators give an equivalent/decreased value or a non-alarming increase. An exception is the sub-indicator "cracks in the track" which is a major known increase and the sub-indicator "passed signals at danger" which remains worryingly high.

5. Safety indicators with regard to the economic impact: first indication.

6. Safety indicators with regard to technical safety: the sub-indicators give an equivalent or decreased value.

7. Safety indicators relating to the management of safety: first indication.

Comments

Until 2009, the historical definitions of the former SNCB were used for defining safety indicators. These were based on data from SNCB Holding. The Royal Decree of 5 July 2010 charged the Investigation Body with both compiling information on accidents and incidents into a database and undertaking trend analysis.

Since 2010, the NSA receives the statistics derived from the database of the analysis of incidents and accidents, administered by the Investigation Body. The safety indicators are based for the second year on the data from the updated Annex I of the Safety Directive. As far as possible, these data are corrected on the basis of data originating from the annual reports of the infrastructure manager and the railway undertakings. The costs linked to accidents are only for serious accidents.

The severe accident in Buizingen of 15 February 2010 had a major impact on the figures on the number of deaths and serious injuries for 2010, with a heavy imprint on the conclusions of the trend analysis for the next five years. As indicated in article 3 and annex 2 of the Commission's decision 2009/460/EC from 5 June 2009 concerning the establishment of common safety methods, and as stated in article 6 of the Directive 2004/49/EC of the European Parliament and the Council, in order to evaluate whether the safety objectives have been reached, a serious accident like that in Buizingen is better not included in any trend analysis.

Directive 2009/149/EC of 27 November 2009, amending Railway Safety Directive 2009/49/EC on common safety indicators and common methods to calculate accident costs, introduced a new obligation for Member States to report the indicator for dangerous goods. Also for the second year, member states have been required to

report on the relative number of passenger train kilometres in the category of severely injured and deceased passengers. For this reason, no effective trend analysis over the last five years of these new indicators can be done in this annual report.

Directive 2009/149/EC imposes, in addition to new and more precise common definitions, also methods for calculating the economic impact of accidents. The indicators of the last 2 years for which the new definition deviates from the historical or Eurostat definition, give different results compared to previous years. For the indicators showing the economic impact of accidents, the new concept of Value of Preventing of Casualty (VPC) has been introduced. A trend analysis over the last five years is therefore not representative and has not been performed in this report.

Due to the significant increase in the number of suicides and suicide attempts, the infrastructure manager, Infrabel, has formed a specific working group to develop measures and take part in the European research project RESTRAIL.

An abnormal increase in the number of cracks in the track in 2011, was mainly due to extreme heat or water problems. Increased surveillance by the infrastructure manager, Infrabel, is required to spot the first signs of a possible fault on the tracks, and to take measures.

The number of signals passed at danger has decreased in comparison with the number in 2010, but remains high in comparison with the potential risks that such a event represents. The infrastructure manager, Infrabel, and the railway undertaking SNCB have an obligation to formulate an internal action plan to develop or deploy new or additional measures. Infrabel has also set up a specific working group in which the railway undertakings participate to analyse each occurrence of a signal passed at danger to come up with concrete measures.

We would note here that due to the separation in February 2011 of SNCB-Logistics (freight transport operator) from the SNCB (now passenger transport and shunting operations), the safety level and number of accidents/incidents cannot be compared with the previous situation of the SNCB (freight transport operator, passenger transport and shunting operations).

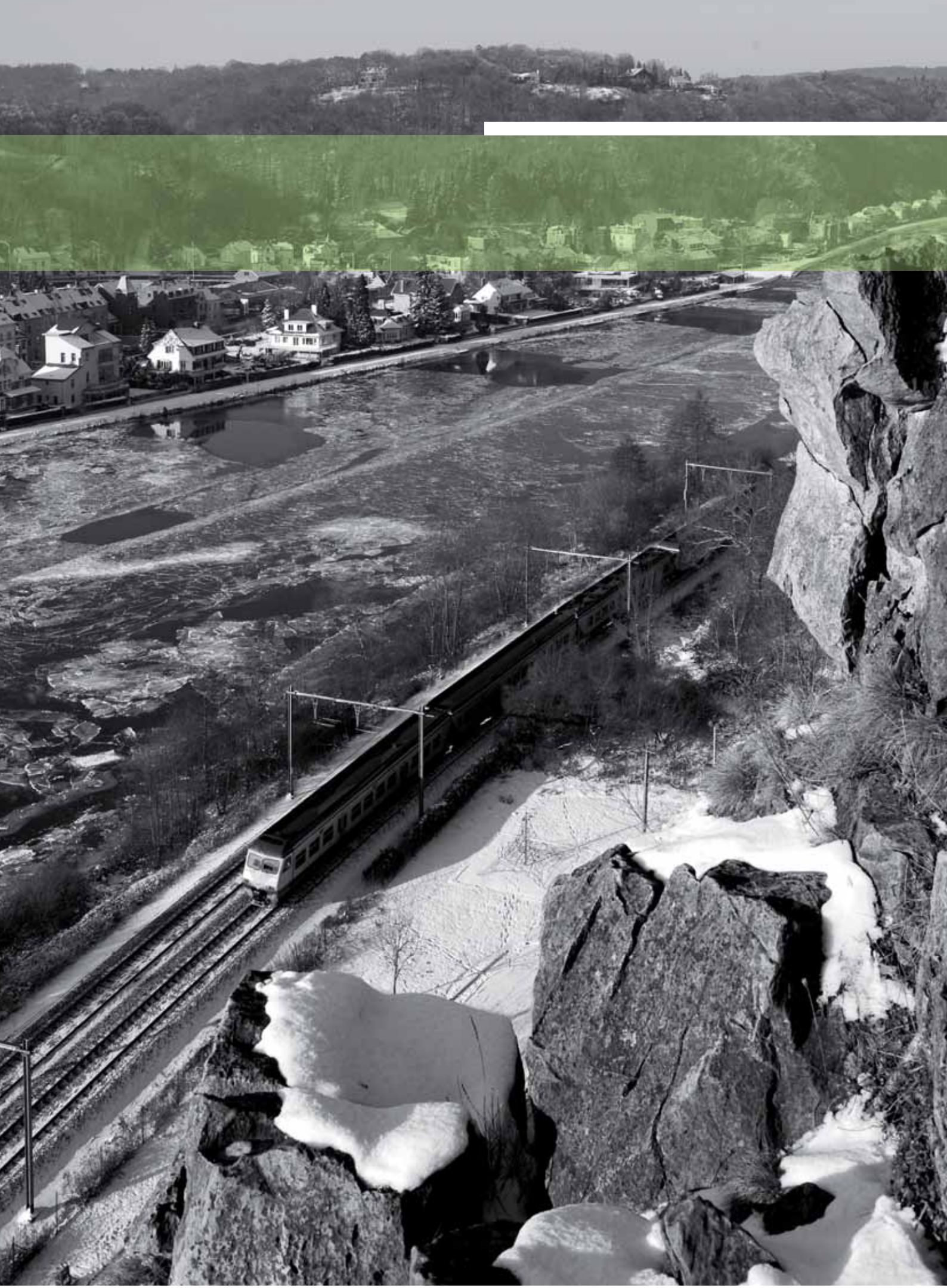
Ⓓ 3. Results of safety recommendations

The time that elapses between an accident and the implementation of safety measures intended to prevent the occurrence of a similar accident in the future depends on the nature of the incident. Where the cause is easy to determine and the measures to be taken are limited in size and cost, it is obvious the infrastructure manager and/or the railway undertakings will introduce these measures immediately. In more complex cases it may take longer for the new measures to be implemented.

The Investigation Body continued the investigation on the accident in Diegem (December 2008) and the accidents in 2009, 2010 and 2011 for which an investigation was opened. In preparing this annual report in July 2011, there were no reports finalized. The investigation of the tragic accident in Buizingen was also not completed in 2011.

From the 2011 annual reports of the infrastructure manager and the railway undertakings, received by the DRSI, we deduce that the following measures were taken after "Signals passed at danger": the workgroup "Signals passed at danger" of Infrabel, adopted in 2011, with the cooperation of the operators, a set of measures for adaptation of infrastructure and/or procedures in order to prevent the passing at danger of certain signals in the future.

The railway undertaking, SNCB, and infrastructure manager, Infrabel, further investigate a new departure procedure following the accident in Dinant (23/05/2009). In the letter of 7 july 2011, the NSA urged the concerned CEOs to activate their consultation.



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MAIN ADAPTATIONS TO THE LEGISLATION AND REGULATIONS

The main amendments to the Act in the course of 2011 involve on the one hand the autonomy and functioning of the NSA and on the other hand a number of amendments resulting from the publication of the Regulation on the Community models for train driving licences, complementary certificates, certified copies of complementary certificates and application forms for train driving licences, under Directive 2007/59/EC of the European Parliament and the Council and the Act amending the Act of 19 December 2006 on the Operating Licence for the railways, regarding the introduction of administrative penalties. The regulations were adapted for the subsequent implementation of the Interoperability Directive 2008/57/EC and a number of modifications as a result of the implementation of the Directive 2007/59/EC.

Regarding the autonomy of the NSA

Amendments to the Act in relation to the autonomy of the NSA

Article 30 of the Act of 14 April 2011 amends various provisions in article 10 of the Act of 19 December 2006 concerning the operational safety of railways. The King no longer has the obligation to designate the NSA within the Federal Public Service Mobility and Transport

Implementing Decision

The Royal Decree of 22 June 2011 appointing the NSA, is a new execution of article 10 and 11 of the Act of 19 December 2006. This Royal Decree confirms the autonomy of the NSA and defines its management. This comes under the direct authority of the State Secretary for Mobility. This Royal Decree limits the period that personnel from the SNCB group may transfer to the NSA to 18 months after the entry into force of the Decision.

Regarding the functioning and financing of the NSA

Amendments to the Act related to functioning

The Act of 2 December 2011 containing various provisions for mobility, establishes administrative costs for the dossier management for the issuing of the European licence for train drivers, the recognition of training centres, and for the conformity check for recognition of entities in change of maintenance.

Amendments to the regulations for functioning and financing

Article 33/1 of the Act of 19 December 2006 provides that the King sets the amount that the infrastructure manager and the railway undertakings must contribute annually for the monitoring of railway transport safety and the development of regulations by the NSA. The contribution due by the infrastructure manager and the railway undertakings for 2011 is determined by the Royal Decree of 21 January 2011 amending the Royal Decree of 17 June 2010, establishing the amount of the contribution, due by the holder of a safety licence and holders of a safety certificate Part B making use of the Belgian railway network. For the calendar year 2011 the contribution was set at EUR 3 810 000. The increase in the amount (in 2010 the amount was EUR 2 920 000) allows the number of employees in the NSA to increase to 35 FTE.

Concerning the employment of train drivers employed on sections of track temporarily closed to normal traffic:

Amendments to the Act

The Act of 2 December 2011 containing various provisions for mobility prescribes that the rules, laid down in Chapter V of Title II of the Act of 19 December 2006, on the certification of train drivers and other train personnel who perform crucial safety tasks, do not apply to train drivers who are exclusively employed on sections of tracks temporarily closed to normal traffic, for the purpose of maintaining, renewing or upgrading the railway system.

Amendments to the regulations

In the Act of 19 December 2006, article 4/1 has been inserted, reading:
article 4/1. Chapter V of Title II is not in application for train drivers who are exclusively employed on sections of tracks temporarily closed to normal traffic, for the purpose of maintaining, renewing or upgrading the railway system.

