NSA Annual Report 2006
Norway

Table of content:

A.1. Scope of the report

The Norwegian Railway Inspectorate (NSA Norway) is the practical control and supervisory authority for rail traffic, which also includes tramways, underground and suburban railways in Norway. This report does not include tramways and underground. The Inspectorate is responsible for ensuring that the rail operators meet the conditions and requirements that govern the traffic through rail legislation. The authority is also responsible for drawing up regulations, etc., awarding licences for rail activity and approving rolling stock and infrastructure.

B. Introductory Section

1. Introduction to the report

This report is created by the Norwegian NSA, it contains information about railway activities and status for the year 2006. The report only includes information about the national rail network, this excludes tramway and underground. The report has been created according to the guideline from the European Railway Agency, and will meet the reporting requirements in the Safety directive. This report is expected to have an audience outside the Norwegian boundaries, hence the whole report is written in English.

2. Railway Structure Information

See Annex A

3. Summary – General Trend Analysis

The safety level of the Norwegian Railways shows a stable and slightly positive trend. The main challenges are risks related to level crossings and risk related to signalling failures with a potential of train – train collisions. Both these aspects have high focus from the inspectorate.

In 2006 landslides (rock and mudslides) have shown an increasing trend due to extreme weather. Due to this, both action plans in case of extreme weather and updated evaluations of the risk have been initiated.

A process of giving the main infrastructure owner safety authorisation was initiated but not finalized in 2006 and has been a challenging activity.

4. The Safety directive – stage of implementation

The safety directive is fully implemented in the following acts and regulations:

- Act of 3 June 2005 no. 34 on Notification, reporting and investigation of railway accidents and railway incidents etc. (Railway Investigation Act)
    - Regulations of 31 March 2006 no. 378 on public investigation of railway accidents and serious railway incidents etc. (Railway Investigation Regulations)
    - Regulations of 31 March 2006 no. 379 on the obligation to notify and report railway accidents and railway incidents (Notification and Reporting Regulations)

- Regulations of 16 December 2005 no. 1490 on licensing, safety certification and access to the national railway network, and on safety authorisation to operate railway infrastructure (Licensing Regulations)
- Regulations of 19 December 2005 no. 1621 concerning requirements to railway activities on the national railway network (Railway Safety Regulations

C. Organisation

Introduction to the report

The Norwegian Railway Inspectorate was established on the 1st of October 1996. It is an independent agency under the authority of the Ministry of Transport and Communications. The activities of the Railway Inspectorate are financed by the ordinary national budget. As of 1 May 2007, the Inspectorate has a 26-strong workforce who has varied background experience from both the public and private sectors.

Day-to-day management of the Norwegian Railway Inspectorate is carried out by the Director General of the Inspectorate. The Director General is appointed by the King of Norway on the basis of a recommendation from the Minister of Transport and Communications. The Inspectorate is divided into four departments, Administration, Legal, Audits and Safety and Technology. Each of the four departments is led by a Director of Department. The Director General and the four Directors of Department make up the Inspectorate's management team and crisis group.

Organisation chart of the National Safety Authority

See Annex B

D. The development of railway safety

1. Initiatives to maintain/improve safety performances

The Norwegian Railway Inspectorate focus on the RU and IM's responsebilities to operate safely. Accident statistics are systematically used in follow-up and audit planning. As part of the yearly activity planning of the inspectorate we have established focus areas, thematic areas that we focus in all activities to improve safety. For 2006 these focus areas were:

- Increase the RU and IM's respect related to conformance with rules and regulations
- Classification and handling of accident reports, establishment of risk pictures (correct and relevant use of input from accident statistics used in risk based management)
- Risk related to Level Crossings and SPAD's with focus on technical issues
- Subcontractor management with respect to safety.

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

Safety measure decided	**Accidents/precursors which trigged the measure**		
	Date	**Place**	**Description of the event**
IM: Increased focus on landslide risks, both related to identifying exposed areas and implementing operative action plans	multiple	NA	Increase in trend of landslides due to extreme weather

If these safety measures have had other triggers, they should be reported as in Table D.1.2:

Table D.1.2 - Safety measures with other triggers

Safety measure decided	**Description of the trigger of the measures**

2. Detailed data trend analysis

2.1 CSI data

The registration of CSI data according to the safety directive started in 2007 with the reference year 2006. Cost of accidents is a new indicator for the railway actors, and the costs for 2006 are estimates.

In 2006 there were reported 16 accidents, 1 person was killed and 4 persons were injured. The category with most accidents is collisions of trains with 5 accidents. All of the collisions of trains are with objects, and there are no collisions between two trains. One possible explanation to this trend is the change of climate, during 2006 there was an increase of rock fall and landslides due to extreme rain, frost, snow etc.

Summary of CSI reporting for 2006:

- Number of accidents; 16
- Number of fatalities; 1
- Number of injures; 4
- Number of precursors to accidents; 263
- Cost of all accidents 34.625.211 , hours worked on safety 4648

2.2 National Incident analysis – NSA Norway database

This section deal with the statistic registered in the NSA database, when reading this section one must bear in mind that the definition for accident is not equal to the CSI definition. The national legislation in Norway requires reporting of serious accidents and incidents with high risk potential within 72 hours to the NSA and investigation body, and reporting within 8 days for all other unwanted events related to railway operations and affecting operational safety to the NSA only. The majority of the reporting is done electronically via export/import functions in the reporting system Synergi used by the NSA, IM and the largest RU's.

NSA Norway received 7266 accidents, near misses and conditions in 2006 from the IM and RU at the national railway network. 1444 of these cases were marked as double reported, which gives 5822 unique reports. Only a few accidents have consequences serious enough to be classified as accidents according to the CSI definitions.

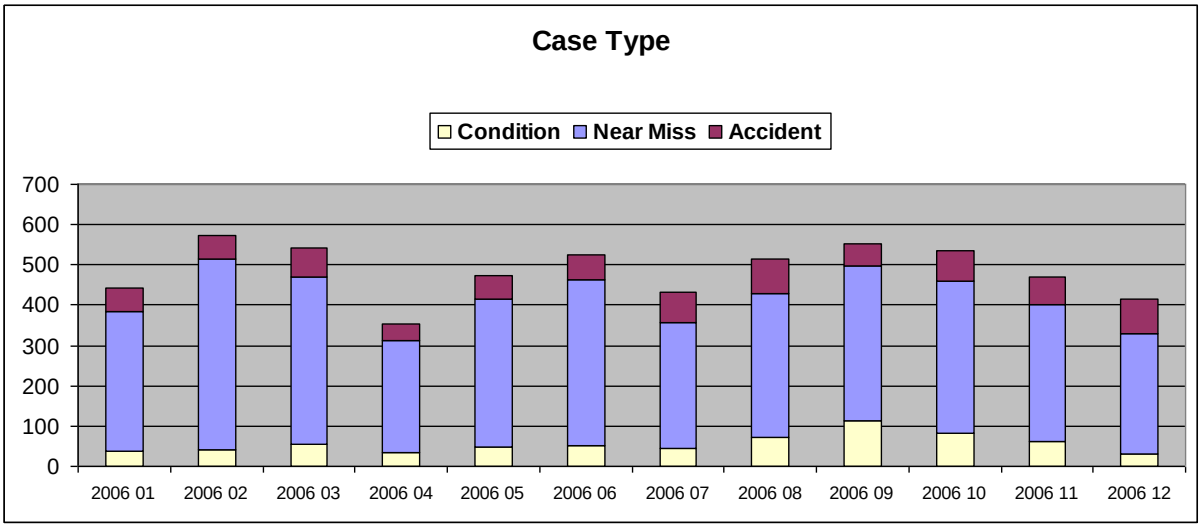
Definitions
The definitions used by CSI have a higher demand regard consequences than the national definitions. As an example the CSI requires personal injury to be hospitalised for more than 24 hors, the national requirement for reporting in Norway is all personal injury.

