Annual Report 2008
NSA Norway

Table of content:

A.1. Scope of the report

The Norwegian Railway Inspectorate (also called the 'Inspectorate' or 'NSA Norway') is the supervisory authority for rail traffic in Norway, including for tramways, underground and suburban railways etc. This report covers the national rail network in Norway, which does not include tramways or underground railways.

The Inspectorate is responsible for ensuring that the Railway Undertakings (RUs) and Infrastructure Managers (IMs) meet the conditions and requirements that govern traffic pursuant to railway legislation. The Inspectorate is also responsible for drawing up regulations, awarding licences and safety certificates for railway operation and granting authorisations to use infrastructure and rolling stock.

A.2. Executive Summary of the report

The following parts of NSA Norway's Annual Report 2008 are written in English:

1. Executive Summary
2. F2. ANNEX E: The development of safety certification and authorisation Numerical Data
3. F3.1 Safecert part 3
4. F3.2. Safety Certificates Part B
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The number of railway accidents in Norway increased from 13 to 14 from 2007-2008. There were no fatalities amongst passengers on the network in 2008. There was one fatality in the category ‘other’. There was one serious injury amongst passengers in 2008. Both incidents were caused by rolling stock in motion. There were no collisions of trains in Norway in 2008, which is the same figure as 2007. There were no fatalities or seriously injured on level crossings on the Norwegian network in 2008.

One challenge remaining on the Norwegian network is incidents caused by climate related factors such as landslides causing obstruction to trains.

NSA Norway performed four audits in 2008. None of these led to loss of certificates. One recurring issue found during these audits was that there was room for improvement within risk management.

Overall there have been small annual variations in the figures according the CSI standards. Even taking into account year by year variations in train kilometres and passenger kilometres the figures remain stable.

B. Introduction

B.1. Introduction to the report

This report was prepared by the Norwegian Railway Inspectorate and contains safety-related information about railway activities and the status of safety-related parameters and indicators for 2008. The report was prepared in accordance with the guidelines of the European Railway Agency (ERA) and meets the European Safety Directive's requirements for reporting of safety-related parameters and indicators, which are also implemented in Norwegian law.

It should be emphasised that there is some uncertainty regarding the economic consequences of delays and accidents insofar as there is uncertainty attached to the data used as basis.

B.2. Information about the railway network

See Annex A

B.3. Summary – general trend analysis

The safety level of the Norwegian railways shows a stable development. The main challenges still relate to level crossings and signals passed at danger (SPADs) with a potential for train-train collisions.

As in 2007, incidents in connection with landslides are also a major challenge. The Norwegian Railway Inspectorate has kept a high focus on these incidents because they often involve a potential for major accidents.

In connection with the process of granting safety approval to the biggest Infrastructure Manager on the national rail network and in connection with the award of licences and safety certificates, it has proved necessary to pay more attention to the enterprises' compliance with their own safety management systems.

C. Organisation

C.1. Introduction to the report

The Norwegian Railway Inspectorate was established on 1 October 1996 as an independent agency under the Ministry of Transport and Communications. The activities of the Inspectorate are financed through the ordinary national budget. As of 31 June 2009, the Inspectorate employed 34 persons from varied backgrounds from the public and private sectors. The Director General is responsible for the day-to-day management of the Railway Inspectorate.

The Director General is appointed by the King on the basis of a recommendation from the Minister of Transport and Communications. The Inspectorate is divided into four departments: the Administration Department, the Legal Department, the Safety Department and the Technology and Audit Department. Each of the four departments is headed by a Deputy Director General. The Director General and the Deputy Directors General make up the Inspectorate's management team and crisis group.

C.2. Organisation chart for the Norwegian Railway Inspectorate

See Annex B.

D. The development of railway safety

The Safety Directive is fully implemented in Norwegian law through the following Acts and Regulations:

- Act No 34 of 3 June 2005 on Notification, Reporting and Investigation of Railway Accidents and Railway Incidents etc. (Railway Investigation Act)
  - Regulations No 378 of 31 March 2006 on Public Investigations of Railway Accidents and Serious Railway Incidents etc. (Railway Investigation Regulations)
  - Regulations No 379 of 31 March 2006 on the Obligation to Notify and Report Railway Accidents and Railway Incidents (Notification and Reporting Regulations)
- Regulations No 135 of 5 February 2003 on the Allocation of Railway Infrastructure Capacity and the Levying of Charges for the Use of the National Railway Network (Allocation Regulations)
- Regulations No 1490 of 16 December 2005 on licensing, safety certification and access to the national railway network, and on safety authorisation to operate railway infrastructure (Licensing Regulations)
- Regulation No 1621 of 19 December 2005 relating to requirements for railway enterprises on the national Norwegian rail network (Safety Regulations).