Concerning the implementation of the Directive on the certification of train drivers operating locomotives and trains on the railway system in the Community:

Amendments to the Act

The Act of 2 December 2011 containing various provisions for mobility establishes the necessary provisions for compliance with the general provisions in connection with the protection of private data in the handling of the register for the issuing of the European licence for train drivers.

Amendments to the regulations (resulting from the amendments to the Act of 20 January 2010 amending the Act of 19 December 2006)

- The Royal Decree of 15 May 2011 determining the requirements for employment of safety personnel. The previous Ministerial Decree of 9 June 2009 was amended to take into account the amendments to the Act following implementation of Directive 2007/59/EC.
- The Royal Decree of 22 June 2007 determining the rules in relation to the medical examinations and occupational psychological examinations for train drivers and train conductors and of the criteria for recognition of persons and centres responsible for these examinations, providing, on the one hand, the criteria for doctors and psychologists and, on the other hand, the recognition criteria for the centres requesting recognition.
- The Royal Decree of 22 June 2011 on the licence for train drivers and the registers for the licence and complementary certificates. Resulting from the Regulation (EU) no. 36/2010 of the Commission of 3 December 2009, this Royal Decree established the national provisions for the submission of requests.
- The Royal Decree of 12 September 2011 on providing training services to train drivers and the recognition of training centres. This Royal Decree provides on the one hand for the method to submit the recognition requests and on the other hand for the organisation of training and exams.

Concerning the Directive on interoperability of the railway system in the Community

Amendments to the regulations (resulting from the Act of 20 January 2010 on interoperability amending the Act of 19 December 2006)

The Royal Decree of 1 July 2011 determining the procedures and methods for submission of a request and for obtaining permission for the placing into service of subsystems and vehicles.

The Royal Decree of 1 July 2011 determining the requirements applicable to the railway network infrastructure sets the national technical regulations applicable to the inspection procedure of structural subsystems in relation to the infrastructure.

Concerning the introduction of administrative penalties

Amendments to the Act

The Act of 28 December 2011 amending the Act of 19 December 2006 on the railways operational safety, in view of the introduction of administrative penalties (quoted as: Act administrative penalties DRSI).

These amendments to the Act are the further implementation of article 32 of the Railway Safety Directive. Beside criminal penalties, the NSA now has the possibility to impose administrative penalties by determining violations to the provisions of the Act. Thereby the possibility is also foreseen that the King may impose administrative penalties for violations of the provisions set out in the implementing decrees of this Act.

Operational rules of the railsystem where TSI are not applicable yet, including rules for signalling and traffic control systems

In 2011 a large number of operational rules were revised and given positive advice by the National Safety Authority. These are listed in Appendix D.


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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 Railway Operational Safety Act came into force: 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 Railway Operational Safety Act came into force: 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 permanently consultable on the website of the Federal Public Service Mobility and Transport, part RAIL.
The national safety rules concerning the safe operations 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).
Name change of the railway undertaking.

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 cases in 2011.

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 cases in 2011.

3.1.4. Summary of problems with the mutual acceptance of the Community wide valid Part A Certificate.
No cases in 2011.

3.1.5. NSA Charging fee for issuing a Part A Certificate:
5 000 Euro/Part A Certificate (indexed amount based on Act of 19/12/06, art 33, §1, on the operational safety of the railways).

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 cases in 2011.

3.1.7. Summary of the common problems/difficulties for the DRSI in application procedures for Part A Certificates.
No cases in 2011.

3.1.8. Summary of the problems mentioned by railway undertakings when applying for a Part A Certificate.
No cases in 2011.

3.1.9. Feedback procedure (e.g. questionnaire) that allows railway undertakings to express their opinion on issuing procedures/practices or to file complaints.
No cases in 2011.

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.).
- Expansion of the number of lines and/or language regions to be operated;
- Change and/or extension of rolling stock used;
- Adaptations to the context of legislative changes;
- Adaptation of the internal organisation (organisation chart);
- Change in dangerous goods safety adviser;
- Change of name of the railway undertaking.

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 as foreseen in Article 12(1) of the Safety Directive.
Not applicable.

3.2.3. NSA Charging fee for issuing a Part B Certificate :
EUR 2.000 to 10.000 per Part B Certificate (indexed amount based on article 33, (1) of the Act of 19/12/06 on the operational safety of the railways.

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.
Not applicable.

3.2.5. Summary of the common problems/difficulties for the DRSI in application procedures for Part B Certificates.
Not applicable.

3.2.6. Summary of the problems mentioned by railway undertakings when applying for a Part B Certificate.
Not applicable.

3.2.7. Feedback procedure (e.g. questionnaire) that allows railway undertakings to express their opinion on issuing procedures/practices or to file complaints.
Not applicable.

3.3. Safety authorisations

3.3.1. Reasons for updating/amending safety authorisations.
No cases in 2011.

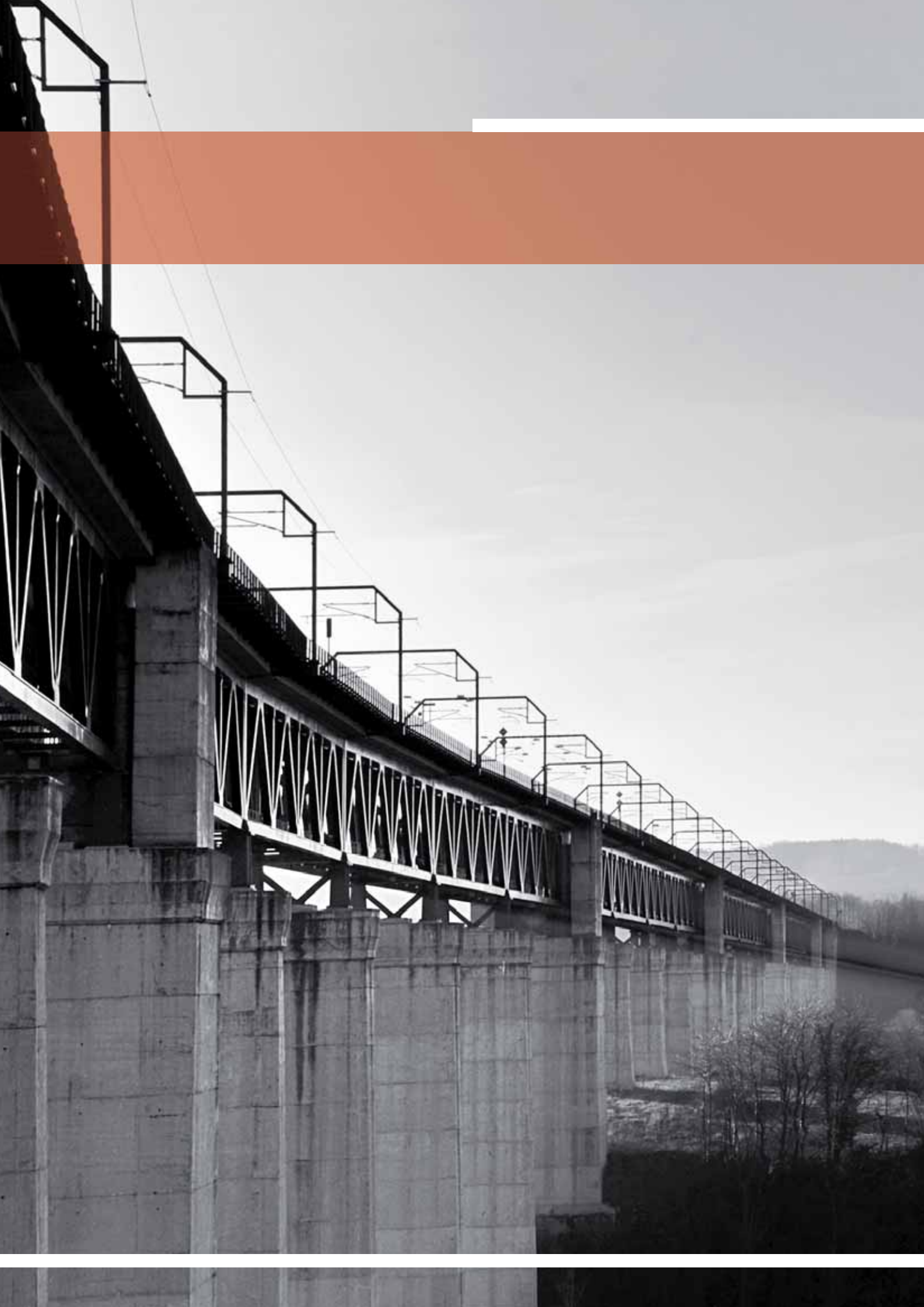
3.3.2. Main reasons if the mean issuing time for safety authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months as foreseen in article 12(1) of the Safety Directive.
No cases in 2011.

3.3.3. Summary of the regular problems/difficulties in application procedures for safety authorisations.
No cases in 2011.

3.3.4. Summary of the problems mentioned by infrastructure managers when applying for a safety authorisation.
No cases in 2011.

3.3.5. Feedback procedure (e.g. questionnaire) that allows infrastructure managers to express their opinion on issuing procedures/practices or to file complaints.
No cases in 2011.

3.3.6. NSA Charging fee for issuing a safety authorisation.
No cases in 2011.



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SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

1. Description of the supervision of railway undertakings and infrastructure managers

1.1. Audits/Inspections/Checklists

The supervision of RUs and IMs is carried out on the basis of a supervision programme involving audits (carried out by consultants appointed by the Belgian NSA) as well as the checks and inspections carried out by the Belgian NSA personnel.
The activities cover the following sectors:

- auditing of the safety authorisation of the infrastructure manager;
- auditing of safety certificates, Part A, railway undertakings;
- inspections of the safety authorisation of the infrastructure manager;
- inspections of safety certificates, Part A and B, railway undertakings;
- inspections of Infrabel safety rules;
- inspections of the safety rules of railway undertakings;
- inspections of the transport of dangerous goods;
- inspections of rolling stock;
- control on train drivers and the infrastructure manager's other safety responsibilities, as well as those of train drivers, train drivers and other safety responsibilities for railway undertakings;
- controls on the composition of freight trains of railway undertakings;

Personnel utilised by the DRSI
3.98 full-time equivalents took part in the inspections and controls, out of the 17 qualified persons available.

Financial aspects
In 2011, the total cost of "salaries, social acts and operational costs" of the 3.98 qualified FTEs rose to EUR 468 135.28.

1.2. Main Concerns

Regarding certification, the points to comply with are the following:

– risk control related to the use of contractors and control of suppliers (2010/1158/EU Annex II, C and 2010/1169/EU Annex II, C)
– compliance with network-specific requirements for staff competence (2010/1158/EU Annex III, B)

Regarding compliance with the safety regulations for infrastructure managers and railway undertakings, the points to comply with, in particular are as follows:
– rules of communication;
– supervision of the manoeuvres service;
– measures exclusive to passenger trains;
these last two points involve railway undertakings only.

Regarding controls, the points to be followed in particular are the safety responsibilities other than train drivers and train conductors as well as the composition of freight trains. Our controls in previous years have shown that infringements related to train drivers and train conductors are relatively infrequent and we will subsequently decrease our controls in these areas.