Case Type: Accident, Near Miss and Condition

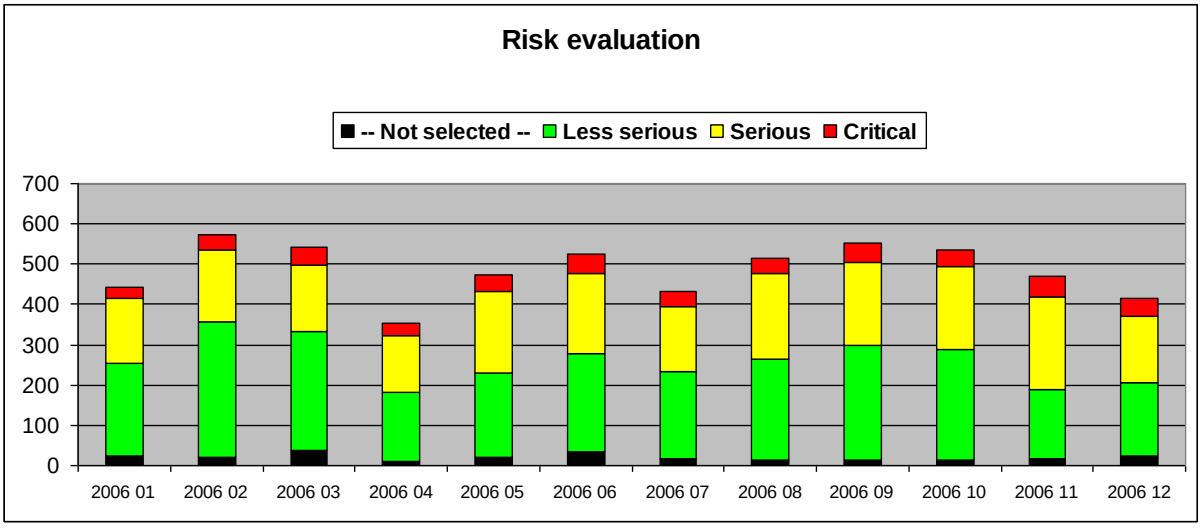
Accident – the incident had a consequence (personal injury, environmental injury, material damage etc.). E.g Collision between train and car at level crossing.
Near Miss – The incident did not have a consequence, but had a potential to escalate to an incident. E. g Car almost hit by train at level crossing.
Condition – Dangerous state which could develop to a near miss or accident. E.g Lights/barriers not working at level crossing

Risk Evaluation: Evaluation of the most likely outcome if the incident had escalated slightly. E.g a group of children crossing the line unauthorised is almost hit by a passing train a, nothing happened but the consequence would have been fatal if anyone had been hit (Critical). Another example could be if an adult is crossing the line unauthorised, but in good time before the train passes and the train has lower speed (Serious).

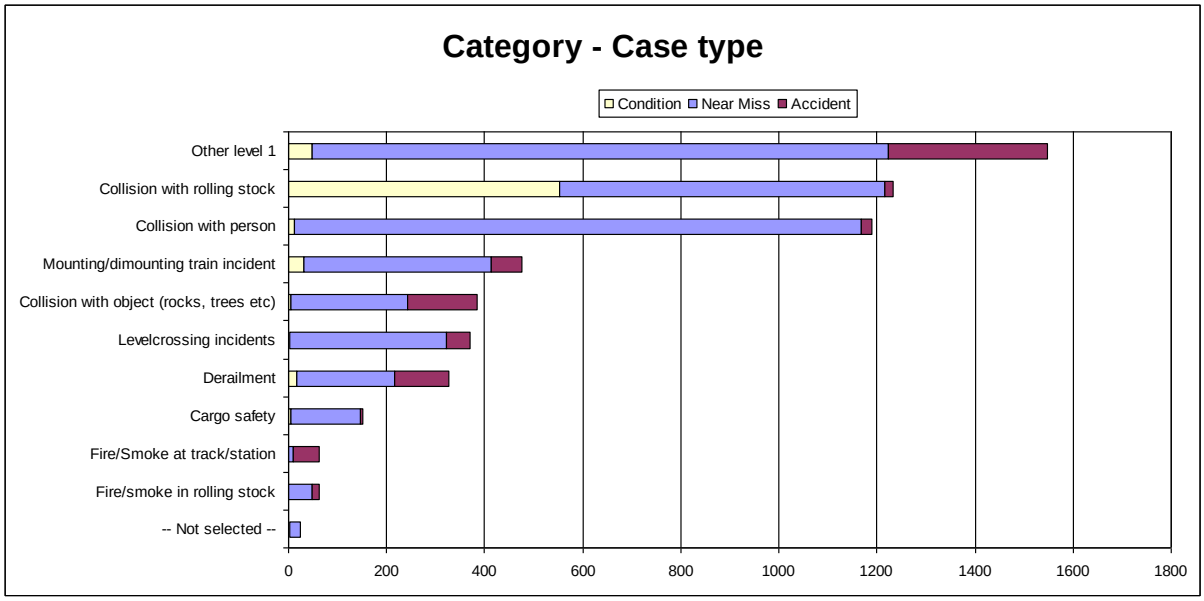
Category: This is an attempt to systematic categorise cases in different groups. Most cases in a category are near misses, for example the category "collision with person" is mostly near misses.



Graph 1: Number of reported cases distributed on case type
Most reported incidents are near misses.

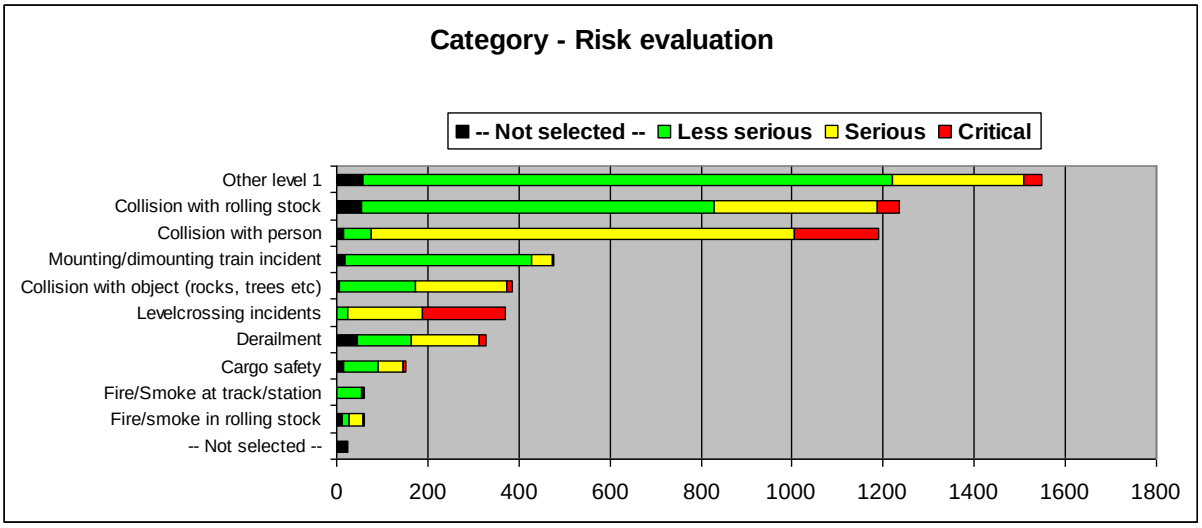


Graph 2: Number of reported cases distributed on risk evaluation
Most cases are risk evaluated in less serious and serious area



Graph 3: Cases distributed on category and case type

Other level 1 is a post where all cases that do not fit in the main category are collected. This could be sabotage/vandalism, collision with animals, personal injury onboard train etc. Collision with person has very few accidents, only 1 person was killed in such an accident in 2006.



Graph 4: Cases distributed on category and risk evaluation

Other level 1 is a post where all cases that do not fit in the main category are collected. Collision with person and level crossing accidents are the two category's which have the highest risk evaluation.

E. Important changes in legislation and regulation

There has not been made any significant changes to the legislation in 2006, see annex D for details.

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

1.1. Starting date for issuing Safety Certificates according to Article 10 of Directive 2004/49/EC (if necessary, distinguish between Part A and Part B)
- Issuing Safety Certificates in Norway were initiated through implementation of Regulation 2005-12-16 no 1490, "Regulations on licensing, safety certification and access to the national railway network, and on safety authorisation to operate railway infrastructure (Licensing Regulations)", 1st of January 2006.

1.3. Availability of national safety rules or other relevant national legislation to Railway Undertakings and Infrastructure Managers (website, paper documentation on request, etc.)
- Relevant links are available at NSA Norway's website www.sjt.no. The official website for legislation in Norway is www.lovdata.no.

2. Numerical data (Annex E)

3. Procedural aspects

One application from a Swedish railway undertaker (Nya Innlandsgods AB) for a limited part of the network was approved. The applicant (Nya Innlandsgods AB) has later applied for an extension of the license. Another Swedish railway undertaker (Tågåkeriet i Bergslagen AB) has got an extension of their license, in December they sent in another application with a further extension of the license.

Norwegian National Rail Administration application for safety certification is still under processing and given a high priority. There are several aspects in the management system that must be in place before the approval can be given. The ministry of transport has extended the deadline until 1st of January 2008 for the safety certification.

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)
- New lines to be operated.

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

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
- After having received all necessary information the issuing time was always less than 4. months. But the process of receiving all documentation can be very long.

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

3.1.5. NSA Charging fee for issuing a Part A Certificate (Yes/No – Cost)
- No cost

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
- Has not used the harmonised format yet.

