Netherlands NSA Annual Report 2009

Railway Safety Report for ERA

Datum 30 September 2010
Status Concept

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Contents

A: Scope and Summary

A.1 Scope of the report

This report is the Netherlands NSA Annual Report for the year 2009. It's structure and contents are in accordance with the NSA AR Template EN 2009 Version 14, date 25-8-2009. It is the third report of it's kind.

The railway system considered in this report is the whole Netherlands heavy rail network, managed by Infrastructure Manager ProRail, including shunting yards and lines connecting private company shunting yards to the main network.

Private company shunting yards and local rail networks – tram, metro, lightrail, museum lines – are excluded. Railway systems under construction are excluded until they become operational.

A.2 Summary

In 2009, no passenger got killed and 1 passenger got seriously injured due to an accident with rolling stock in motion. One train driver got killed and another got seriously injured due to a collission between 2 freight trains.

In 2009, there have been 2 significant collissions and 3 significant derailments.

In 2009, there have been 13 significant accidents on level crossings, resulting in 13 users of level crossings being killed and 4 significantly being injured.

In 2009, the NSA has issued 4 safety certificates for Railway Undertakings.

The main safety improvement activities for the Netherlands railway system are to reduce the number and risk of SPADs, to improve the safety of the track workers and the management of infrastructure geometry and to improve the safety of rolling stock for freight trains.

B: Introductory Section

B.1 Introduction to the report

The report contains all currently available data on Common Safety Indicators, as far as they are collected to day. Further data on safety indicators is presented in the Trends Analysis Report for 2009, published by the Netherlands Railway Inspectorate [1]. This report is accessible on the website of the Railway Inspectorate.

It was not possible to gather all information asked for in the template. Some information asked for in part H is not available. The cause of this is partly that the NSA currently does not keep an administration on the subjects asked for, and partly because the information asked for is not well defined.

The report is produced for the European Railway Agency, in accordance with Article 18 of the Safety Directive.

B.2 Railway structure information

Annex A.1 Provides the Network map. This is taken from the Infrastructure Manager's Network Statement 2008. The Network map only includes heavy-rail infrastructure containing the main rail network and the lines that are accessible from the main rail network.

The Netherlands heavy rail network is accessible for all freight operators in a free market system. The Nederlandse Spoorwegen (NS Reizigers), in accordance with the main rail network concession, performs national passenger services for the main rail network. Regional concession holders perform regional passenger services.

B.3 Summary – General Trend Analysis

The main railway safety trends are:

1) The number of SPADs has almost doubled since the mid-nineties. The national policy aims at reducing the number of SPADs to half the number realised in the year 2003. In 2009 the number of SPAD's has decreased for the third year in a row. The ambition to reduce this number with 50% is not met yet.
2) The number of passenger fatalities has been consistently low during the last decade: 7 fatalities in the last 10 years, all due to personal accidents.
3) In 2009 there were some serious derailments of freight trains due to rolling stock failure. The Infrastructure Manager and the freight train operators have made a co-operation plan to reduce this risk.
4) The number of level crossing fatalities has decreased from almost 40 per year in the late nineties to less than 20 to day. The number of fatalities seems to stabilize at this level.

C: Organisation

C.1 Introduction to the organisation

The Netherlands Railway National Safety Authority (NSA) is the Ministry of Transport, Public Works and Water Management. The NSA activities are performed by two of the Ministry's constituents: the Transport and Water Management Inspectorate and the Rail Directorate of the Directorate-General for Mobility. In 2009, the Transport and Water Management Inspectorate has been strongly reorganised.

The Directorate Rail has the tasks of following, promoting and developing rules and legislation in order to improve railway safety. The Transport and Water Management Inspectorate has the tasks of admission of railway undertakings and rolling stock and maintaining the railway safety rules.

In 2009, the Transport and Water Management Inspectorate has the following specific tasks [2]:

1) Inspection of infrastructure, rolling stock, operational procedures and legal obligations.
2) Investigation of serious incidents and accidents with the purpose to inform the public and to encourage the companies involved to structurally improve safety. All railway actors are obliged to inform the Railway Inspectorate on incidents and accidents. If the National Investigation Body investigates an incident, the Transport and Water Management Inspectorate does not.
3) Approving and continuing licenses of railway undertakings, infrastructure manager, working shops, rolling stock and notified bodies.
4) Advising the Minister on the safety of new infrastructure projects and on the ministerial responsibility in relation to parliament.

The number of Transport and Water Management Inspectorate staff working in the field of railways is approximately 50 FTE's.

C.2 Organisational flow

Annex B shows the organisational structure of the Netherlands NSA and it's relationships with other national bodies that have a supervisory task with respect to the rail domain in 2009. These national bodies are briefly discussed here.