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 FROM THE INFRASTRUCTURE MANAGER (INFRABEL) AND FROM THE FOLLOWING RAILWAY UNDERTAKINGS:

	Company	Date of receipt of the report
1	Infrabel	29/06/2012
2	NMBS NV	14/08/2012
3	Eurostar International Ltd	28/06/2012
4	SNCF	29/06/2012
5	Crossrail Benelux N.V.	03/08/2012
6	Trainsport N.V.	27/06/2012
7	DB Schenker Rail Nederland N.V.	27/06/2012
8	CapTrain Belgium N.V.	28/06/2012
9	ERS Railways B.V.	
10	Euro Cargo Rail S.A.S.	06/09/2012
11	Rotterdam Rail Feeding B.V.	06/08/2012
12	Railtraxx B.V.B.A.	28/06/2012
13	NMBS Logistics N.V.	22/08/2012
14	Rurtalbahn Benelux B.V.	
15	Europorte France S.A.S.	

To encourage the railway undertakings and the infrastructure manager to submit their annual activity report in time, the non or partially compliance with this rule, was included in the planned list of administrative penalties. After the transposition into Belgian Act the DRSI can thus take action when the rules were not followed.

3. Number of inspections of RUs/IMs and training centres for 2011

INSPECTIONS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Controls (*)
Number of inspections	**planned**	1	3	3	
	unplanned	0	0	0	
	carried out	1	2	1	

(*)

CONTROLS		NSR	Safety Staff
Number of controls	**planned**	36	720
	unplanned	0	0
	carried out	17	552

4. Number of audits of RUs/IMs for 2011

AUDITS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities
Number of audits	**planned**	0	0	1	0
	carried out	0	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 cases in 2011.

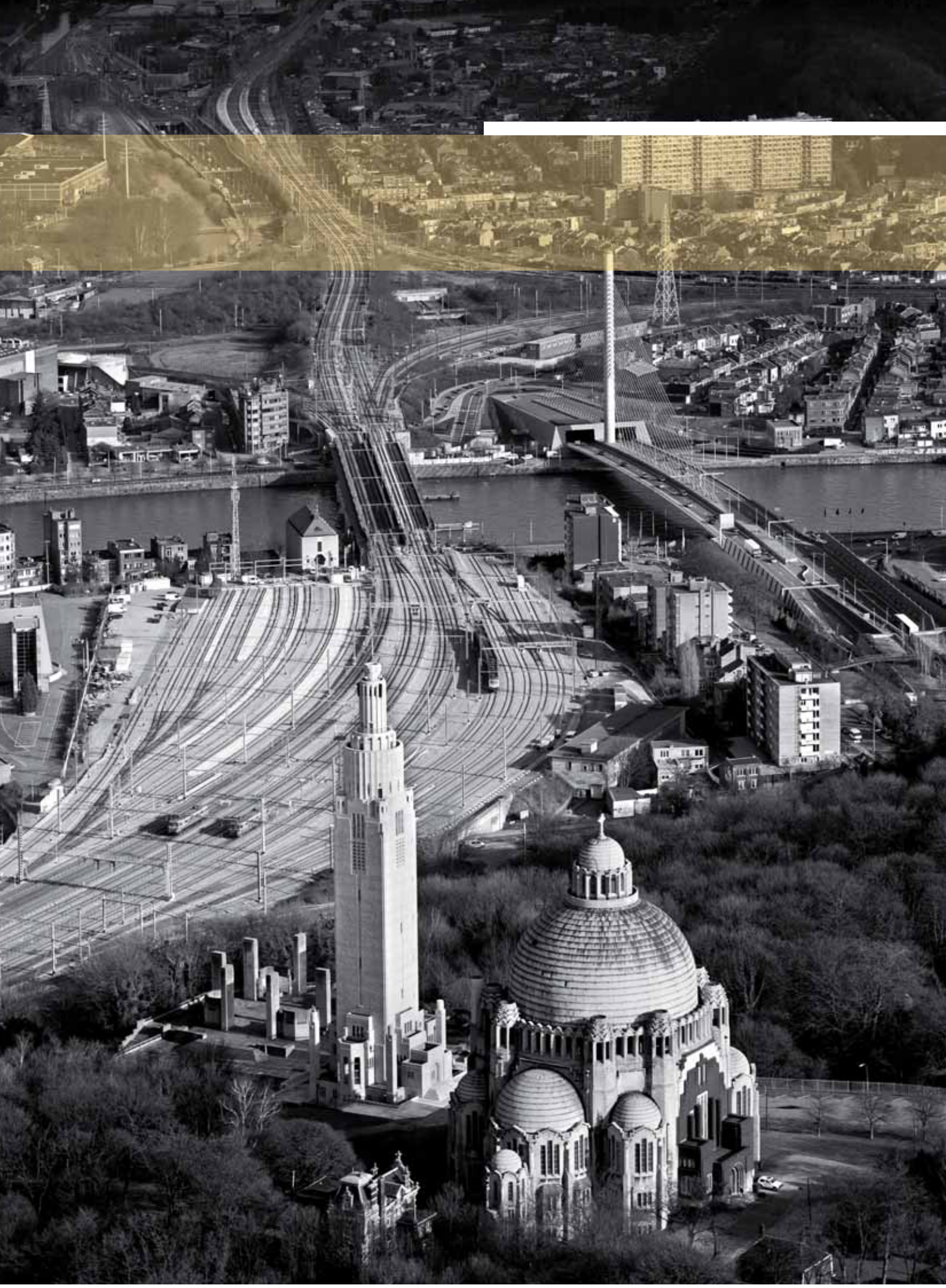
6. Short summary/description of the complaints from the IM concerning RU(s) related to conditions in their Part A/Part B Certificate.

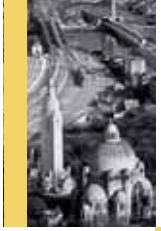
No cases in 2011.

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

No cases in 2011.


2819
4





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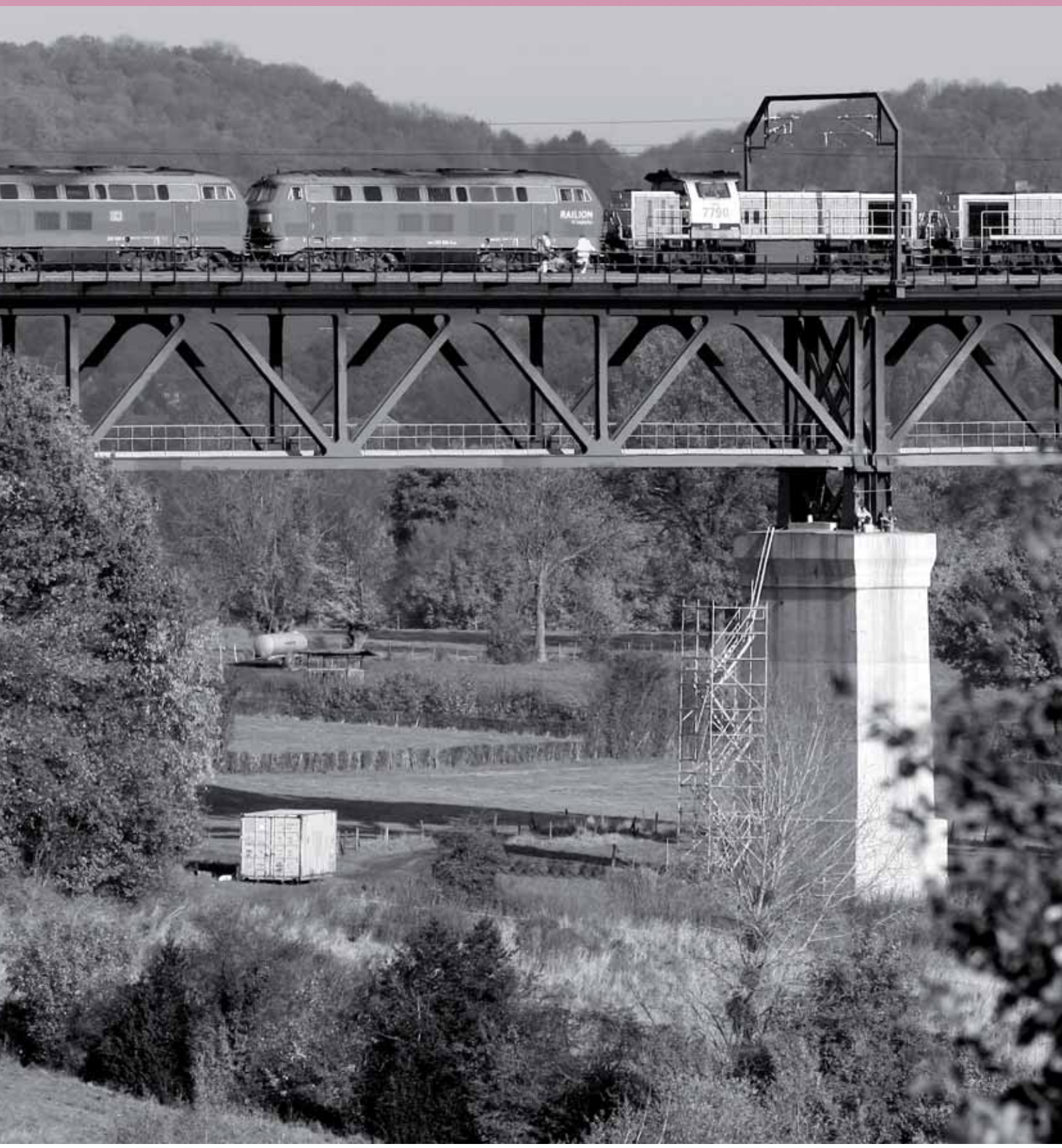
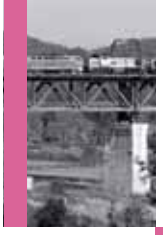
REPORTING ON THE APPLICATION OF THE CSM ON RISK EVALUATION AND ASSESSMENT

There is no application for 2011.


RAILJOB
7790



1

DRSI CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

In 2011, the judicial services have not delivered any final conclusion on the serious accident at Buizingen on 15 February 2010, and the report of the Investigation Body was not published. Consequently, no recommendations and actions have been defined in 2011 in order to avoid similar dramatic accidents in the future.

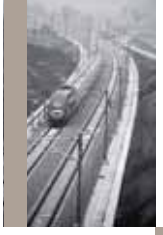
A special commission established by the Belgian Parliament must ensure the safety of the rail traffic. Its recommendations mainly determined the priorities of the DRSI in 2011.

In order to extend the supervisory activity of the DRSI, the budgetary resources were established in early 2011 to increase its workforce. The recruitment process runs over several years and these new staff should receive appropriate training so that the DRSI can further expand its supervisory tasks gradually.

Preparations were completed for the current safety unit to be split in a certification unit and a unit for supervision.

The Directive 2007/57/EC indicates the DRSI as the competent unit and the preparation of the related tasks and activities were largely completed in 2011.

The evolution of the safety level of the Belgian railways has improved slightly. The serious accident of Buizingen continues to have a heavy impact on the indicators for the number of fatalities.