3.1.7. Summary of the common problems/difficulties for the NSA in application procedures for Part A Certificates.
- No problems.

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate
- Some minor problems for the RUs to understand the requirements for safety management system.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints
- According to Norwegian legislation it is possible to file a complaint if they don’t agree with a decision from the Norwegian NSA. We don’t have any feedback procedures for them to state their opinion on the process.

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.)
- New lines to be operated.

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive
- After having received all necessary information the issuing time was always less than 4. months. But the process of receiving all documentation can be very long.

3.2.3. NSA Charging fee for issuing a Part B Certificate (Yes/No – Cost)
- No cost

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
- Has not used the format yet.

3.2.5. Summary of the common problems/difficulties for the NSA in application procedures for Part B Certificates.
- No problems

3.2.6. Summary of the problems mentioned by Railway Undertakings when applying for a Part B Certificate
- Problems with understanding some national requirements because of differences between the home Member State and the Part B Member State.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints
- According to Norwegian legislation it is possible to file a complaint if they don't agree with a decision from the Norwegian NSA. We don't have any feedback procedures for them to state their opinion on the process.

3.3. Safety Authorisations
3.3.1. Reasons for updating/amending Safety Authorisations
- no such cases in Norway in 2006

3.3.2. Main reasons if the mean issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive
- see 3.3.1.

3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations
- no procedural problems experienced.

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation
- The Norwegian NSA has carried out several audits of the main infrastructure manager (Jernbaneverket) in connection with the safety authorisation process, i.e. in connection with the case handling of the application for safety authorisation. This resulted in findings of non-compliance with the regulations implementing the safety directive. These findings must be corrected before a safety authorisation can be issued. The IM Jernbaneverket has expressed that this process has been extensive and required a lot of resources.

3.3.5. Feedback procedure (e.g. questionnaire) that allows Infrastructure Managers to express their opinion on issuing procedures/practices or to file complaints
- Same as 3.1.9.

3.3.6. NSA Charging fee for issuing a Safety Authorisation (Yes/No – Cost
- No

G. Supervision of Railway Undertakings and Infrastructure Managers

10 audits were planned in 2006; 7 of which were accomplished. 2 audits were cancelled (1 due to limited activities in the RU and the other due to change in the view of the legal basis for the audit) and 1 audit was moved to next year (2007).

4 of the audits which were carried out, were accomplished to provide a input into the process of safety certification of the national infrastructure manager.

Submission of all Infrastructure Managers and Railway Undertakings annual safety reports according to Article 9(4) Safety Directive by the legal deadline

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
3. Number of inspections of RUs/IMs for 20xx	planned	0	0	0	0
	carried out	0	0	0	0

		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
4. Number of audits of RUs/IMs for 20xx	planned	0	0	0	10
	carried out	0	0	0	7

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

A number of non compliances were revealed through the audits. Orders were given to correct those and the most important corrective actions were followed up by correspondence and/or spot checks. Some were decided to be followed up by new audits in 2007.

2 of the audits resulted in order to stop of part of the activity, due to serious lack of compliance with rules and regulations. Both stop orders resulted in short stops as the railway undertakers managed to correct the deviations satisfactory within short time.

Complaints from IM('s) concerning RU('s) related to conditions in their Part A/Part B Certificate

None

Complaints from RU(‘s) concerning IM(‘s) related to conditions in their authorisation

None

H. Conclusions – Priorities – Results of safety recommendations

Based on the experiences from 2006 from accident reporting and investigations, audits, authorisation processes and highlighted tasks from the Ministry, the Norwegian Railway Inspectorate has established the following focus areas for 2007:

1. **Communication**

- Dialog – focus on constructive dialog with RU/IM to promote safety on Norwegian Railways
- Understanding of roles – NSA vs RU/IM
- The authority shall be clear and predictable in communication with RU/IM
- Guidance of RU/IM in use of the regulations

2. **Internasjonalt arbeid**
   - Harmonise processes with EU legislation to get simpler and more predictable processes.
   - Benefit from experience in established networks

3. **Accident /incident follow up**
   - Special attention to incidents with a potential to create major accidents
   - Ensure that follow up is prioritized based on the incidents risk potential and frequence.

4. **Risk acceptance criteria**
   - Level
   - Suitability
   - Communication

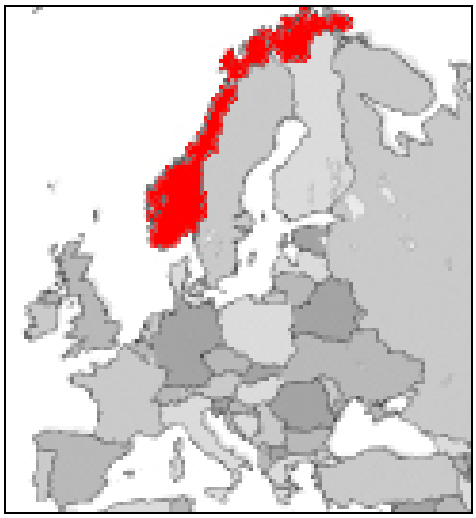
5. **NSA activities based on a risk based focus.**

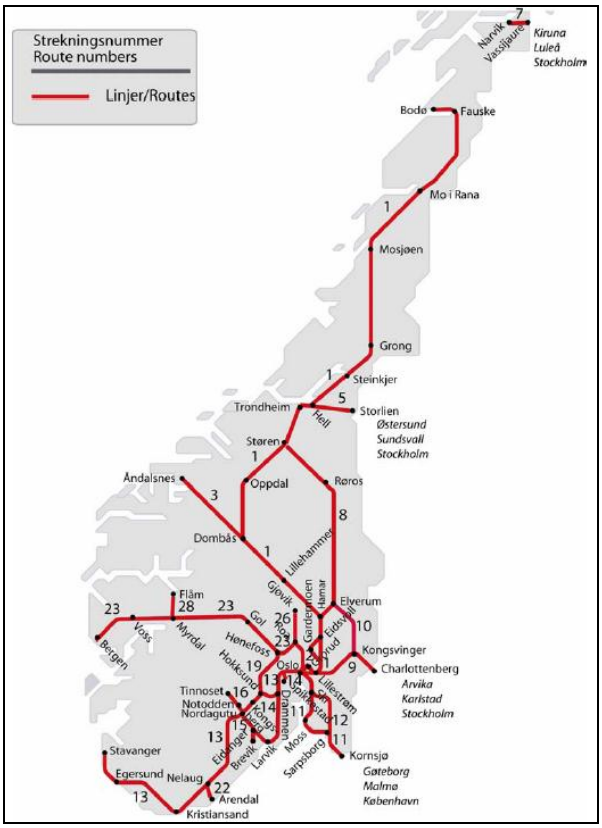
A separate report on recommendations from the NIB are prepared for the Ministry of Transport and Communications (available in Norwegian).
NIB issued 21 safety recommendations in 2006, most of these recommendations are related to procedures and routines. Previous recommendations before 2006 are closed. All recommendations from 2006 are at the time this report was written (Sept 2006) closed.

I. Annexes

ANNEX A: Railway Structure Information

A.1 Network Map





A.2 List of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure Manager

Name	**Address**	**Website/Network Statement Link**	*Safety Authorisation (Number/Date)*	*Start date commercial activity*	*Total Track Length/Gauge*	*Electrified Track Length/Voltages*	*Total Double/Simple Track Length*	*Total Track Length HSL*	*ATP equipment used*	*Number of LC*	*Number of Signals*
Jernbaneverket (the Norwegian National Rail Administration)	Postboks 4350, 2308 Hamar, Norway	www.jbv.no/english/		December 1. 1996	Track length 4043 km/ Gauge 1435 mm	Electrified track 2509 km/ Voltage 15 000	Double 214 km/ Simple 3829 Km	66 km	90 % DATC, 10% FATC	3254	