The Dutch Safety Board (Onderzoeksraad voor Veiligheid, OvV) is a fully independent investigation board that investigates serious incidents and accidents in order to find structural safety deficits. Governmental bodies are obliged to respond to recommendations of the board. The Dutch Safety Board investigates approximately 1 à 2 railway-related accidents per year.

The National Police (Korps Landelijke Politie Diensten, KLPD) has a department dedicated to railways, called Railway Police (Spoorwegpolitie). The main focus of this police activity is on crime and public safety. The police also investigate serious safety incidents and accidents with the aim to bring the responsible to justice. These investigations are parallel to the investigations of the Transport and Water Management Inspectorate. The National Police is part of the Ministry of the Interior and Kingdom Relations.

The Netherlands Competition Authority (Nederlandse Mededingingsautoriteit NMa) has the task to maintain a level playing field for all actors in the railway industry. The activities of the Netherlands Competition Authority have very little connection with the activities of the NSA. In some cases safety arguments are used in business conflicts between actors. In these cases the Transport and Water Management Inspectorate can advise the Authority. The Netherlands Competition Authority is part of the Ministry of Economic Affairs.

The Labour Inspectorate (Arbeidsinspectie) has the task to supervise the worker's safety and to maintain the Labour Health and Safety Act. For the railway field, this is particularly of interest to Train Drivers, Train Managers, Track Workers and Shunt Workers. The Labour Inspectorate and the Railway Inspectorate work closely together on issues that are relevant for the worker's safety. The Labour Inspectorate is a part of the Ministry of Social Affairs and Employment.

D: The development of railway safety

D.1 Initiatives to maintain/improve safety performances

Initiatives to maintain or improve safety performance form a continuing process. The main framework for this process is the policy statement "Kadernota Veilig vervoeren, veilig werken, veilig leven met spoor" from 2010. This document describes top-level safety targets, together with the main railway safety developments and persistent problems. It presents current and coming projects and activities to improve safety.

On top of this policy statement, accident investigations lead to recommendations and initiatives to improve safety. This paragraph does not give a complete overview of all projects and initiatives, but highlights the most important [3].

1) SPAD problem
A series of train collisions caused by SPAD's (e.g. Amsterdam, 24 May 2004), together with the knowledge that the number of SPAD's has strongly increased since the mid-nineties, have urged the railway participants to come up with measures to reduce the number of SPAD's and the risk associated with it. The measures comprise of a series of lower impact measures, such as signal visibility improvement, train driver awareness assessment and route setting improvements, together with one high impact measure to improve the current ATP system, the so-called ATB Eerste Generatie.

2) Infrastructure geometry
Two derailments caused by track buckles in summer 2006 have urged the infrastructure manager to come up with an infrastructure safety management improvement program. This program consists of improvement of company procedures, training of personnel and intensifying contractor audits and inspections. A derailment caused by a point failure in 2007 has urged the infrastructure manager to improve the management of point maintenance.

3) Freight Train Safety
Some derailments of freight trains in 2008 and 2009 have urged the freight train operators and infrastructure manager to improve the safety of freight trains. One of the measures is to install a technical system in the infrastructure to detect technical failure on freight wagons. Other measures are taken by the railway undertakings to improve the quality of wagon inspections before departure.

4) Track Worker Safety
The number of Track Worker fatalities is considered to be consistently too high. The Infrastructure Manager ProRail initiated a large-scale safety improvement programme. This resulted in a new approach to organise safety measures for track maintenance work. The Railway Inspectorate consideres enforcing these safety measures as a priority.

Other railway safety improvement programmes active in 2009 are for instance:
- testing innovative level crossing protections
- developing plans for suïcide prevention

- improving buffer stops

Finally, accident investigation reports from the Dutch Safety Board and all reports from the Railway Inspectorate – accident investigation, inspection or safety management system approval, lead to specific or structural safety improvement recommendations and measures.

D.2 Detailed Data Trend Analysis

The Netherlands NSA yearly reports a detailed data trends analysis [1]. The 2009 report is attached to this annual report. The main trends are:

- For all risk categories, comparing the Moving Weighted Average with the National Reference Value leads to an acceptable safety performance.
- The previous decade, there has not been a single passenger fatality due to a train collision, derailment, level crossing accident or fire. All 7 fatalities that have occurred were caused by accidents with rolling stock in motion.
- The previous decade, 5 track workers have been killed. The trend is improving.
- The number of level crossing fatalities has decreased the previous decade from almost 40 per year to less than 20 per year, evaluated on a 5-years average basis. In 2009 there were 13 fatalities.
- The number of SPAD's has increased the from approximately 150 in the mid-nineties to over 280 in 2006, but has decreased since then, to 214 in 2009.