J

SOURCES OF INFORMATION

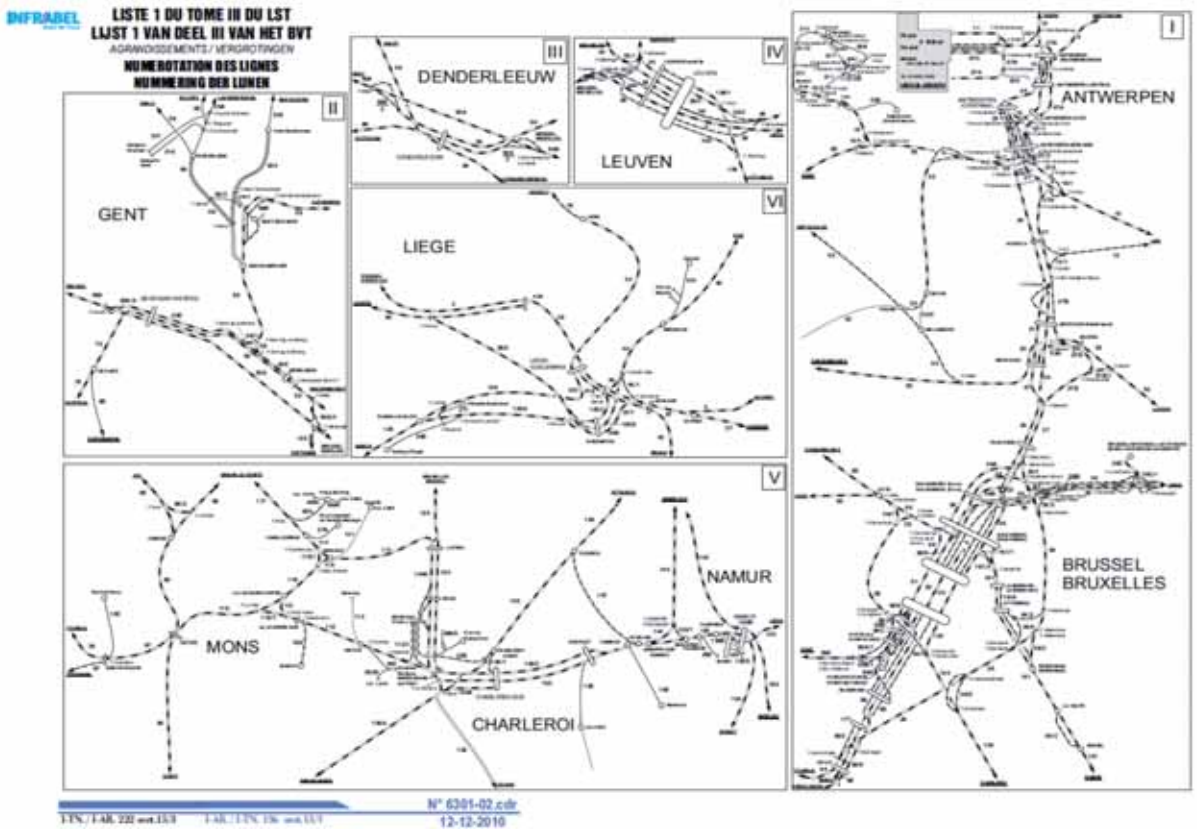
– Publications in the "Moniteur belge", Belgian Official Journal (see item E of this annual report);
– Internal information from the different units of the DRSI;
– Annual Reports of the infrastructure manager and railway undertakings (see list in item G.2 of this annual report);
– Reports of the Investigation Body (IB).

K

ANNEXES

ANNEX A:
Railway Structure Information

A.1. Network map


INFRABEL
LISTE 1 DU TOME III DU LST
LIJST 1 VAN DEEL III VAN HET BVT
AGRANDISSEMENTS / VERGROTINGEN
NUMEROTATION DES LIGNES
NUMMERING DER LIJNEN
II
GENT
III
DENDERLEEUW
IV
LEUVEN
VI
LIEGE
V
MONS
NAMUR
CHARLEROI
I
ANTWERPEN
BRUSSEL
BRUXELLES
N° 6301-02.cdr
12-12-2010

A.2. List of railway undertakings and infrastructure managers

Infrastructure manager (as per 31 December 2011)

Name:	Infrabel
Address:	Marcel Broodthaersplein 2, B-1060 Brussels
Website:	www.infrabel.be

Railway undertakings (as per 31 December 2011)

a. transport of passengers

Name:	NMBS – Nationale Maatschappij der Belgische Spoorwegen SNCB – Société nationale des Chemins de fer belges
Address :	Hallepoortlaan 40, B – 1060 Brussels
Website:	www.nmbs.be; www.sncb.be
Safety Certificate A:	BE 11 2011 0001
Valid till:	29 June 2014
Safety Certificate B:	BE 12 2011 0008
Valid till:	12 May 2012

Name:	Eurostar International Ltd
Address:	Times House Bravingtons Walk 5, UK – N1 9AW London
Website:	www.eurostar.com
Safety Certificate A:	UK 11 2009 0083
Valid till:	18 April 2012
Safety Certificate B:	BE 12 2010 0005
Valid till:	17 August 2013

b. transport of freight

Name:	NMBS – Nationale Maatschappij der Belgische spoorwegen N.V. SNCB – Société Nationale des Chemins de fer Belges S.A.
Address:	Hallepoortlaan 40, B-1060 Brussel
Website:	www.nmbs.be; www.sncb.be
Safety Certificate A:	BE 11 2011 0001
Valid till:	29 June 2014
Safety Certificate B:	BE 12 2011 0008
Valid till:	12 May 2012

Name:	SNCF – Société Nationale des Chemins de fer Français E.P.I.C.
Address:	34, Rue de Commandant Mouchotte, FR – 75699 Paris cedex 14
Website:	www.sncf.com
Safety Certificate A:	FR 11 2009 0021
Valid till:	28 June 2012
Safety Certificate B:	BE 12 2011 0001
Valid till:	07 April 2014

Name:	Crossrail Benelux N.V.
Address:	Luchthavenlei 7A, B – 2100 Deurne
Website:	www.crossrail.ch
Safety Certificate A:	BE 11 2011 0003
Valid till:	19 October 2014
Safety Certificate B:	BE 12 2010 0006
Valid till:	9 January 2012

Name:	Trainsport N.V.
Address:	Transcontinentaalweg 4, B – 2030 Antwerpen
Website:	www.trainsport.com
Safety Certificate A:	BE 11 2011 0002
Valid till:	29 September 2014
Safety Certificate B:	BE 12 2010 0007
Valid till:	15 January 2012

Name:	DB Schenker Rail Nederland N.V.
Address:	Moreelsepark 1, NL – 3511 EP Utrecht
Website:	www.rail.dbschenker.nl
Safety Certificate A:	NL 11 2009 2130
Valid till:	16 November 2012
Safety Certificate B:	BE 12 2011 0006
Valid till:	26 April 2012

Name:	CapTrain Belgium N.V.
Address:	Italiëlei 2, 3de verdieping, postbus 12, B – 2000 Antwerpen
Website:	www.captrain.be
Safety Certificate A:	BE 11 2010 0001
Valid till:	13 August 2012
Safety Certificate B:	BE 12 2010 0002
Valid till:	3 December 2012

Name:	ERS Railways B.V.
Address:	Albert Plesmanweg 61 k-l, NL - 3088 GB Rotterdam
Website:	www.ersrail.com
Safety Certificate A:	NL 11 2011 2730
Valid till:	1 August 2012
Safety Certificate B:	BE 12 2010 0001
Valid till:	1 March 2013

Name:	Euro Cargo Rail S.A.S.
Address:	25-29, Place de la Madeleine, FR -75008 Paris
Website:	www.eurocargorail.com
Safety Certificate A:	FR 11 2010 0003
Valid till:	02/10/2010
Safety Certificate B:	BE 12 2010 0003
Valid till:	31/05/2013

Name:	Rotterdam Rail Feeding B.V.
Address:	Europaweg 855, NL – 3199 LD Rotterdam
Website:	www.railfeeding.nl
Safety Certificate A:	NL 11 2009 1993
Valid till:	1 May 2012
Safety Certificate B:	BE 12 2011 0004
Valid till:	15 August 2013

Name:	Railtraxx B.V.B.A.
Address:	Van Geertstraat 81, B – 2140 Antwerpen
Website:	www.railtraxx.com
Safety Certificate A:	BE 11 2010 0002
Valid till:	25 April 2013
Safety Certificate B:	BE 12 2010 0008
Valid till:	12 December 2013

Name:	NMBS Logistics N.V. - SNCB Logistics S.A.
Address:	Hallepoortlaan 40, B-1060 Brussel
Website:	www.b-rail.be
Safety Certificate A:	BE 11 2010 0004
Valid till:	30 August 2013
Safety Certificate B:	BE 12 2010 0009
Valid till:	20 December 2013

Name:	Rurtalbahn Benelux B.V.
Address:	Albert Plesmanweg 121-141, NL – 3088 GC Rotterdam
Website:	www.rurtalbahn.nl
Safety Certificate A:	NL 11 2010 2420
Valid till:	1 October 2013
Safety Certificate B:	BE 12 2011 0003
Valid till:	2 May 2014

Name:	Europorte France S.A.S.
Address:	Tour de Lille, 60 Boulevard de Turin CS 30004, FR – 59777 Lille
Website:	www.europorte.com/uk/subsidiaries/europorte-france/
Safety Certificate A:	FR 11 2010 0018
Valid till:	26 November 2011
Safety Certificate B:	BE 12 2010 0005
Valid till:	12 July 2014

A.2.1. Infrastructure manager

Name	Address and website	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	Marcel Broodthaersplein 2, B-1060 Brussels	BE 21 2008 001	01/01/2005	6344 km	25 kV: 834 km 15 kV: 10 km 3 kV: 4 880 km	Dubbel: 5 608 km Simpel: 736 km	427 km	TBL2, ETCS, TVM	1 879	10 932