D.1. Initiative to maintain/improve safety levels

The Inspectorate focuses on the responsibility of Railway Undertakings for the safety of their operations. Statistics relating to undesirable incidents are used systematically to monitor these undertakings and plan supervisory activities. In connection with the Inspectorate's planning of its activities, main focus areas were established for 2008, to ensure that it would target those areas that are most important to railway safety. Supervisory activities are based on a specific assessment of the risk level represented by each individual undertaking.

Relevant main focus area for 2008:

- Safety management – particularly the handling of undesirable incidents, acceptance criteria and control of suppliers – and authorisation of train drivers
- Reviews of reported incidents with particular focus on ensuring that undesirable incidents with a major accident potential are properly handled by the RUs and IMs, including follow-up of investigation reports from the Accident Investigation Board Norway (AIBN).
- Communication with the Railway Undertakings relating to their day-to-day safety management through regular meetings in which the focus is on safety management
- Standardisation and international collaboration.

In its work, the Inspectorate has heavily emphasised that it is the Railway Undertakings, by means of their safety management systems, that must take the necessary action to prevent recurrence in the aftermath of accidents and near misses. Only in some very special cases was it necessary to use sanctions.

The Inspectorate also follows up all recommendations made by the AIBN on the basis of investigation reports and ensures that the RUs and IM carry out necessary assessments and take sufficient action as appropriate.

D.2. Trend analysis

D.2.1 CSI data

The registration of common safety indicators (CSIs) pursuant to the European Safety Directive started in 2007, with 2006 as the reference year. The cost of accidents reflects the direct costs reported by the railway enterprises on the national rail network.

In 2008, 14 accidents were reported in accordance with the safety indicator standard. In Norway such accidents are also known as 'railway accidents'. There was one fatality and one serious injury in 2008.

The highest number of railway accidents was in the ’Collision with objects’ category. There were no instances of collisions between two trains in 2008.

CSI summary for 2008:

- Number of railway accidents: 14
- Number of fatalities: 1
- Serious personal injuries: 1
- Number of near-misses: 132
- Cost of accidents: NOK 31 000 000 (uncertainty factor)

D.2.2 National incident analysis – Norwegian Railway Inspectorate’s database

This part of the report describes incidents reported to the Norwegian Railway Inspectorate. When reading this part, please note that the term accident is used in accordance with the CSI definition, in Norway known as a ’railway accident’.

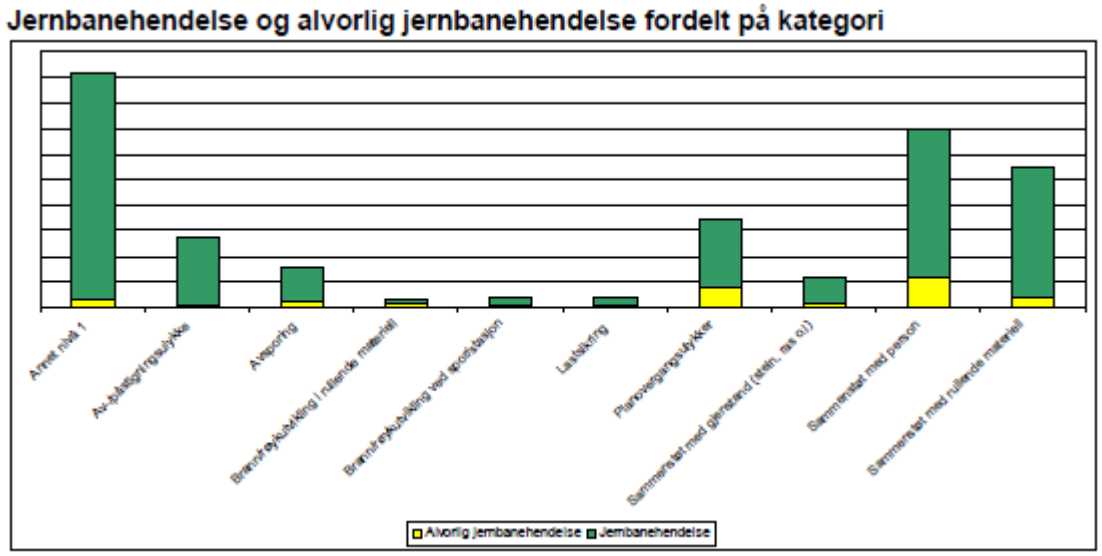
Norwegian legislation requires that serious railway incidents and railway accidents be reported to the Norwegian Railway Inspectorate and the AIBN within 72 hours. All undesirable incidents that impact railway safety (railway incidents) have to be reported to the Norwegian Railway Inspectorate within eight days.