The accident data according to the draft Common Safety Indicator definitions is presented in Annex C.

D.3 Results of safety recommendations

In 2009 there were no safety recommendations from the National Investigation Board.

E: Important changes in legislation and regulation

Important changes in legislation an regulation for 2009:

Some railway lines dedicated for freight trains connecting the main railways with the harbour and industrial railways have been assigned the status of main railway.

The legal obligation to inspect rolling stock before operation has changed.

The legal requirements for people with safety relevant tasks during track work have been changed, as well as the requirements for train drivers.

F: The development of safety certification and authorisation

F.1 National Legislation – starting dates - availability

1.1 From 1 august 2007 on, the Netherlands NSA issues Safety Certificates according to Article 10 of Directive 2004/49/EC.

1.2 From 24 april 2008 on, the Netherlands NSA issues Safety Authorisations according to Article 11 of Directive 2004/49/EC.

1.3 All relevant national legislation is accessible through the website www.ivw.nl. All Railway Undertakings and the Infrastructure Manager are in regular contact with NSA representatives.

F.2 Nummerical data

Annex E provides an overview of the number of safety certificates issues by the Netherlands NSA.

F.3 Procedural aspects

3.1 Safety Certificates Part A

3.1.1 The Netherlands NSA issued 3 renewed Part A certificates.

3.1.2 Main reasons the mean issuing time for Part A certificates is more than 4 months:

- Request for renewal is received long before expiry date of Safety Certificate;
- Incomplete documentation safety management system;
- Corrective actions by RU in case of (serious) non conformities;
- Lack of manpower at NSA offices.

3.1.3 No requests from other NSA's have been received to verify / access information relating the Part A Certificate of a RU that has been certified in the Netherlands, but applies for a Part B certificate in the other Member State.

3.1.4 Summary of problems concerning the mutual acceptance of part A certificates

There were no problems.

3.1.5 Charging fees for issuing a Part A Certificate:

- New Part A Certificate: € 9.665 for RU <300 safety critical employees;
- New Part A Certificate: € 20.539 for RU >300 safety critical employees.
- Renewed Part A Certificate: € 7.576 for RU <300 safety critical employees;
- Renewed Part A Certificate: € 10.365 for RU >300 safety critical employees;
- Updated/amended Part A Certificate: € 4.883 for RU <300 safety critical employees;
- Updated/amended Part A Certificate: € 7.249 for RU >300 safety critical employees;

3.1.6 Problems with using the harmonised formats for Part A Certificates:

Accessibility of ERA site for registration;

The NSA rejected a part A and part B certificate for a railway undertaking established in Germany. The reason for this was that the Netherlands NSA does not issue part A certificates to companies estabisched abroad. In reaction to the rejection, the railway undertaking started an offical establishment in the Netherlands.

3.2 Safety Certificates Part B

3.2.1 The Netherlands NSA issued 4 renewed Part B certificates and 3 new Part B certificate.

3.2.2 Main reasons the mean issuing time for Part B certificates is more than 4 months:
- Incomplete documentation safety management system;
- Corrective actions by RU in case of (serious) non conformities;
- Lack of manpower.

3.2.3 Charging fee for issuing a Part B Certificate:
- New Part B Certificate: € 6.443 for RU <300 safety critical employees;
- New Part B Certificate: € 13.693 for RU >300 safety critical employees.
- Renewed Part B Certificate: € 5.718 for RU <300 safety critical employees;
- Renewed Part B Certificate: € 4.833 for RU >300 safety critical employees;
- Updated/amended Part B Certificate: € 3.222 for RU <300 safety critical employees;
- Updated/amended Part B Certificate: € 4.833 for RU >300 safety critical employees;

3.2.4 Problems mentioned by RU's when applying for a Part B certificate
- What documentation has to be delivered to the NSA;
- The application of national legislation and or European guidelines;

3.2.5 There has been no problems / difficulties for the Netherlands NSA in application procedures for Part B certificates.

Feedback procedures that allows RU's to express their opinion on issuing procedures / practices or to file complaints have not been used by the Netherlands NSA.