A.2.2. Railway undertakings

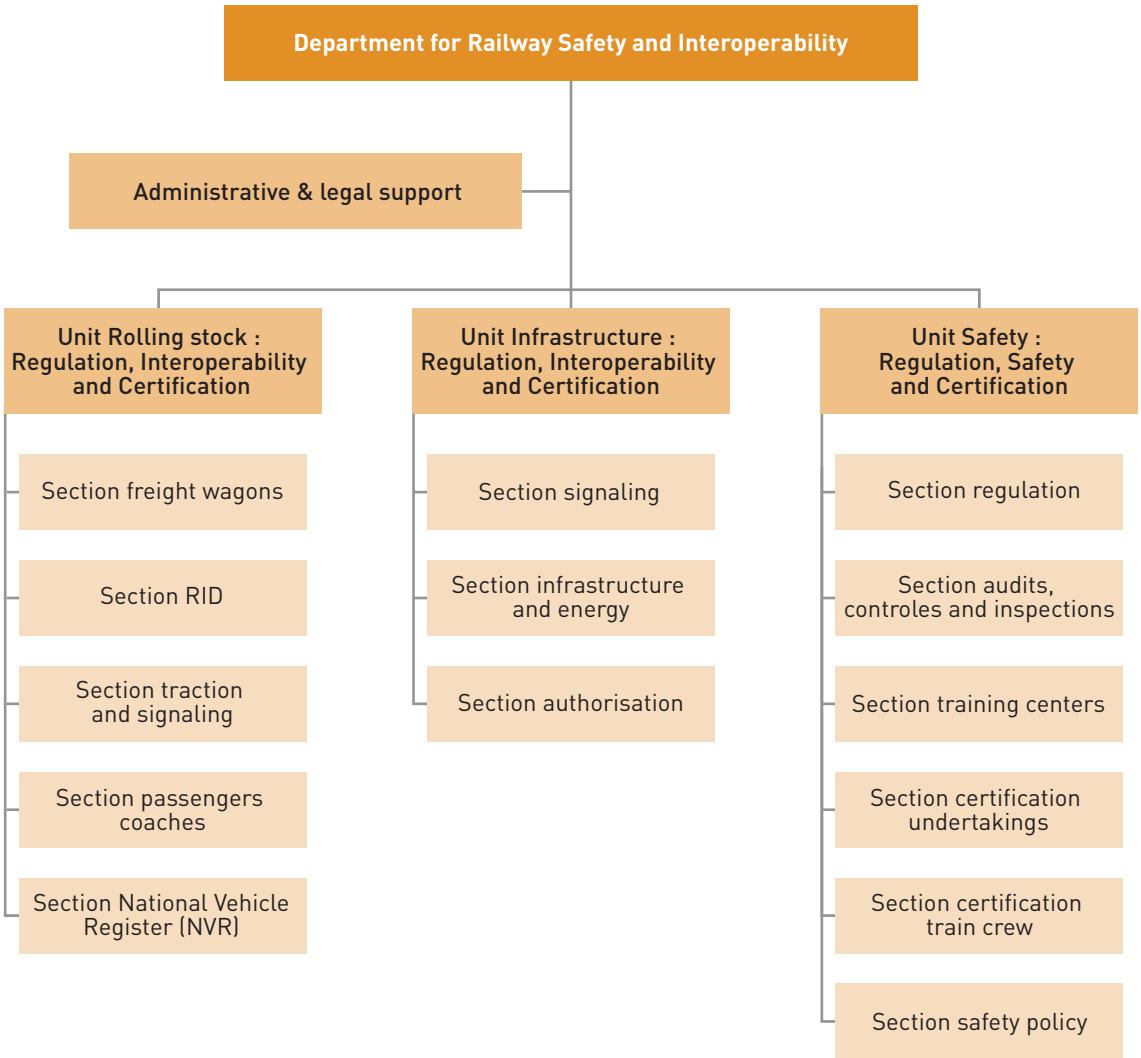
Name	Address and website	Safety Certificate 2001/14/EC (Number/ Date)	Safety Certificate A-B 2004/49/EC (Number/ Date)	Traffic Type	Number of Locomotives (*)	Number of Railcars/ Multiple Unit-sets (*)	Number of Coaches/ Wagons (*)	Number of train drivers/ safety crew (*)	Volume of passenger transport (*)	Volume of freight transport (*)
NMBS N.V./ SNCB S.A.	See A.2.		BE 11 2011 0001 from 30/06/11 to 29/06/14 – BE 12 2011 0008 from 21/12/11 to 12/05/12	Passengers and freight						
Eurostar International Ltd.	See A.2.		UK 11 2009 0083 from 1/07/10 to 18/04/12 – BE 12 2010 0005 from 18/08/10 to 17/08/2013	Passengers						
SNCF E.P.I.C.	See A.2		FR 11 2009 0021 from 4/12/09 to 28/06/2012 – BE 12 2011 0001 from 8/04/11 to 7/04/2014	Freight						
Crossrail Benelux N.V.	See A.2		BE 11 2011 0003 from 20/10/11 to 19/10/14 – BE 12 2010 0006 from 2/09/09 to 9/01/12	Freight						
Trainsport N.V.	See A.2		BE 11 2011 0002 from 30/09/11 to 29/09/14 – BE 12 2010 0007 from 4/10/10 to 15/01/12	Freight						
DB Schenker Rail Nederland N.V.	See A.2		NL 11 2009 2130 from 15/11/07 to 16/11/12 – BE 12 2011 0006 from 9/12/11 to 26/04/12	Freight						
CapTrain Belgium N.V.	See A.2		BE 11 2010 0001 from 14/08/09 to 13/08/12 – BE 12 2010 0002 from 4/12/09 to 3/12/12	Freight						
ERS Railways B.V.	See A.2		NL 11 2011 2730 from 29/07/11 to 01/08/12 –BE 12 2010 0001 from 2/03/2010 to 1/03/13	Freight						
Euro Cargo Rail S.A.S.	See A.2		FR 11 2010 0003 from 20/04/2010 to 02/10/2010 – BE 12 2010 0003 from 1/06/10 to 31/05/13	Freight						
Rotterdam Rail Feeding B.V.	See A.2		NL 11 2009 1993 from 1/05/09 to 1/05/12 – BE 12 2011 0004 from 2/05/11 to 15/08/13	Freight						
Railtraxx B.V.B.A.	See A.2		BE 11 2010 0002 from 26/04/10 to 25/04/13 – BE 12 2010 0008 from 13/12/10 to 12/12/13	Freight						
NMBS Logistics N.V. / SNCB Logistics S.A.	See A.2		BE 11 2010 0004 from 10/12/10 to 30/08/13 – BE 12 2010 0009 from 21/12/10 to 20/12/13	Freight						
Europorte France S.A.S.	See A.2		FR 11 2010 0018 from 4/11/10 to 26/11/11 – BE 12 2010 0005 from 13/07/11 to 12/07/14	Freight						
Rurtalbahn Benelux B.V.	See A.2		NL 11 2010 2420 from 19/10/10 to 1/10/13 – BE 12 2011 0003 from 3/05/11 to 2/05/14	Freight						

(*) economic sensible information for publication

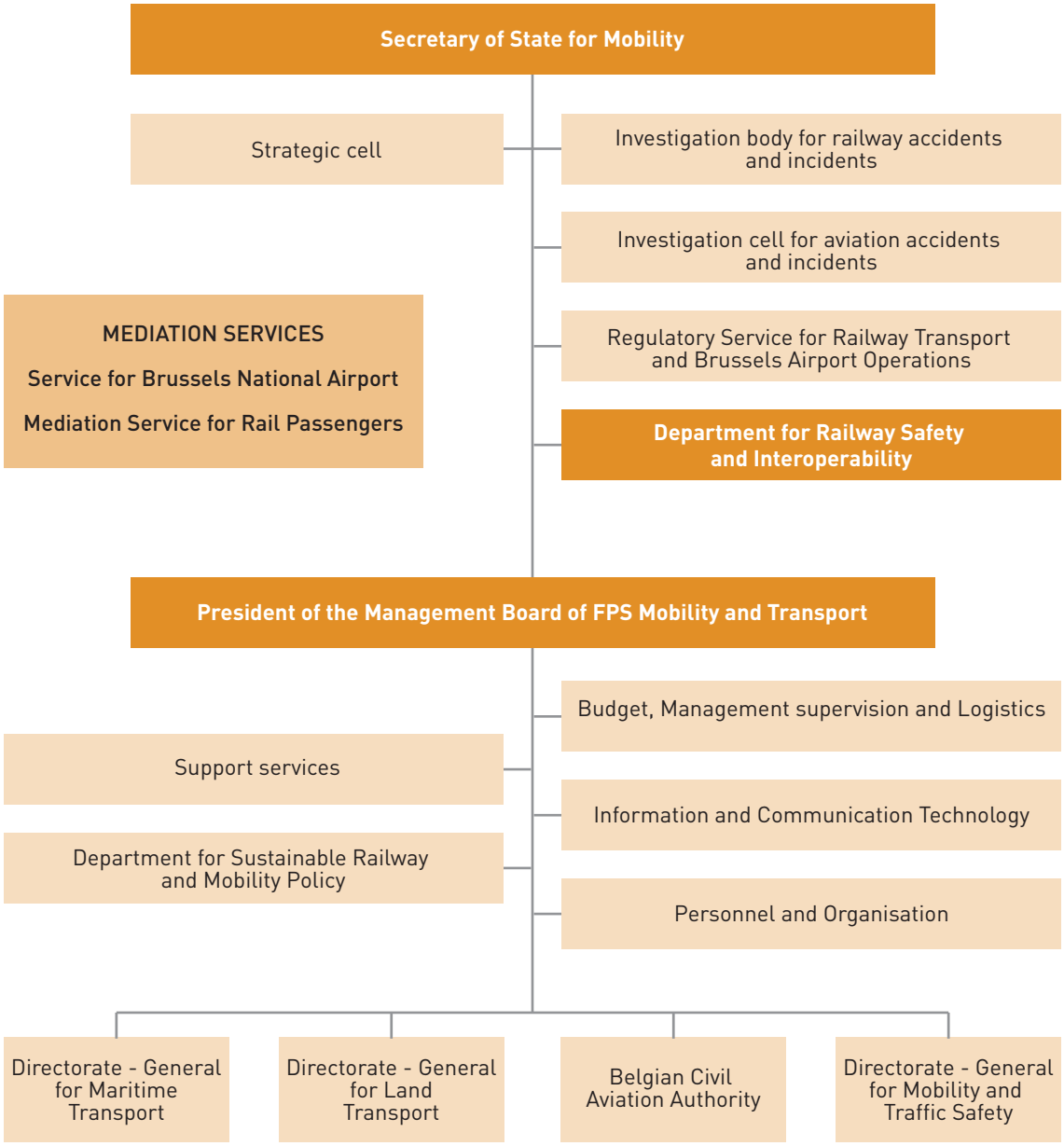
Abbreviations: HSL = High Speed Line (Definition acc. Directive 96/48/EC)
ATP = Automatic Train Protection
LC = Level Crossing

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

B.1. Chart: Internal organisation



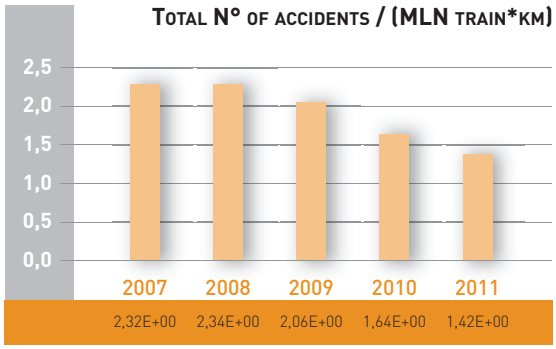
B.2. Relationship with other National Bodies

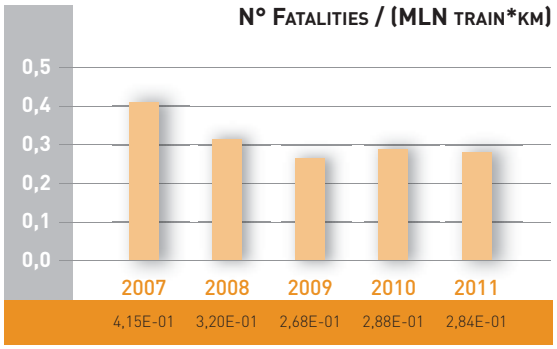


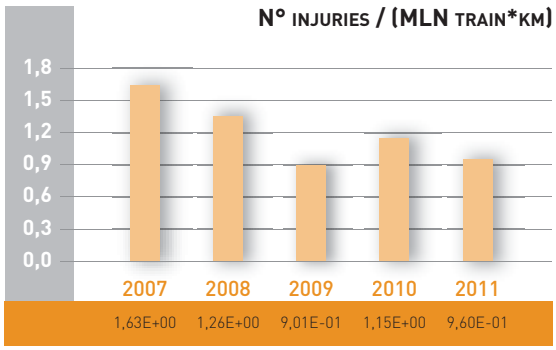
ANNEX C:
CSIs data – Definitions applied