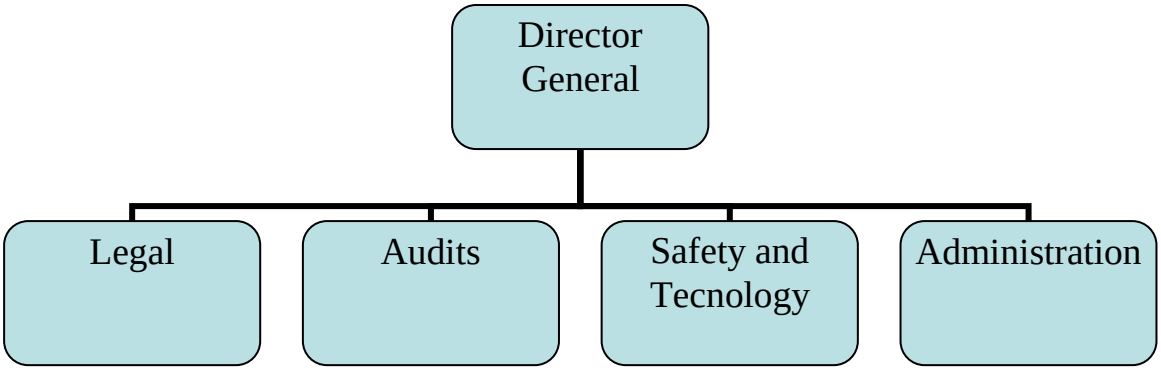
A.2.2 Railway Undertakings

Name	**Address**	**Website**	*Safety Certificate 2001/14/ EC (Number/ Date)*	*Safety Certificate A-B 2004/49/ EC (Number/ Date)*	*Start date commercial activity*	*Traffic Type (Freight,…)*	*Number of Locomotives*	*Number of Railcars/Multiple Unit-sets*	*Number of Coaches/Wagons*	*Number of train drivers/safety crew*	*Volume of passenger transport*	*Volume of freight transport*
CargoNet AS	0048 OSLO, Norway	www.cargonet.no				Freight						
Flytoget AS	Postboks 19 Sentrum, 0101 OSLO, Norway	www.flytoget.no				Passenger						
Green Cargo AB	Green Cargo AB, Box 39, SE–171 11 SOLNA, SWEDEN	www.greencargo.com				Freight						
Hector Rail AB	Hector Rail AB Svärdvägen 13 SE–182 33 DANDERYD SWEDEN	www.hectorrail.com				Freight						
Malmtrafikk AS	Malmtrafikk AS Postboks 314 8501 NARVIK, Norway	NA				Freight						
NSB Anbud AS	NSB Anbud AS Prinsens gate 7–9	http://nsb.no/				Passenger						

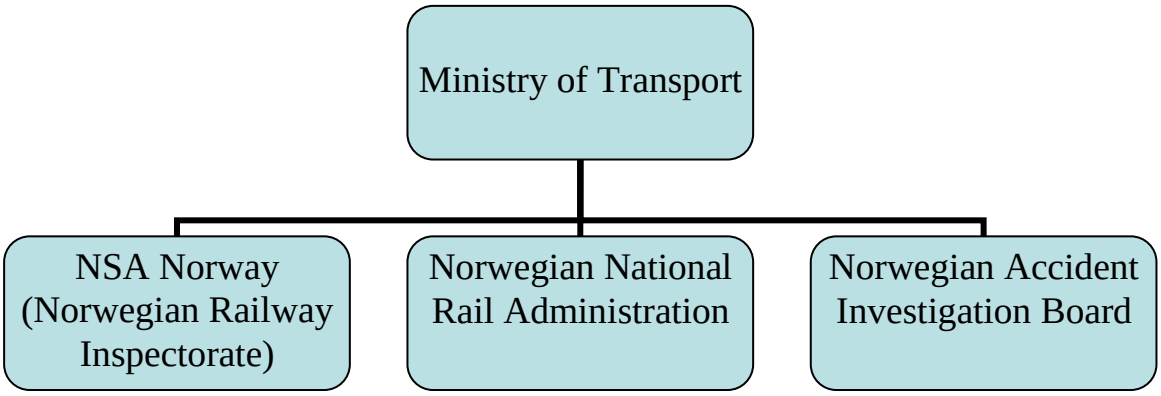
	0048 OSLO, Norway											
NSB AS	NSB AS Prinsens gate 7–9 0048 OSLO, Norway	http://nsb.no/				Passenger						
Nya Inlandsgods AB	Bangårdsgatan 2 SE–831 34 ØSTERSUND SWEDEN	www.inlandsgods.se				Freight						
Ofotbanen AS	Postboks 333 8505 NARVIK, Norway	www.ofotbanen.no/				Freight/Passenger						
Tågåkeriet i Bergslagen AB	Bangårdsgatan 2 SE–681 30 KRISATINEHAMN, Sweden	NA				Freight						
Veolia Transport Norge AS	Klubbgata 1 4013 STAVANGER, Norway	www.connexnorge.no/				Freight						

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

B.1. Chart: Internal organisation



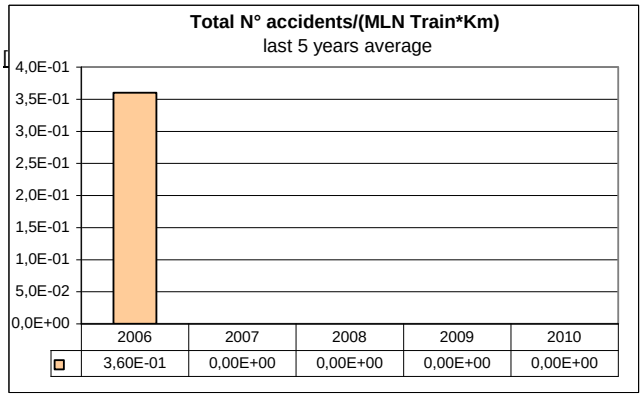
B.2. Chart: Relationship with other National Bodies

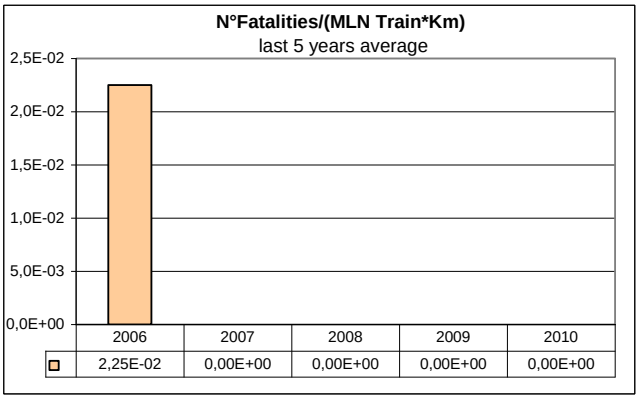


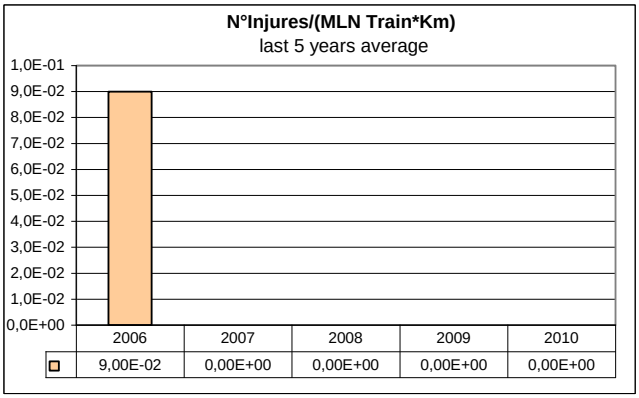
ANNEX C: CSIs data – Definitions applied