3.3 Safety Authorisations

3.3.1 The Netherlands NSA issued no new Safety Authorisation to a Infrastructure Manager.

G: Supervision of Railway Undertakings and Infrastructure Managers

1. The Netherlands NSA supervises Railway Undertakings and Infrastructure Managers in four types of inspections and audits, see C.1 and [2]:

1) The NSA audits Safety Management Systems and certifies companies, working shops, rolling stock and notified bodies. The approach is compliant with the Safety Directive requirements. In 2009, a total of 247 certificates have been issued. Approximately 8 FTE, or 16% of NSA staff are invloved.
2) The NSA inspects infrastructure, rolling stock, operational procedures and legal obligations. The results of these inspections are basis for interventions with the aim to improve safety performance and safety compliance. In 2008, there have been approximately 2380 inspections in the fields of rail traffic rules, staff, safety related processes, rolling stock and infrastructure. Approximately 15 FTE, or 30 % of NSA staff are involved.
3) The NSA investigates serious incidents and accidents with the purpose to inform the public and to encourage the companies involved to structurally improve safety. All railway actors are obliged to inform the Railway Inspectorate on incidents and accidents. In 2009 there have been 800 incident pre-investigations. In total 257 accidents and incidents have been fully investigated by NSA. In total 60 incidents have been investigated by the companies involved and 261 SPAD incidents and level crossing accidents have been evaluated using checklists. Approximately 14 FTE, or 28% of NSA staff are involved.
4) The NSA advises the Minister of Transport and Water Management on new infrastructure projects and on the ministerial responsibility in relation to parliament. This may include research projects on new developments or persistent railway safety problems. Approximately 14 FTE, or 28% of NSA staff are involved.

2. Approximately 50% of the Railway Undertakings have sent in their annual safety report in time.

3. The number of inspections is approximately 4000.

4. The number of audits is 5.

5. The inspections and audits led to a variety of corrective measures and actions.

6. There have been no complaints from the Infrastructure Manager concerning Railway Undertakings, related to conditions in their part A / part B certificate.

7. There have been no complaints from the Railway Undertakings concerning the Infrastructure Manager, related to conditions in their authorisation.

H: Reporting on the application of the CSM on risk evaluation and assessment

There are several gatherings like OVS, Nabo (National Bodies) and Nobo (Notified Bodies) were Railway undertakers and Infrastucture Managers can share their experiences on EC regulation and on CSM. This is also the place were the can give feedback. No specific Questionnaires or gatherings are organised for feedback.

There is also the RIS meeting where DGMO in international / EU construction considers multiple subjects. This meeting is supported by IVW.

I: Conclusions on the reporting year - priorities

The general level of railway safety in the Netherlands is considered to be good. Also, the Netherlands achieved acceptable safety levels with respect to all NRV's [1].

The number of train passengers being killed in a train accident is consistently low: 7 fatalities in the past decade, alle due to accidents with rolling stock in motion.

The number of injuries amongst personnel shows a positive trend.

The number of level crossing fatalities seems to consolidate just below 20 fatalities per year, after a strong improvement from almost 40 in the late-nineties.

The Netherlands railway safety priorities are [2]:

- SPAD reduction
- Infrastructure safety improvement
- Track worker safety improvement
- Rolling Stock Safety (toegevoegd)

J: Sources of information

[1] Trendanalyse 2009, Inspectie Verkeer en Waterstaat, 7 mei 2010
[2] Meerjarenplan 2010-2014, Inspectie Verkeer en Waterstaat, 18 mei 2010
[3] Jaarverslag 2009, Inspectie Verkeer en Waterstaat, 18 mei 2010

Annex A: Railway Structure Information

A.1 Network map

Noot: Bij knooppunten zijn niet alle verbindingsbogen weergegeven

A.2 List of Railway Undertakings and Infrastructure Managers

Name	Address	Website/ Network Statement Link	Safety Authorisation	Start Date Commercial Activity	Total Track Length/ gauge	Electrified Track Length/ Voltages	Total Double/Single Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
ProRail	Moreelsepark 3 3511 EP Utrecht	www.prorail.nl http://www.prorail.nl/Vervoerders/Pages/Netverklaring.aspx	24 April 2008	1 January 2003	6823 km / 1435 mm	4000 km / 1500 V DC 95 km / 25 kV AC (2000 km network length)	Single: 900 km Other: 2000 km Network: 2965 km	44 km	ATB EG on electrified track ATB NG on other ERTMS on Betuweroute and HSL	2659	11581

A.2.1: Infrastructure Managers

Name	Adress	Website	Safety Certificate A /B 2004/49/EC (number/date)	Certificate till	Number of crew	Volume of transport	Traffic Type
ACTS Nederland BV	Parallelweg 21 's-Hertogenbosch Postbus 131 5201 AC 's-Hertogenbosch	www.acts-nl.com	27-06-2008 – NL A/B	27-6-2011	>50 - < 250	> 500 mio tonkilometers per year	G
Arriva Personenvervoer Nederland BV	Trambaan 3 Heerenveen Postbus 626 8448 AP Heerenveen	www.arriva.nl	01-08-2008 A/B	01-08-2011	>50 - < 250	> 200 mio passangerkilometers per year	P
BAM Rail BV	Stadionstraat 40 Breda Postbus 3172 4800 DD Breda	www.bamrail.nl	19-11-2008 A/B	19-11-2010	> 250	< 500 mio tonkilometers per year	G
B-Cargo (Nationale Maatschappij der belgische Spoorwegen – NMBS)	Hallepoortlaan 40 1060 Brussel Belgie	www.nmbs.be	1-2-2010 B	1-2-2013	> 250	< 500 mio tonkilometers per year	G
Connexxion Openbaar Vervoer NV	Laapersveld 75 1213 VB Hilversum Postbus 224 1200 AE Hilversum	www.Connexxion.nl	07-01-2010 A/B	01-02-20137	<50 - < 250	< 200 mio passengerkilometers per year	P