The reports are uploaded to the Norwegian Railway Inspectorate via a form on the Inspectorat''s website and using the import function in Synergi, which is used by the Inspectorate and by the major RUs and IMs in Norway.

In 2008, the RUs and IMs on the Norwegian rail network reported 7 578 undesirable incidents and situations to the Norwegian Railway Inspectorate, or approximately 1 000 more reports than in 2007. During the past three years, the number of reports submitted by the RUs and IMs on the national rail network has increased steadily. Ninety per cent of the undesirable incidents and situations reported in 2008 were railway incidents. This means that the consequences or damage potential of these incidents did not involve hospitalisation for 24 hours or more, material damage of NOK 1.3 million or more, or suspension of traffic for six hours or more, which is the definition of a railway accident. Of the reported undesirable incidents and situations, 9.8% were serious railway incidents. This means incidents whose consequences are lower but which, under slightly altered circumstances, have the same damage potential as a railway accident, i.e. hospitalisation for 24 hours or more, material damage of NOK 1.3 million or more, or suspension of traffic for six hours or more, which is the definition of a railway accident. Railway accidents

represented 0.2% of the reported undesirable incidents. There were 14 railway accidents in 2008, compared with 13 in 2007.

Railway incident and serious railway incident, by category



[Text in diagram, left to right:]

Other level 1

Boarding/alighting accident

Derailment

Fire/smoke in rolling stock

Fire/smoke at track/station

Stowage and securing

Level-crossing accidents

Collision with objects (rocks, landslides, etc.)

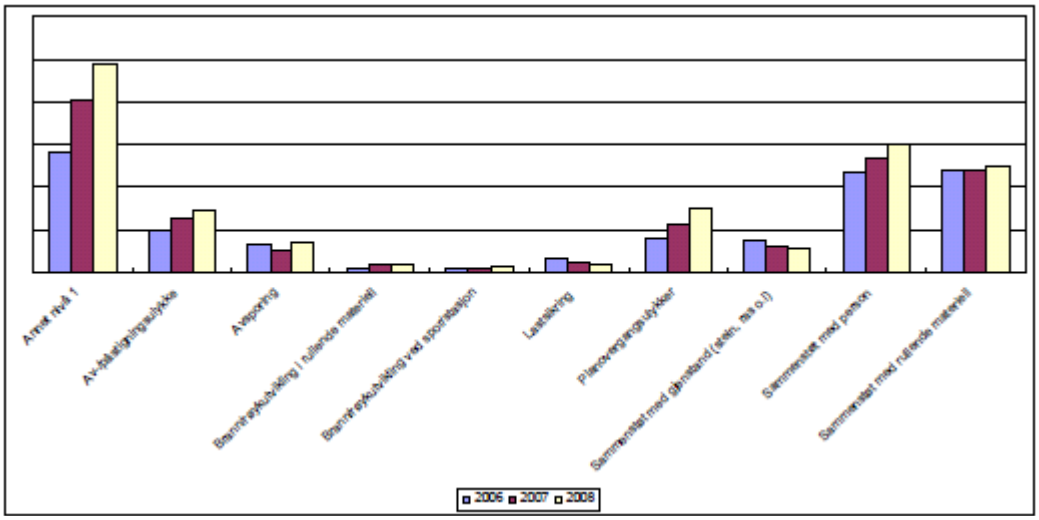
Collision with person

Collision with rolling stock

Serious railway incident **Railway incident**

The majority of these incidents consist of near-misses with a lower damage potential than a railway accident. Collision with rolling stock, for example, consisted mainly of [near-incidents caused by] signals changing from red to green due to technical error and did not constitute any immediate danger of collision. The category 'Other' mainly consists of wilful acts on the part of passengers or third persons and incidents that do not fit into any of the other categories.