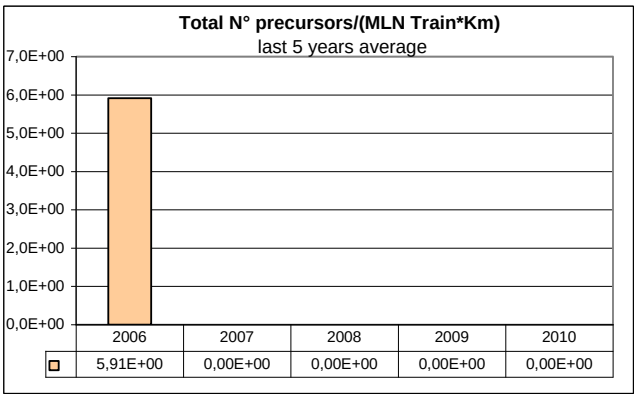
C.1 CSIs data

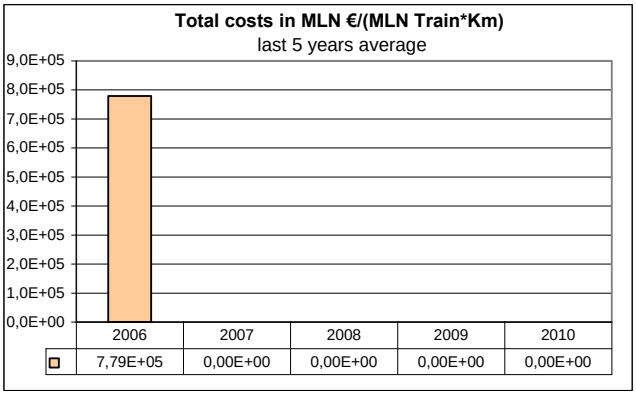
Performances at a glance





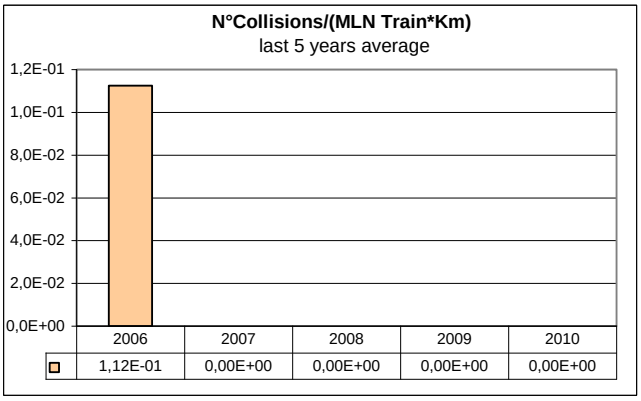


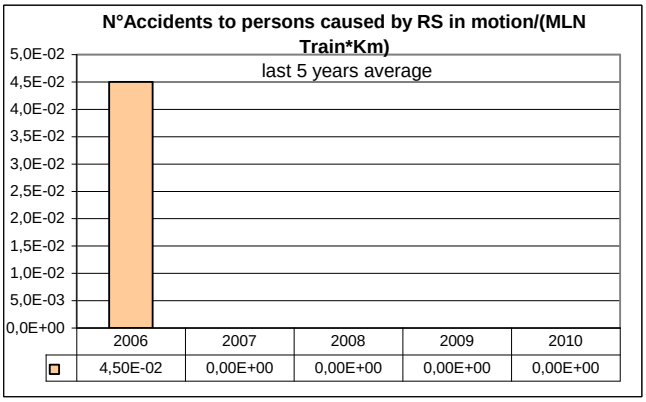


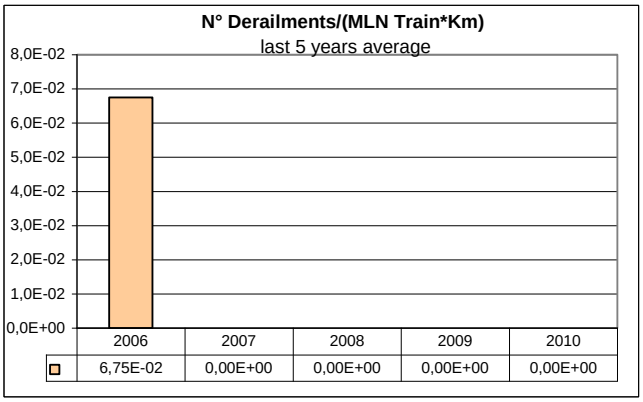


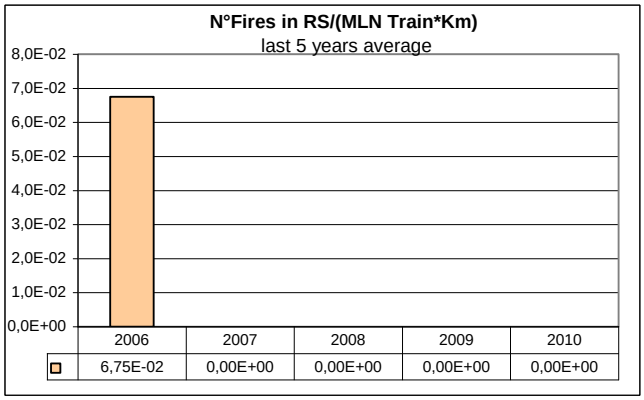
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2008 report: values related to the average among 2006, 2007 and 2008.
2009 report: values related to the average among 2006, 2007, 2008 and 2009.

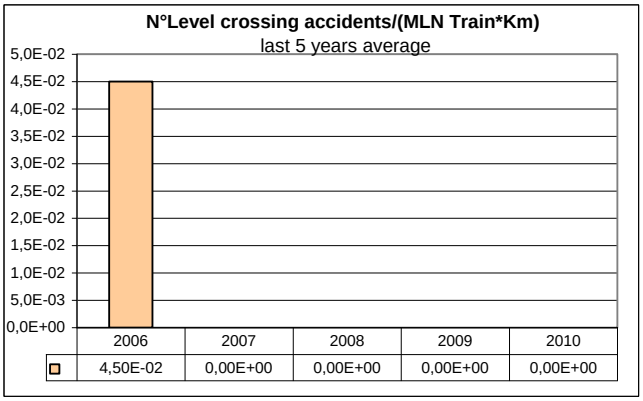
Accidents divided by type

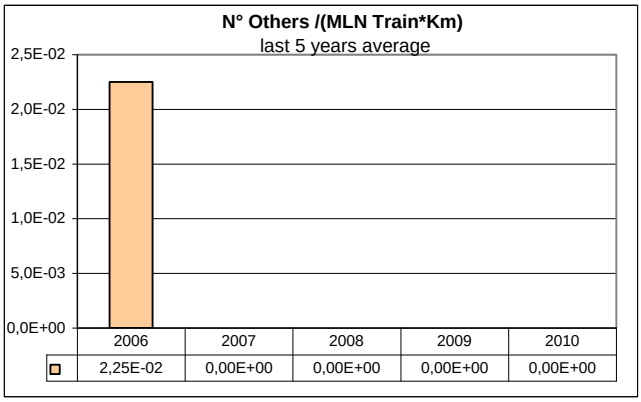






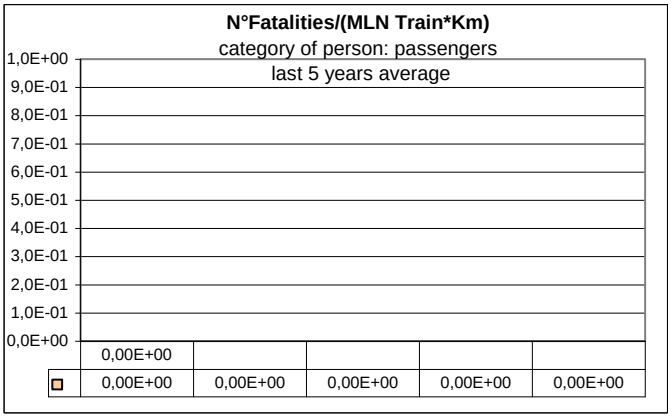


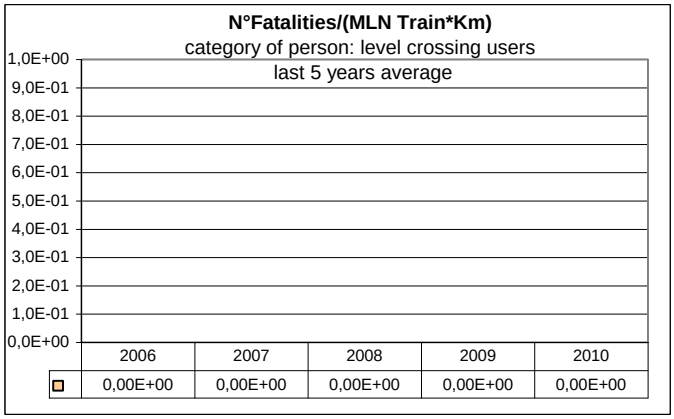


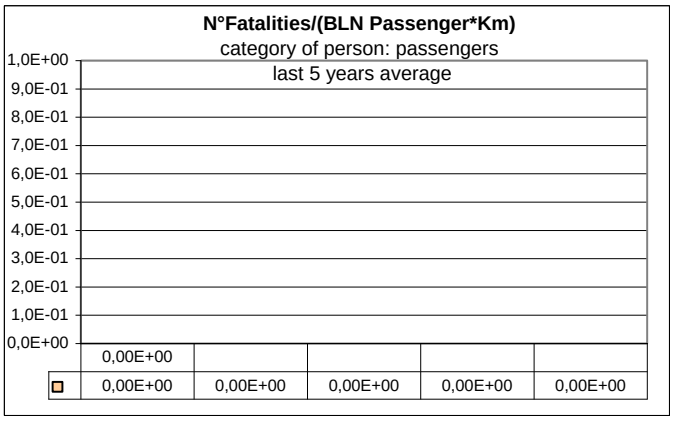


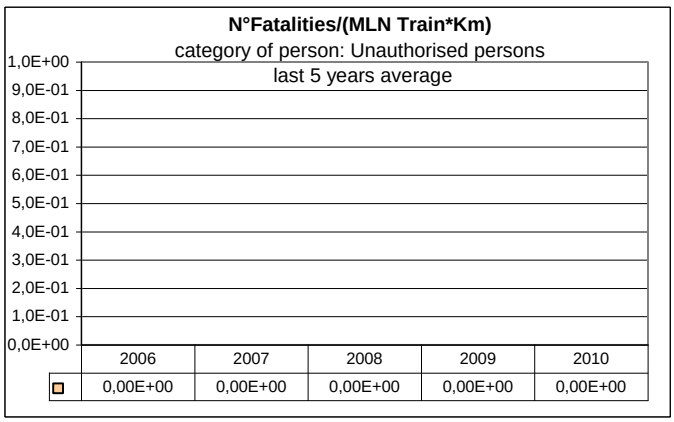
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2008 report: values related to the average among 2006, 2007 and 2008.
2009 report: values related to the average among 2006, 2007, 2008 and 2009.