CTL Rail GmbH	Heidenkampsweg 73 20097 Hamburg Deutschland	?	03-09-2007 B	03-09-2010	0 - <9	< 500 mio tonkilometers per year	G
DB Autozug GmbH	Koningswall 21 44137 Dortmund Duitsland	?	23-10-2007 B	23-10-2010	> 50- < 250	< 200 mio passengers kilometers per year	P
DB Regio NRW GmbH	Willi-Becker-Allee 11 40227 Dusseldorf	www.db.de	01-01-2008 B	01-01-2011	> 250	< 200 mio passengerkilometers per year	P
Crossrail Benelux nv	Luchthavenlui 7 2100 Deurne /Belgie	www.crosrail.ch	01-01-2009 B	01-01-2012	0 - < 9	< 500 mio tonkilometers per year	G
ERS Railway BV	Port number 2248 Waalhaven Z.z 2b 3088 HH Rotterdam	www.ersrail.com	16-12-2008 B	29-09-2010	> 50 - < 250	< 500 mio tonkilometers per year	G
EurailScout Inspection & analysis bv	Stationsplein 121 3818 LE Amersfoort Postbus 349 3800 AH Amersfoort	www.eurailscout.com	15-06-2010 A en B	15-06-2012	> 50 - < 250	< 500 mio tonkilometers per year	G
Hafen und Guterverkehr Koln AG (HGK)	Harry-Blum-Platz 2 50678 Keulen Postbus 250348 50519 Keulen	www.hgk.de	01-11-2008 B	01-11-2011	0- < 9	< 500 mio tonkilometers per year	G
HSA Beheer NV	De Oost	www.nshispee	01-12-2009	01-12-2010	> 50 -<	> 200 mio	P

	Stationsplein 9 Amsterdam Postbus 767 1000 AT Amsterdam	d.nl	A en B		250	passengerkilometers per year	
ITL Benelux (n.b will be Captrain Netherlands BV)	Albert Plesmanweg 103 b-c 3088 GC Rotterdam	www.captrain.nl	16-08-2007 A en B	16-08-2010	> 50 - <250	< 500 tonkilometers per year	G
KombiRail Europe BV	Seattleweg 11 3195 HD Pernis Rotterdam	www.kombiverkehr.de	15-02-2010 A en B	16-11-2010	0- <9	< 500 mio tonkilometers per year	G
Lloyds Register Rail Europe BV	Cahtarijnesingel 33 3511 GC Utrecht Postbus 2016 3500 GA Utrecht	www.Lrrail.com	01-01-2010 A en B	01-12-2012	> 50 - <250	< 500 mio tonkilometers per year	G
NS Reizigers B.V.	Laan van Puntenburg 100 3511 ER Utrecht Postbus 3500 BH Utrecht	www.ns.nl	01-02-2010 A en B	01-12-2013	> 250	> 200 moi passangerkilometers per year	P
NedTrain B.V.	Kantorencentrum Katreine Laag Katreine 3e etage Stationsha; 17 3511 Ce Utrecht Postbus 2167 3500 GD Utrecht	www.nedtrain.nl	01-07-2010 A en B	01-07-2013	> 250	< 500 mio tonkilometers per year	G

Prignitzer eisenbahn GmbH	Pritzwalker strasse 8 D-16949 Putlitz	www.prignitzer-eisenbahn.de	01-01-2008 B	01-01-2011	0 -< 9	< 200 mio passengerkilometers	P
DB Schenker Rail Nederland NV	Moreelsepark 1 3511 EP utrecht Postbus 2060 3500 GB Utrecht	www.rail.dbschenker.nl	15-11-2009 A en B	16-11-20112	> 250	> 500 moi tonkilometers per year	G
Rotterdam Rail Feeding B.V. (RRF)	Spooremplacement 3199 LD Rotterdam Europaweg 855 3199 LD Rotterdam	www.railfeeding.nl	01-05-2009 A en B	01-05-2012	> 10 - <49	< 200 mio passengerkilometers per year > 500 mio tonkilometers per year	P / G
Rurtalbahn GmbH	Albert Plesmanweg 125 3088 GC Rotterdam Postbus 59169 3008 PD Rotterdam	?	01-10-2007 B	01-10-2010	> 50 -< 250	< 500 mio tonkilometers per year	G
Shunter Tractie bv	2e Rosestraat 10 Rotterdam Postbus 5185 3008 AD Rotterdam	www.shunter.nl	01-06-2010 A en B	01-06-2011	> 10 - < 49	< 500 mio tonkilometers per year	G
Societe Nationale des Chemins de Fer Fret (SNCF)	Italielei 2 Box 3 B-2000 Antwerpen	www.captrain.be	Veiligheidsattest oude versie 04-12-2006 Geen	04-12-2009	> 10 -< 49	< 500 mio tonkilometers per year	G