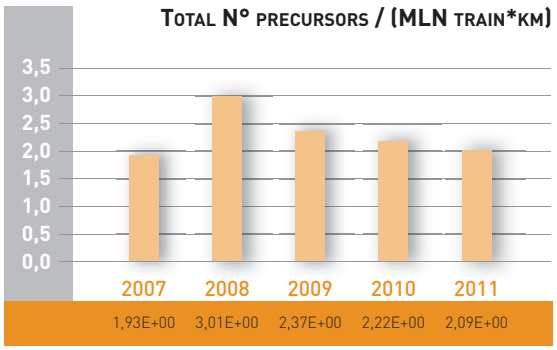
C.1. CSIs data [1]

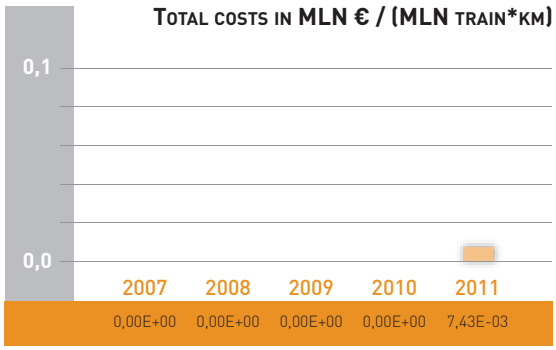
Performances at a glance





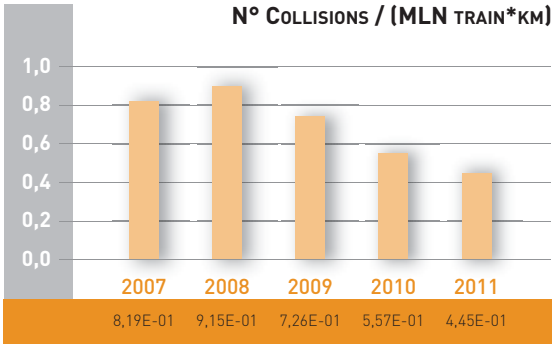


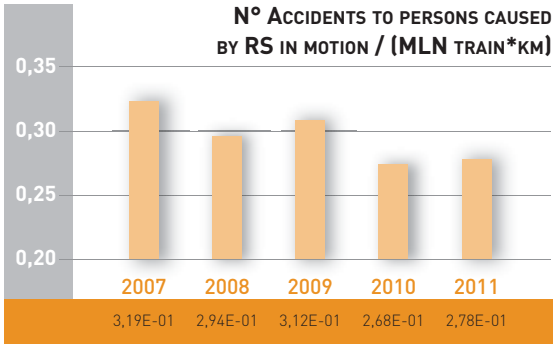


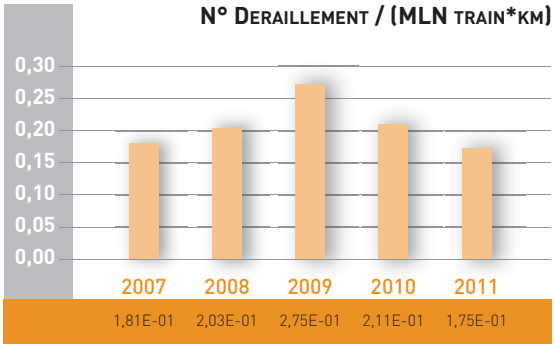


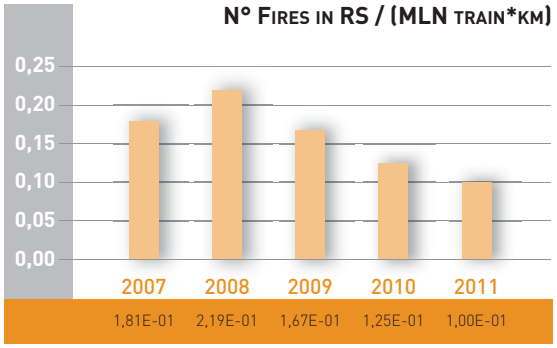
[1]:
2007: values 2007.
2008: values relative to the average of 2007 and 2008.
2009: values relative to the average of 2007, 2008 and 2009.
2010: values relative to the average of 2007, 2008, 2009 and 2010.
2011: values relative to the average of 2007, 2008, 2009, 2010 and 2011.

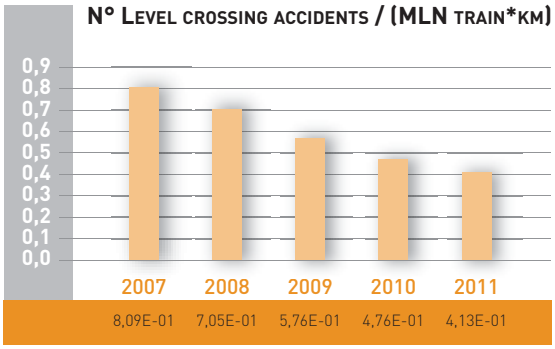
Accidents divided by type

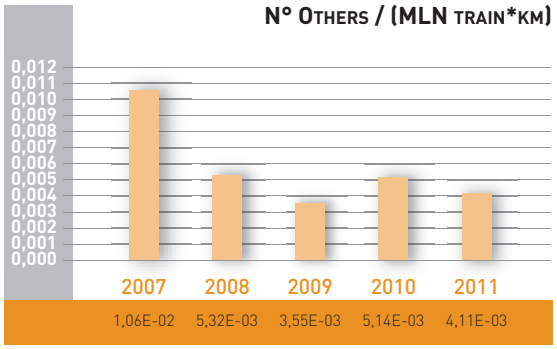








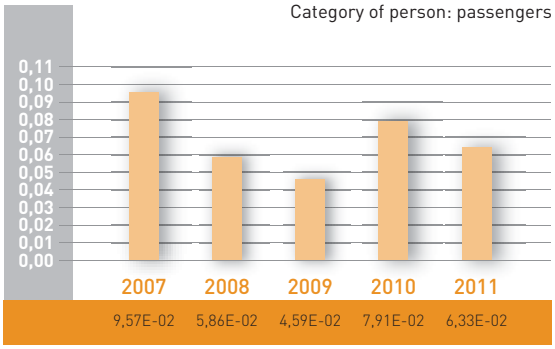




2007: values 2007.
2008: values relative to the average of 2007 and 2008.
2009: values relative to the average of 2007, 2008 and 2009.
2010: values relative to the average of 2007, 2008, 2009 and 2010.
2011: values relative to the average of 2007, 2008, 2009, 2010 and 2011.

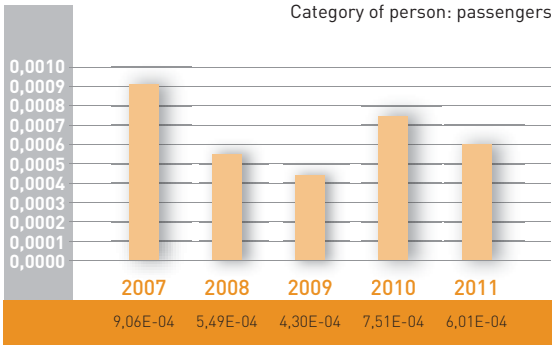
Fatalities divided by category of people involved

N° Fatalities / (MLN train*km)
Category of person: passengers

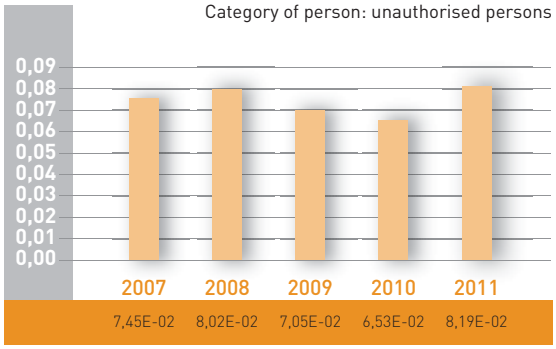


N° Fatalities / (MLN train*km)
Category of person : level crossing users

N° Fatalities / (BLN passenger*km)
Category of person: passengers

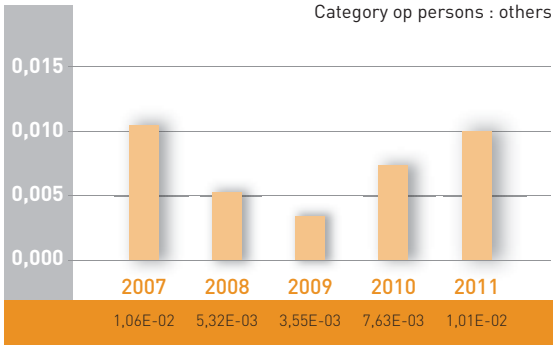


N° Fatalities / (MLN train*km)
Category of person: unauthorised persons



N° Fatalities / (MLN train*km)
Category of person : employees

N° Fatalities / (MLN train*km)
Category op persons : others



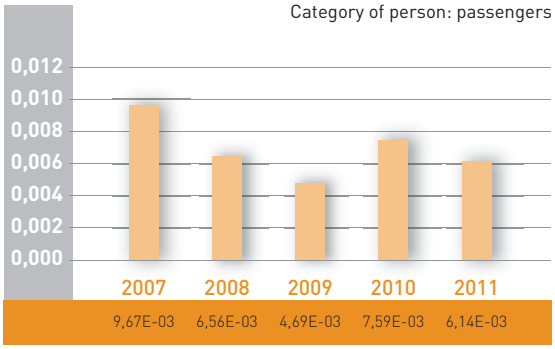
2007: values 2007.
2008: values relative to the average of 2007 and 2008.
2009: values relative to the average of 2007, 2008 and 2009.
2010: values relative to the average of 2007, 2008, 2009 and 2010.
2011: values relative to the average of 2007, 2008, 2009, 2010 and 2011.

Injuries divided by category of people involved

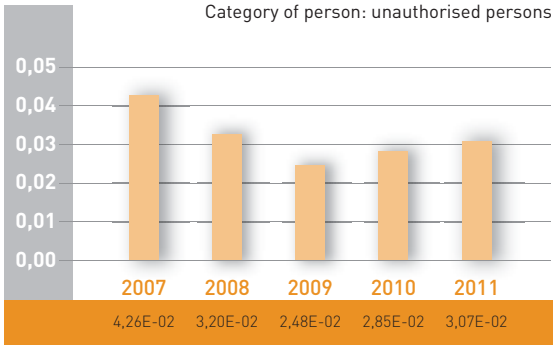
N° Injuries / (MLN train*km)
Category of person: passengers

N° Injuries / (MLN train*km)
Category of person : level crossing users

N° Injuries / (BLN passenger*km)
Category of person: passengers

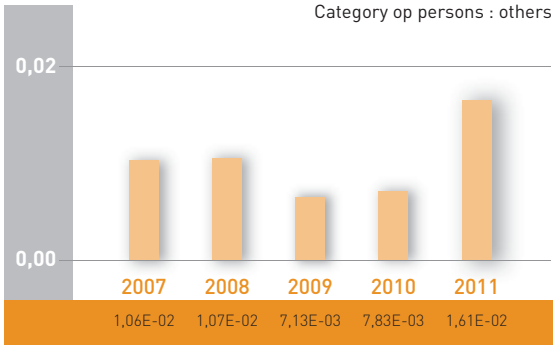


N° Injuries / (MLN train*km)
Category of person: unauthorised persons



N° Injuries / (MLN train*km)
Category of person : employees

N° Injuries / (MLN train*km)
Category op persons : others



2007: values 2007.
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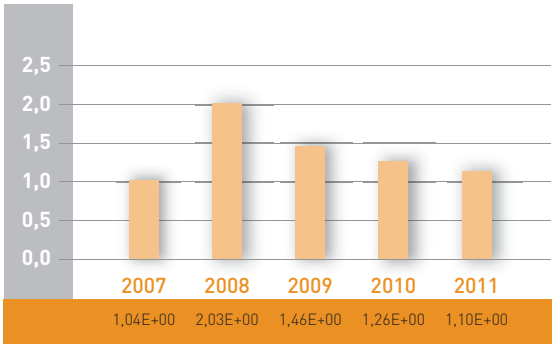
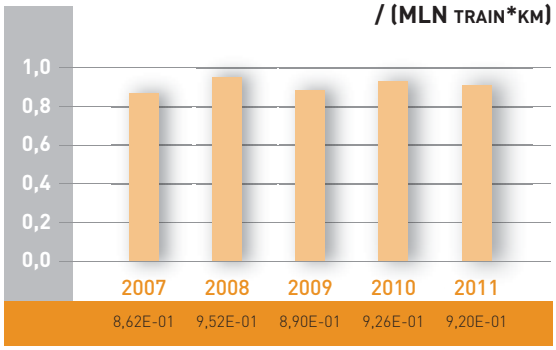
2011: values relative to the average of 2007, 2008, 2009, 2010 and 2011.