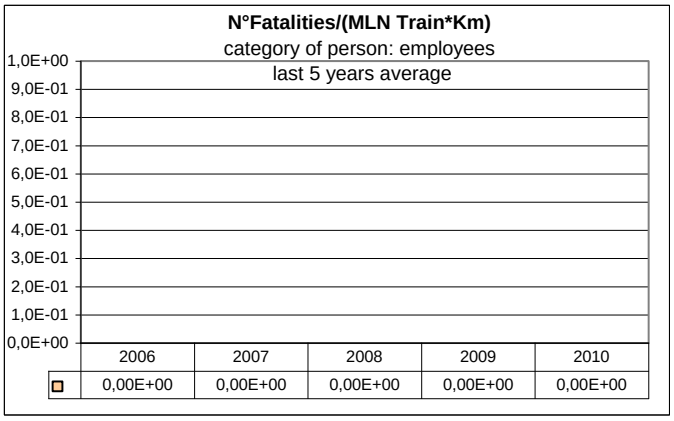
Fatalities divided by category of people involved

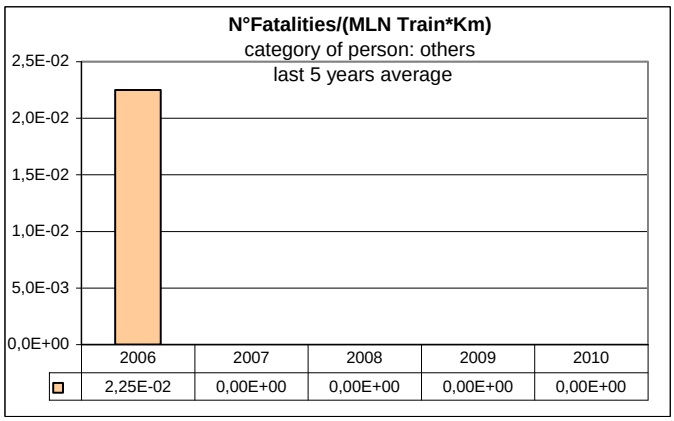






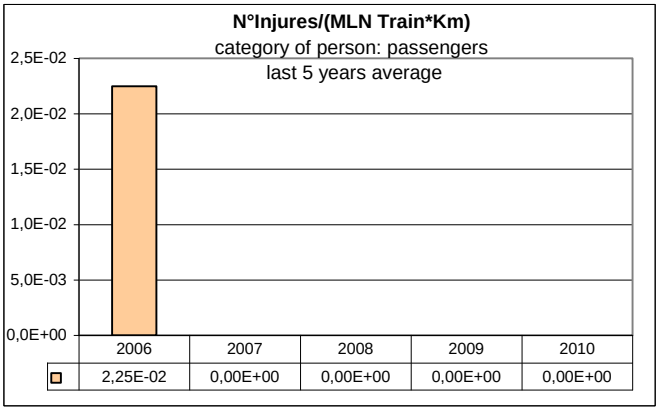


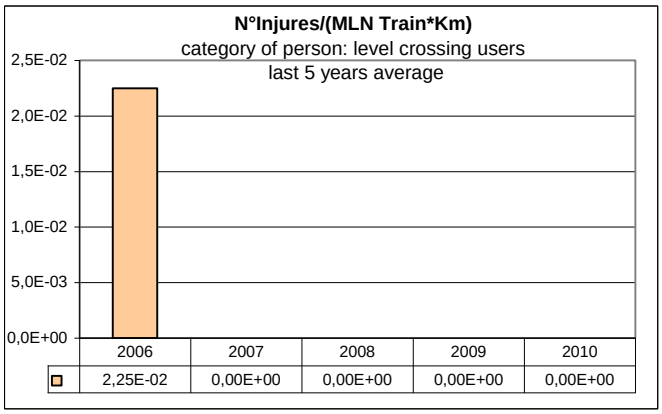


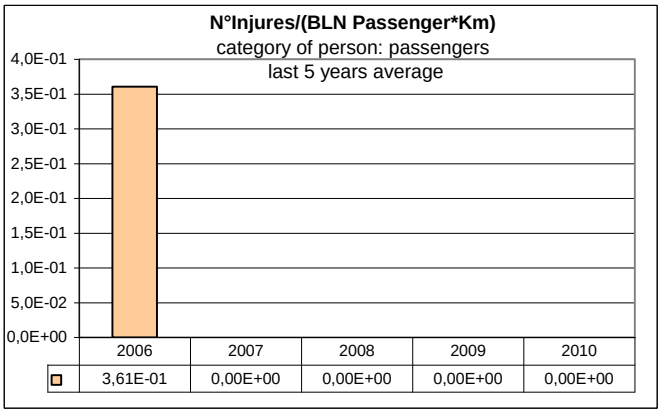


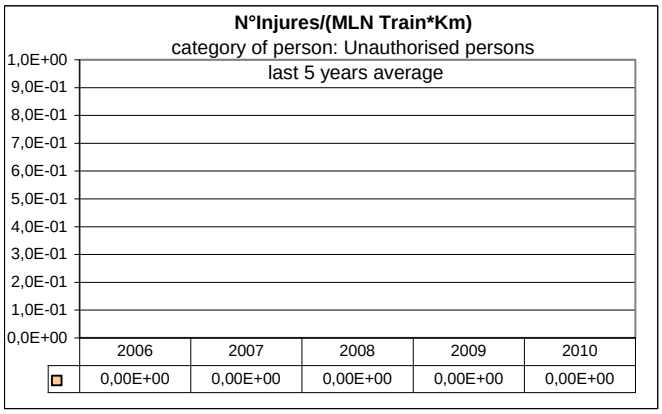
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2008 report: values related to the average among 2006, 2007 and 2008.
2009 report: values related to the average among 2006, 2007, 2008 and 2009.

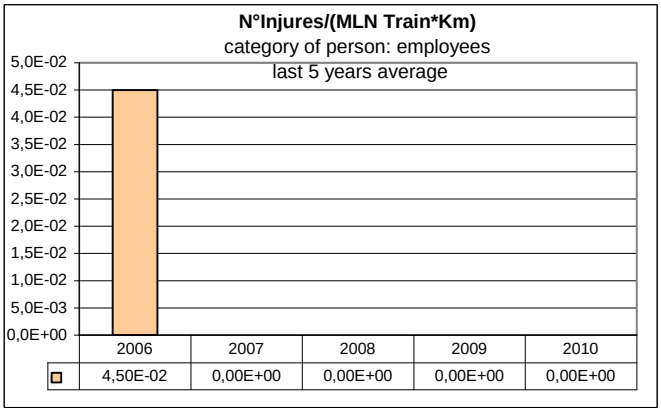
Injures divided by category of people involved