	Belgie		goederenvervoer op dit moment. Nieuwe aanvraag deel B op naam van Captrain				
Spitzke spoorbouw BV	Peppelkade 3 3992 AL Houten	?	26-05-2008 A en B	26-05-2011	> 10 -< 49	< 500 mio tonkilometers per year	G
Strukton Rail Materieel bv	Strukton Rail Equipment Veemarktweg 2a 5223 AA 's-Hertogenbosch	www.struktonrail.nl	01-03-2010 A en B	01-03-2013	> 50 -<250	< 500 mio tonkilometers per year	G
Syntus bv	Koopmanslaan 31 7005 BK Doetinchem Postbus 17 7000 AA Doetinchem	www.syntus.nl	14-07-2008 A en B	14-07-2011	> 50 - < 250	> 200 mio passengerkilometers per year	P
TX Logistik AG	Rhondorfer Strasse 85 D-53604 Bad Honnef Deutschland	www.txlogistik.de	13-08-2008 B	13-08-2011	0 -< 9	< 500 mio tonkilometers per year	G
Veolia Cargo Nederland BV (N.B. will be Captrain Netherlands BV)	Albert Plesmanweg 103 b-c 3088 GC Rotterdam (Waalhaven)	www.captrain.nl	26-11-2008 A en B	05-12-2010	> 50 - < 250	?	G
Veolia Transport Rail BV	Mastbosstraat 12 Breda	www.veolia-transport.nl	01-06-2008 A en B	01-06-2010	> 50 - < 250	< 200 mio passengerki	P

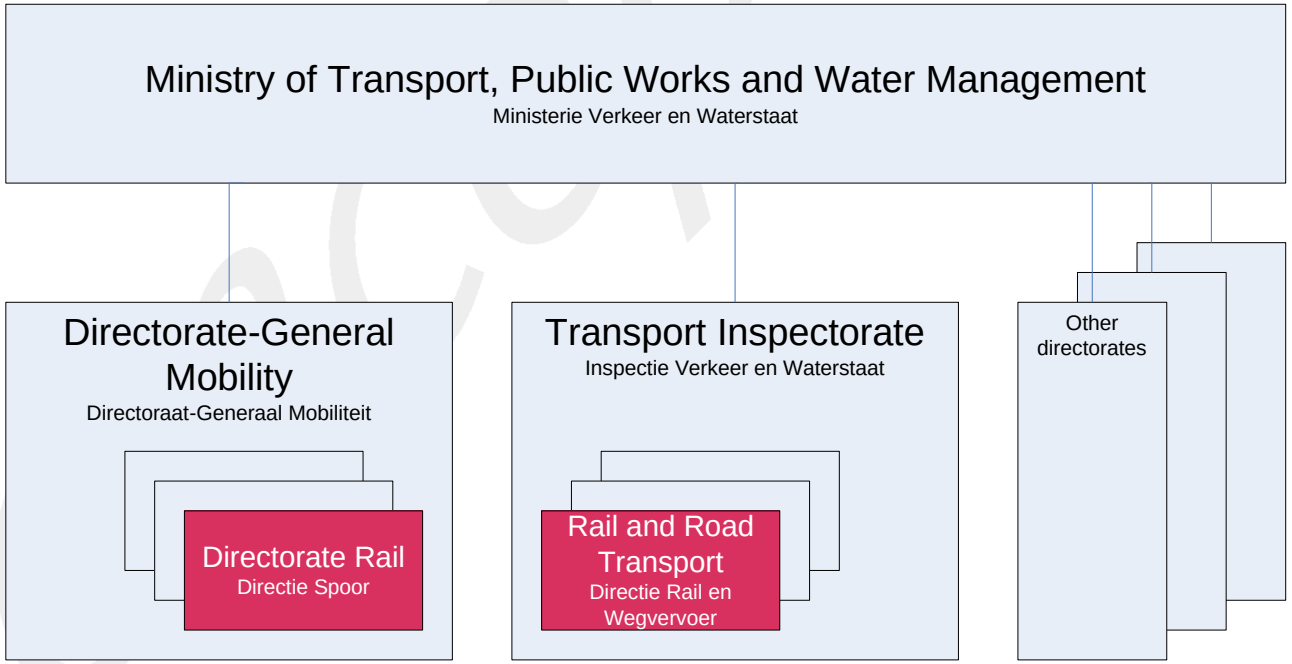
	Postbus 3306 4800 DH Breda					lometers per year	
VolkerRail Nederland bv	Lange Dreef 7 Vianen Postbus 240 4130 EE Vianen	www.volkerrail.nl	12-09-2008 A en B	12-09-2010	> 250	< 500 mio tonkilometers per year	G
Zuid-Limburgse Stoomtrein Maatschappij – Bedrijf BV (ZLSM)	Stationstraat 20-22 Simpelveld Postbus 21071 6369 ZH simpelveld	www.zlsm.nl	31-12-2009 A en B	01-01-2012	> 50 - < 250	< 200 mio passengerkilometers per year	P
Total number							