Precursors to accidents

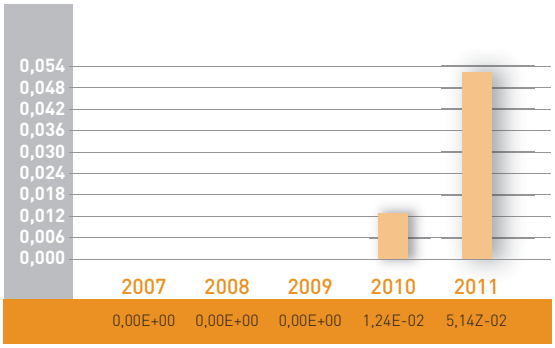
N° OF BROKEN RAILS / (MLN TRAIN*KM)



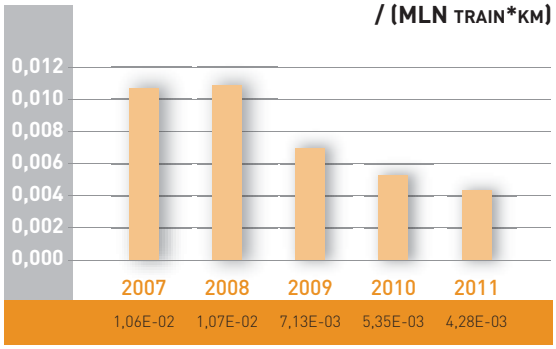
N° OF SIGNALS PASSED AT DANGER / (MLN TRAIN*KM)



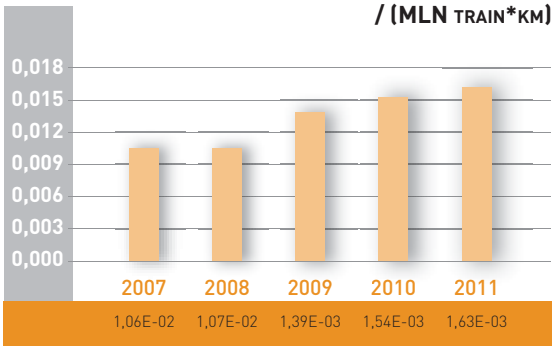
N° OF TRACK BUCKLES / (MLN TRAIN*KM)



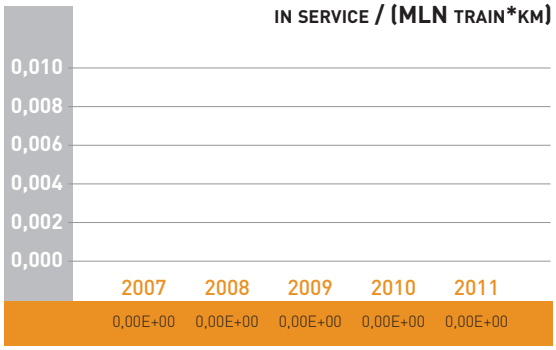
N° BROKEN WHEELS ON ROLLING STOCK IN SERVICE / (MLN TRAIN*KM)



N° OF WRONG-SIDE SIGNALING FAILURES / (MLN TRAIN*KM)



N° OF BROKEN AXLES ON ROLLING STOCK IN SERVICE / (MLN TRAIN*KM)



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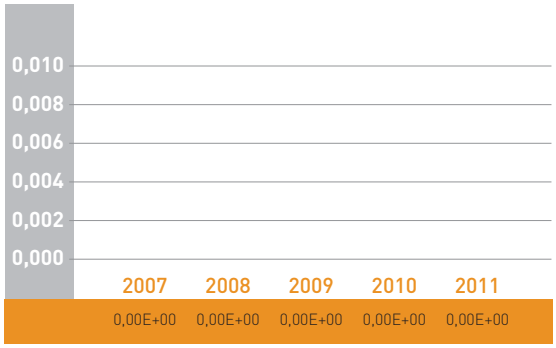
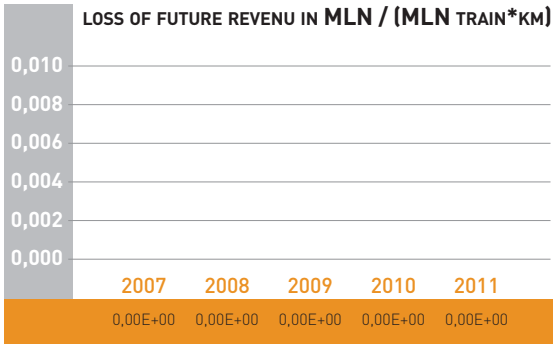
2010: values relative to the average of 2007, 2008, 2009 and 2010.
2011: values relative to the average of 2007, 2008, 2009, 2010 and 2011.

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

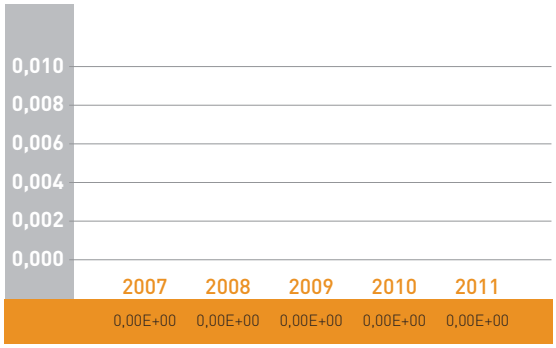
COSTS OF DEATHS IN MLN € / (MLN TRAIN*KM)



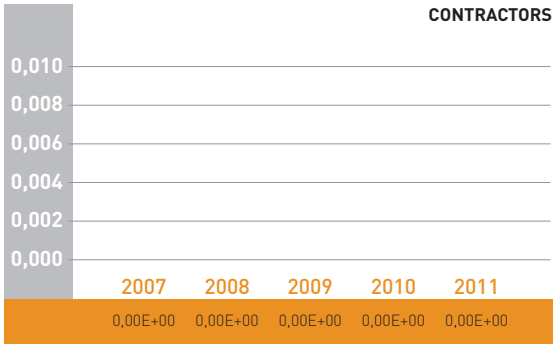
COSTS OF DELAYS, DISTURBANCES AND RE-ROUTING OF TRAFFIC, INCLUDING EXTRA COSTS FOR STAFF AND LOSS OF FUTURE REVENU IN MLN / (MLN TRAIN*KM)



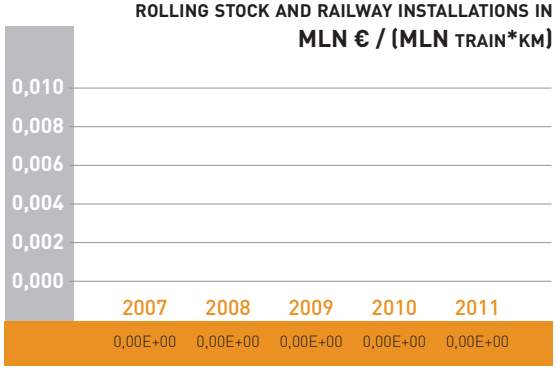
COSTS OF INJURIES IN MLN € / (MLN TRAIN*KM)



N° OF WORKING HOURS (MLN) OF STAFF AND CONTRACTORS LOST AS A CONSEQUENCE OF ACCIDENTS / N° OF WORKING HOURS (MLN) OF STAFF AND CONTRACTORS



COSTS OF REPLACEMENT OR REPAIR OF DAMAGED ROLLING STOCK AND RAILWAY INSTALLATIONS IN MLN € / (MLN TRAIN*KM)



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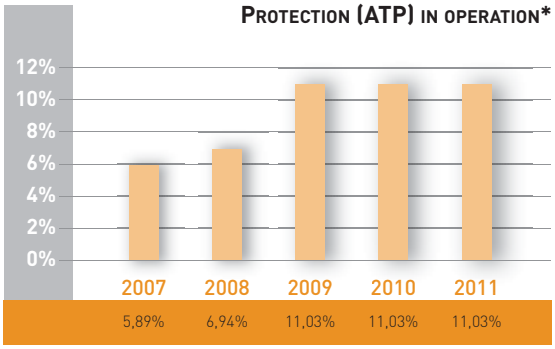
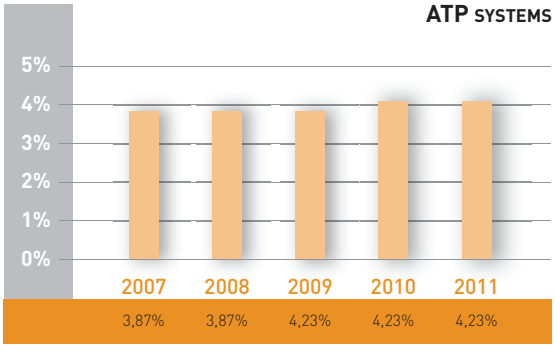
Technical safety of infrastructure and its implementation, management of safety

Percentage of tracks with Automatic Train Protection (ATP) in operation*

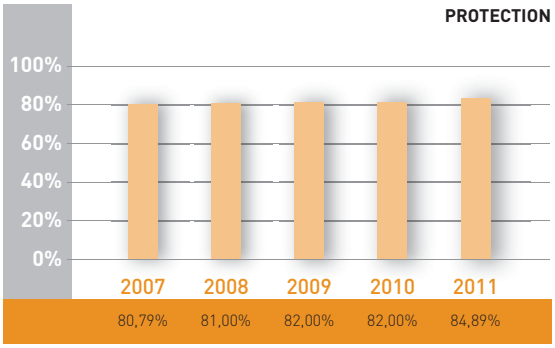


Total number of level crossings per track Km

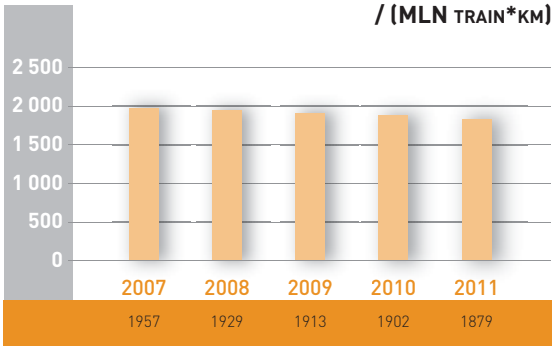
Percentage of Train*Km using operational ATP systems