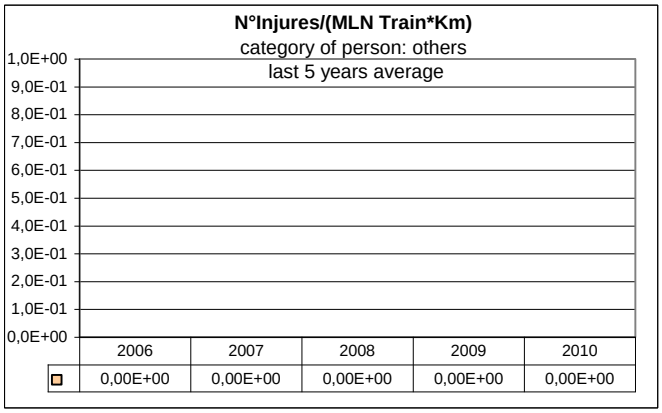












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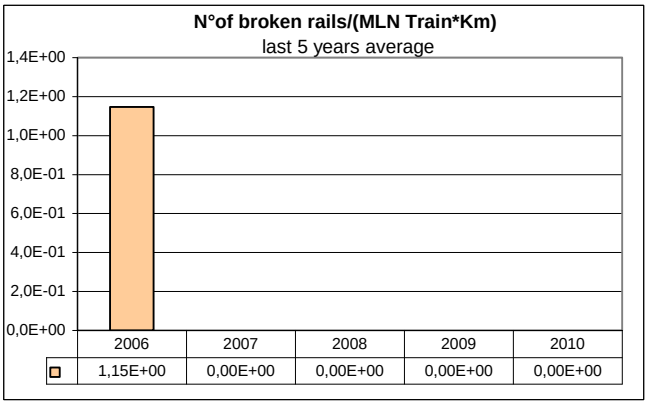
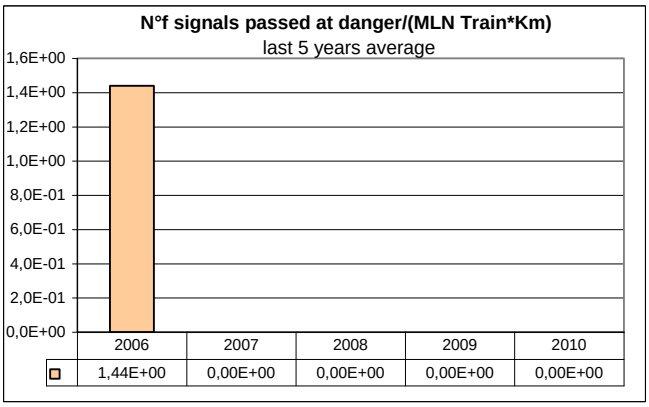
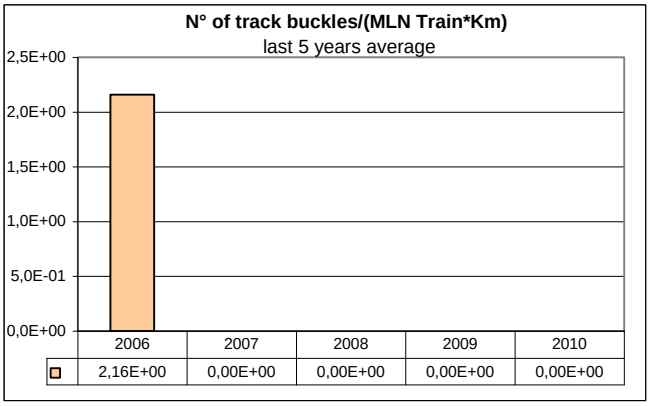
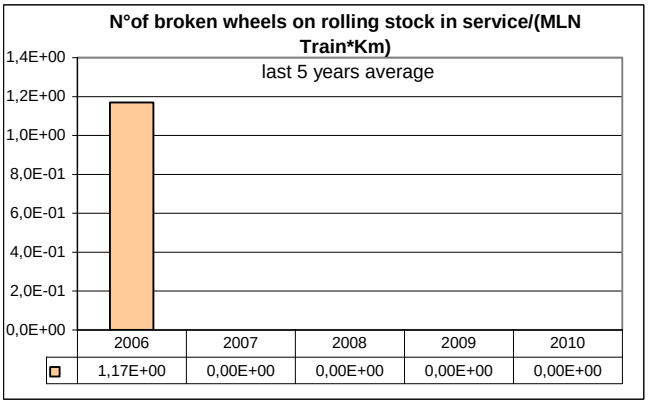
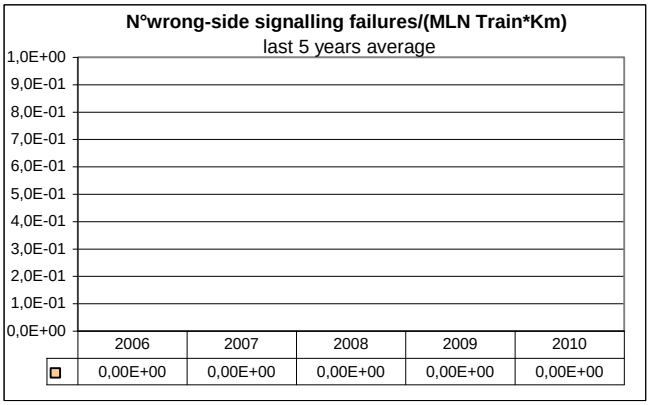
Precursors to accidents

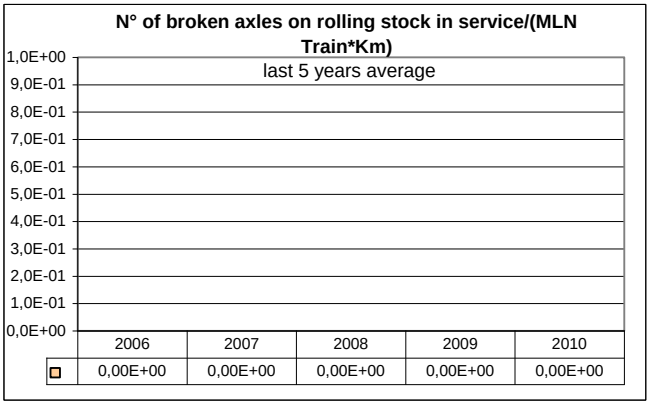












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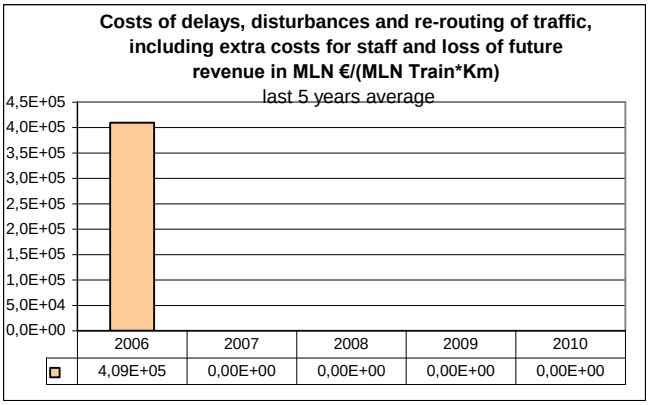
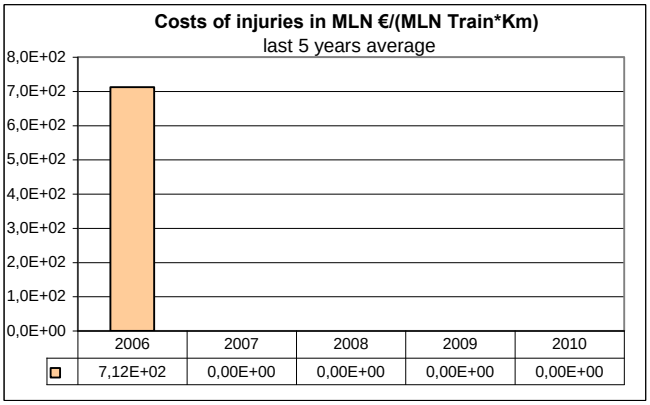
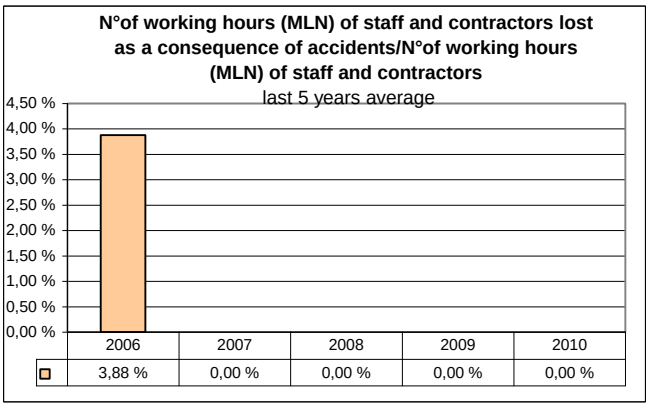
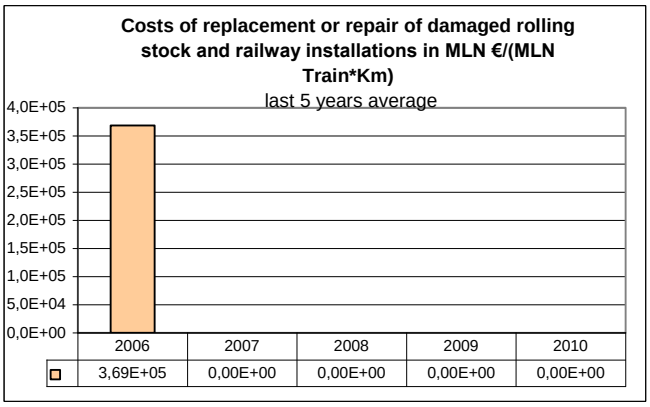
Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents









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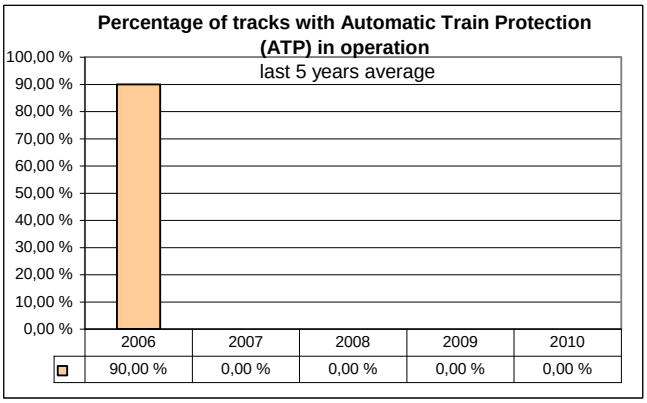
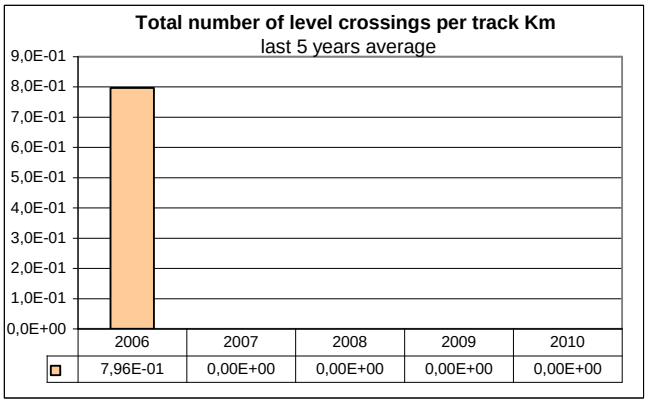
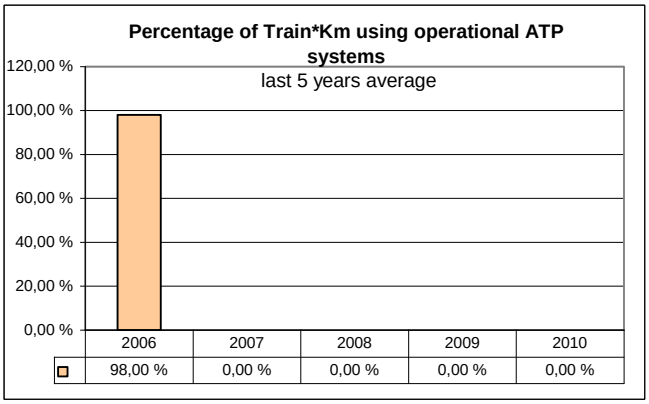
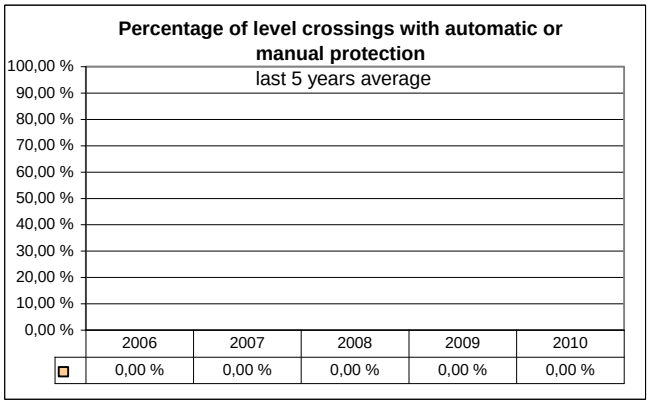
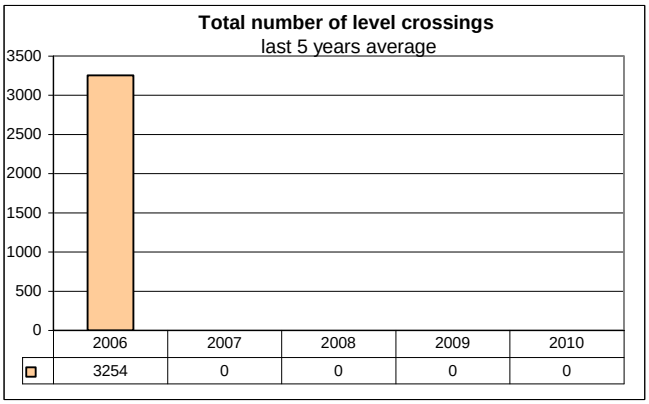
Technical safety of infrastructure and its implementation, management of safety

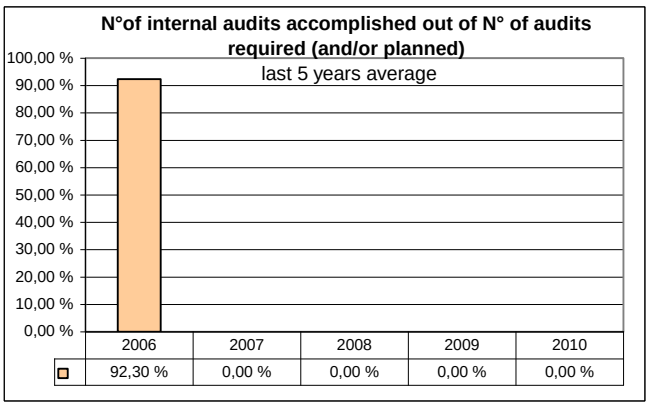


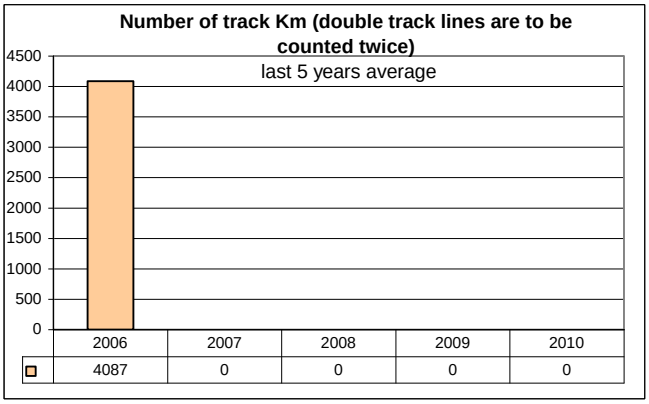












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C.2. Definitions used in the annual report

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

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

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

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

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

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

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

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

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

C.2.2. National definitions:

Directive 2004/49/EC lays down in Annex 1, point 6:
“Definitions
The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and

calculation methods in use shall be explained in an Annex to the annual report described in Article 18."

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

C.3. Abbreviations

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

ANNEX D: Important changes in legislation and regulation

	Legal reference	**Date legislation comes into force**	**Reason for introduction (specify new law or amendment to existing legislation)**	**Description**
National rules concerning railway safety				
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	Regulations of 19 December 2005 no. 1621 concerning requirements to railway activities on the national railway network (Railway Safety Regulations)	19th December 2005	Amendment	Updates of definitions and technical requirements to rolling stock
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	regulation 7 February 2005 no. 113 concerning competence requirements and authorisation for train drivers operating on the national railway infrastructure	7th February 2005	Amendment	Update of the definition of ATC, the definition was changed to reflect the same definition as in regulation 1621

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

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 20xx being licensed	in your Member State	0
	in another Member State	2

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 20xx being registered	in your Member State	2	1	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 20xx being registered	in your Member State	2	1	0
	in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 20xx being registered	in your Member State for	new certificates	2	0	0
		updated / amended certificates	1	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0

			A	R	P
E.2.4. Number of applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 20xx being registered	in your Member State for	new certificates	2	0	0
		updated / amended certificates	1	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	0	0	0
		updated / amended certificates	1	0	0
		renewed certificates	0	0	0

A = Accepted application, certificate is already issued
R = Rejected applications, no certificate was issued
P = Case is still pending, no certificate was issued so far

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

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

	New	Updated / amended	Renewed
E.3.1. Number of valid Safety Authorisations held by Infrastructure Managers in the year 20xx being registered in your Member State	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 20xx being registered in your Member State	new authorisations	0	0	1
	updated / amended authorisations	0	0	0
	renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued
R = Rejected applications, no authorisation was issued
P = Case is still pending, no authorisation was issued so far

E.4. Procedural aspects – Safety Certificates part A

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Certificate **Part A** in year 20xx for Railway Undertakings holding	a licence released by your Member State	3-4 weeks	3-4 weeks	3-4 weeks
	a licence released by another Member State	NA	NA	NA

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 holding	a licence released by your Member State?	3-4 weeks	3-4 weeks	3-4 weeks
	a licence released by another Member State?	3-4 weeks	3-4 weeks	3-4 weeks

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 20xx for Infrastructure Managers holding	a licence released by your Member State	Case pending	Case pending	Case pending
	a licence released by another Member State	Case pending	Case pending	Case pending