A.2.2: Railway Undertakings

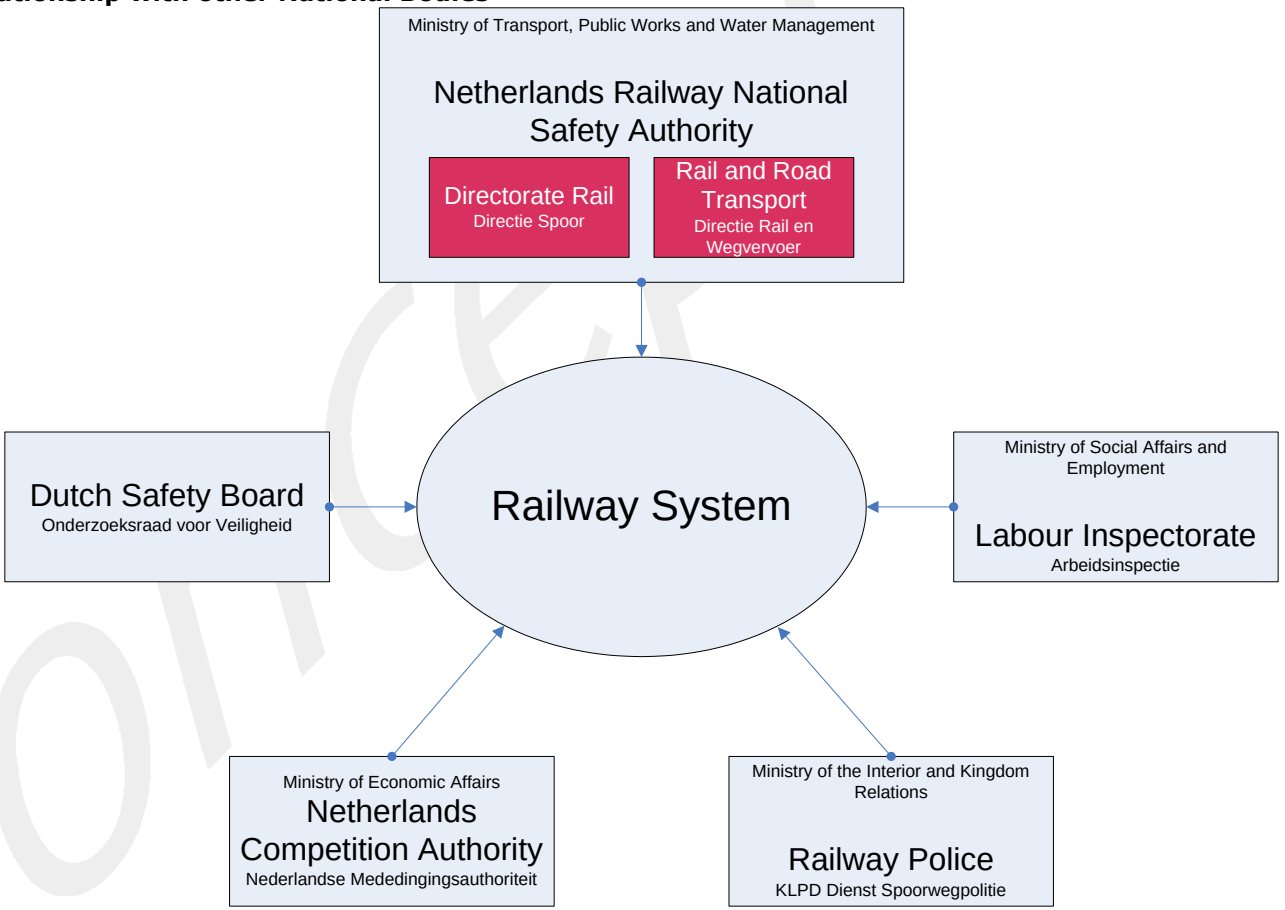
Annex B: Railway Structure Information

B.1 Chart: Internal Organisation

The formal NSA is the Minister Transport, Public Works and Water Management. The red marked parts of the Ministry of Transport, Public Works and Water Management together form the practical organisation of the NSA.