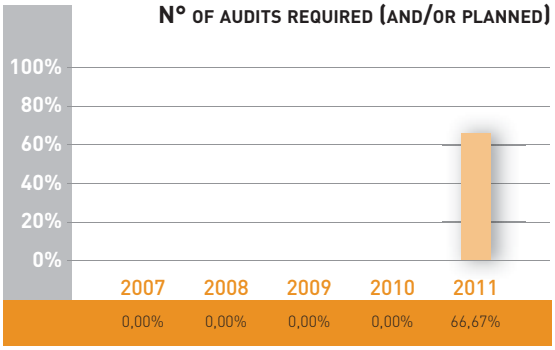
Percentage of level crossings with automatic protection



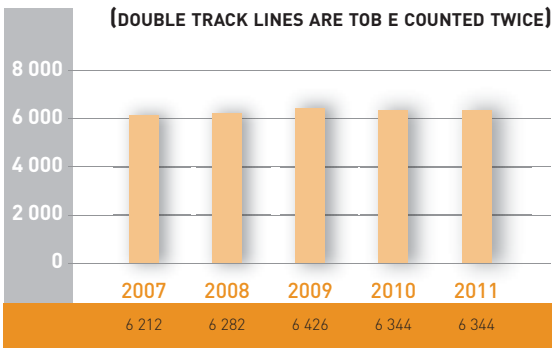
Total number of level crossings / (MLN train*km)



N° of internal audits accomplished out of N° of audits required (and/or planned)



Number of track Km (double track lines are tob e counted twice)



(*) Important note about the percentage of tracks with automatic train protection (Automatic Train Protection System) in operation: the published number of 11.03%, seems little but does not include all systems installed. The Belgian infrastructure manager, Infrabel, has decided since to equipe most of the stop signs with the TBL1 + system, which is able to stop a train automatically by an emergency stop if the traindriver passes the closed signal or approaches the signal at a too high speed. On 30/06/2012 80,774% of the risk was covered by the TBL1 + system on the entire Belgian rail network.

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C.2. Definitions used in the annual report (Regulation 91/03)

a) For the period 2006-2009 (Regulation 91/03):

fatalities (persons killed)
any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides.

injuries (seriously injured person)
any person injured who was hospitalized for more than 24 hours as a result of an accident, excluding attempted suicides.

passenger-km
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
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
an act to deliberately injure oneself resulting in death, as recorded and classified by the competent national authority.

serious accident
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
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-kilometer
the unit of measure representing the movement of a train over one kilometer. 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.

b) From 2010: Common Safety Indicators:

The definitions of the Common Safety Indicators, as provided in Directives 2004/49/EC and 2009/149/EC, were transposed into national Act in December 2009.

The CSI figures given in annual safety reports that we have received from the infrastructure manager and the railway undertakings follow the definitions in the above-cited Directives.
The abrupt transition from national to Common Safety Indicators has led to large differences in the figures, because these have been calculated using other definitions.
This change is therefore noticeable from 2009 in the determining of the safety targets (CSTs).
For the preparation of trend analysis there will also be a break in the figures, with two or three years needed before correct trend analyses can be made.

C.3. Abbreviations

FTE	Full Time Employee
ETCS	European Train Control System
ERTMS	European Railways Traffic Management System
ECM	Entity in charge of maintenance
CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
mln	106
bln	109
NSA	National Safety Authority
RS	Rolling Stock
RU/IM	Railway undertaking and Infrastructure Manager
NVR	National Vehicle Register
VKM	Vehicle Keeper Marker

ANNEX D:
Important changes in legislation and regulation

	Legal reference	Date when the legislation comes into force	Reasons for the introduction (mention of a new Act or amendment to an existing Act)	Description
General legislation national railway safety				
	Act of 14 April 2011 laying down various provisions. Article 30 amending Article 10 of the Act of 19 December 2006 concerning the operational safety of railways.	16-05-2011	The amendment to the Act confirms the autonomy of the safety authority and defines the management of the safety authority.	This amendment to the Act ensures that the King no longer has the obligation to designate the safety authority within the Federal Public Service Mobility and Transport.
	Royal Decree of 22 June on the designation of the safety authority of the railways.	18-07-2001	This Royal Decree is a new implementation of Articles 10 and 11 of the Act of 19 December 2006 concerning the operational safety of the railways.	The RD confirms the autonomous position of the NSA. This comes under the direct authority of the Minister for Mobility. This Royal Decree limits the period that personnel from the NMBS/SNCB group may transfer to the NSA to 18 months after entry into force of the decision.
General operating rules of the railway network, including rules relating to signalling and traffic procedures	VVESI 1.2 - Tracks, structures and widths.	03/02/2011	The need to adapt operational rules.	Description of railway infrastructure.
	VVESI 1.3 - Various measures.	04/03/2011	The need to adapt operational rules.	Signalling diagram.
	VVESI 2.1 - Fixed electrical traction equipment.	23/05/2011	The need to adapt operational rules.	Integration of rules for the use of pantographs for collecting current and the raising of pantographs; The detail that only the driver of an electric traction unit is authorised for the placing of the overhead line on the rail.

	Legal reference	Date when the legislation comes into force	Reasons for the introduction (mention of a new Act or amendment to an existing Act)	Description
	VVESI 3.3 - Lines equipped with a cabin signalling system - The TVM cabin signalling system.	17/03/2011	The need to adapt operational rules.	TVM cabin signalling system Introduction of a prior regulation in the VVESI.
	VVESI 3.4 - Lines equipped with a cabin signalling system - TBL signalling system.	17/03/2011	The need to adapt operational rules.	TBL 2 cabin signalling system. Introduction of a prior regulation in the RSEIF/VVESI.
	VVESI 4.2 - Train braking and brake testing of trains in operation.	29/11/2011	The need to adapt operational rules.	In the context of ETCS deployment, the raising of the minimum braking mass of trains by 25 to 30%. The removal of measures specifically related to the SNCB AM08 electric motor coach equipped with electrical command brakes. This is a RU competence.
	VVESI 4.3 - Train visit.	16/02/2011	The need to adapt operational rules.	Introduction of a prior regulation relating to the visiting of freight trains in the VVESI. Introduction of visiting rules for passenger trains.
	VVESI 5.1 - The transmission of communications.	05/05/2011	The need to adapt operational rules.	Removal of ground-to-train radio connection
	VVESI 5.5 - The measures to take in case of delay, of incident, distress, accident or abnormal situation .	29/11/2011	The need to adapt operational rules.	- Removal of subjects that only relate to the IM; - Adaptation of rules on reversing, this movement is now always subject to a written authorisation to restart (E377); - Adaptation of the restart of a stopped train in open track for verification of the presumed absence of a signal denoting the rear end of a train; - Adaptation of the form E613; - Adaptation of communication procedures for forms E370, E372, E374, E375, E376, E377, E613; - Replacement of the ground-to-train radio by GSM-R; - Introduction of the red baton; - Adaptation of form E377; - Reduction in the deadline for repairs in case of damage to a piece of on-board equipment for driving assistance; - Adaptation of the text on the circulation of assistance elements on lines 3 and 4; - ETCS 1 on lines 36 and 36N; - Reverse on a limited route; - "Wide cover"; - Modification of E372 and ES505b.

	Legal reference	Date when the legislation comes into force	Reasons for the introduction (mention of a new Act or amendment to an existing Act)	Description
	VVESI 5.6 - Organisation of the infrastructure manager.	06/06/2011	The need to adapt operational rules.	Integration of requirements for "Delegated Control Equipment" (DCE). Adaptation of framework for local protocol for infrastructure usage.
	VVESI 7.1 - Driving.	05/05/2011	The need to adapt operational rule.	Putting into service of ETCS level 1 on lines 36 and 36N between Brussels and Louvain as well as by various adaptations removing subjects belonging to the IM.
	VVESI 7.3 - Specific requirements related to work safety.	23/08/2011	The need to adapt operational rules.	Introduction of a procedure for protection against moving vehicles. Protection of personnel in equipment with delegated control.

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

E.1. Safety Certificates according to Directive 2004/49/EC

		Total number of certificates	Number of Part A certificates in ERADIS
E.1.1. Number of valid Part A safety certificates held by registered railway undertakings in the year 2011		6	3

		Total number of certificates	Number of Part A certificates in ERADIS
E.1.2. Number of valid Part B safety certificates held by railway undertakings in the year 2011 being registered.	Number of certificates Part B, for which the Part A has been issued in Belgium	6	5
	Number of certificates Part B, for which the Part A has been issued in another Member-State	8	7

			A	R	P
E.1.3. Number of applications for Part A safety certificates submitted by registered railway undertakings in year 2011		new certificates	3	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

			A	R	P
E.1.4. Number of applications for Part B safety certificates submitted by railway undertakings in year 2011	Where the Part A has been issued in Belgium	new certificates	0	0	0
		updated / amended certificates	2	0	0
		renewed certificates	1	0	1
	Where the Part A has been issued in another Member-State	new certificates	2	0	0
		updated / amended certificates	2	1	1
		renewed certificates	1	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

	Total number of revoked certificates in 2011	Total number of revoked certificates in ERADIS in 2011
E.1.5 Number of Part A safety certificates revoked in 2011	0	0
E.1.6 Number of Part B safety certificates revoked in 2011	0	0

	Name of RU	Member-State where safety certificate Part A was issued
E.1.7. List of countries where RU's applying for a safety certificate Part B in Belgium have obtained their safety certificate Part A	Eurostar Ltd.	United Kingdom
	SNCF E.P.I.C.	France
	DB SChenker Rail Nederland N.V.	Netherlands
	ERS Railways B.V.	Netherlands
	Euro Cargo Rail S.A.S.	France
	Rotterdam Rail Feeding B.V.	Netherlands
	Rurtalbahn Benelux B.V.	Netherlands
	Europorte S.A.S.	France

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

	Total number of Safety Authorisations
E.2.1. Number of valid safety authorisations held by infrastructure managers in the year 2011 being registered in Belgium	1

		A	R	P
E.2.2. Number of applications for safety authorisations submitted by the registered infrastructure manager in year 2011	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

	Total number of safety authorisations
E.2.3 Number of safety authorisations revoked in 2011	1

E.3. Procedural aspects – safety certificates part A

		New	Updated/amended	Renewed
The average time after receiving the with the required information and the final delivery of a safety certificate Part A in year 2011 for railway undertakings.	Certificate delivered by Belgium	Average of 44 working days	Average of 14 working days	-
	Certificate delivered by another Member State	-	-	-

E.4. Procedural aspects – Safety Certificates part B

		New	Updated/amended	Renewed
The average time after receiving the application with the required information and the final delivery of a safety certificate Part B in the year 2011 for railway undertakings	Where the in Belgium	Average of 56 working days	Average of 36 working days	0
	in another Member State	-	-	-

E.5. Procedural aspects – Safety Authorisations

		New	Updated/amended	Renewed
The average time after receiving the application with the required information and the final delivery of a safety authorisation in the year 2011 for the infrastructure manager	in Belgium	Average of 21 working days	Average of 21 working days	0
	in another Member State	-	-	-

Kingdom of Belgium
National Safety Authority

Department for Railway Safety and Interoperability

Federal Public Service Mobility and Transport

Department for railway safety and interoperability
Rue du Progrès 56
1210 Brussels