B.1 Chart: Relationship with other National Bodies



Annex C: CSI data – definitions applied

C.1 CSI data

ERA code	Description of data	Value
N00	Total Number of all accident	21
N01	Number of Collisions of trains, including collisions with obstacles within the clearance gauge	2
N02	Number of Derailments of trains	2
N03	Number of Level-crossing accidents, including accidents involving pedestrians at level-crossings	13
N04	Number of Accidents to persons caused by rolling stock in motion, with the exception of suicides	3
N05	Number of Fires in rolling stock	0
N06	Number of Other accidents	1
N07	Number events: suicide	197
PS00	Total number in all accident	1
PS01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
PS02	In derailments of trains	0
PS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
PS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	1
PS05	In fires in rolling stock	0
PS06	In others	0
SS00	Total number in all accident	1
SS01	In collisions of trains, including collisions with obstacles within the clearance gauge	1
SS02	In derailments of trains	0
SS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
SS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
SS05	In fires in rolling stock	0

SS06	In others	0
LS00	Total number in all accident	4
LS01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
LS02	In derailments of trains	0
LS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	4
LS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
LS05	In fires in rolling stock	0
LS06	In others	0
US00	Total number in all accident	0
US01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
US02	In derailments of trains	0
US03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
US04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
US05	In fires in rolling stock	0
US06	In others	0
OS00	Total number in all accident	3
OS01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
OS02	In derailments of trains	0
OS03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
OS04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	3
OS05	In fires in rolling stock	0
OS06	In others	0
PK00	Total number in all accident	0
PK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
PK02	In derailments of trains	0
PK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0

PK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
PK05	In fires in rolling stock	0
PK06	In others	0
SK00	Total number in all accident	1
SK01	In collisions of trains, including collisions with obstacles within the clearance gauge	1
SK02	In derailments of trains	0
SK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
SK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
SK05	In fires in rolling stock	0
LK00	Total number in all accident	13
LK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
LK02	In derailments of trains	0
LK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	13
LK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
LK05	In fires in rolling stock	0
LK06	In others	0
UK00	Total number in all accident	0
UK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
UK02	In derailments of trains	0
UK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
UK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
UK05	In fires in rolling stock	0
UK06	In others	0
OK00	Total number in all accident	0
OK01	In collisions of trains, including collisions with obstacles within the clearance gauge	0
OK02	In derailments of trains	0

OK03	In level-crossing accidents, including accidents involving pedestrians at level-crossings	0
OK04	In accidents to persons caused by rolling stock in motion, with the exception of suicides	0
OK05	In fires in rolling stock	0
OK06	In others	0
I00	Total number of precursors	300
I01	Total number of broken rails	58
I02	Total number of track buckles	9
I03	Total number of wrong-side signalling failures	18
I04	Total number of signals passed at danger	214
I05	Total number of broken wheels on rolling stock in service	0
I06	Total number of broken axles on rolling stock in service	1

C.2 Definitions used
Definitions in Regulation 91/03 are applied:

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

injuries (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

Annex D: Important changes in legislation and regulation

In 2009, there was no important change in legislation.

Annex E: The development of safety certification and authorisation

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 2009	being licensed in your Member State	6
	being licensed in another Member State	0

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 2008	being registered in your Member State			
	being registered in another Member State			

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 2008	being registered in your Member State			
	being registered in another Member State			

			A	R	P
E.2.3. Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2008	being registered in your Member State for	new certificates			
		updated / amended certificates			
		renewed certificates			
	being registered in another Member State for	new certificates			
		updated / amended certificates			

		renewed certificates			
			A	R	P
E.2.4. Number of applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 20xx	being registered in your Member State for	new certificates			
		updated / amended certificates			
		renewed certificates			
	being registered in another Member State for	new certificates			
		updated / amended certificates			
		renewed certificates			

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

Germany

Belgium

France

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 2008 being registered in your Member State	1		

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2009 being registered in your Member State	new authorisations			
	updated / amended authorisations			
	renewed authorisations			

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 2008 for Railway Undertakings	being registered in your Member State	4 – 6 months		
	being registered in another Member State			

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 20xx for Railway Undertakings	being registered in your Member State	4 – 6 months		
	being registered in another Member State	4 months		

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 2008 for Infrastructure Managers	being registered in your Member State	4 months		
	being registered in another Member State			