Development in reporting over the past three years, by category



[Text in diagram, left to right:]

Other level 1

Boarding/alighting accident

Derailment

Fire/smoke in rolling stock

Fire/smoke at track/station

Stowage and securing

Level-crossing accidents

Collision with objects (rocks, landslides etc.)

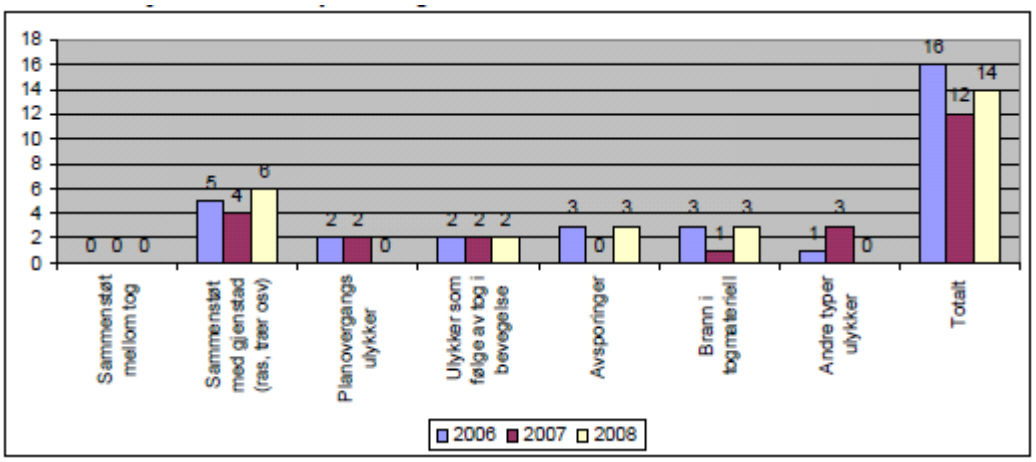
Collision with person

Collision with rolling stock

Only 'Stowage and securing' and 'Collision with object' show a decline in the number of reported incidents. The increased reporting is largely due to the focus on reporting to the Norwegian Railway Inspectorate and does not necessarily [reflect an actual increase in the number of incidents.][1]

[1] Translator's comment: the sentence was incomplete in the original language. The text in square brackets was added after consultations with the Norwegian Railway Inspectorate.

Railway accidents over the past three years, by category



[Text in diagram, left to right:]

Collision between trains

Collision with object (landslide, trees etc.)

Level-crossing accidents

Accidents caused by rolling stock in motion

Derailment

Fire in rolling stock

Other types of accidents

Total

There were 14 railway accidents in 2008, which is one more than in 2007 but two less than in 2006. In spite of the lower number of reported near-misses and minor accidents involving collisions with objects, this was the category in which the highest number of railway accidents was found in 2008, as was also the case in 2006 and 2007. One serious personal injury and one death were reported in 2008. This is one death less than in 2007.

D.3 Results of safety recommendations

Prepared by the Accident Investigation Board Norway (AIBN).

E. Important legislative amendments

There was no significant legislative amendment in 2008; see Annex D for details.

F. Trends in safety certification and authorisation

F.1. National rules and regulations – start-up dates - availability

1.1. The system of granting safety certificates was introduced in Norway through Regulations No 1490 of 16 December 2005 on licensing, safety certificates and access to the national railway network, and on safety authorisation to operate railway infrastructure (the Licensing Regulations), which entered into force on 1 January 2006.

1.2. National safety rules and other relevant legislation are publically available on the Norwegian Railway Inspectorate's website www.sjt.no. For Railway Undertakings and Infrastructure Managers, information about documentation requirements in connection with applications etc. can also be found here.

Relevant legislation can also be found on www.lovdata.no, the website of the University of Oslo's Faculty of Law Library.

F.2. Numerical data (Annex E)

F.3. Procedural aspects

In 2008, three new Safety Certificates Part A and Part B were granted for passenger transport (Ofotbanen AS) and goods transport (Malmtrafikk AS and Carglink), respectively. Ofotbanen AS subsequently stopped operating as a result of financial insolvency.

Four Swedish companies were granted new Safety Certificates Part B, one of which was for passenger transport (SJ AB) while the rest were for goods transport (Hector Rail AB, Tågåkeriet i Bergslagen AB and Railcare Tåg AB). In addition to the above, the Safety Certificates Part B were changed for three other Swedish freight companies.

F.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)
- Not applicable in 2008.

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
- Not happened in 2008.

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 such requests.

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
- Formats were implemented in Norway from December 2007. No problems experienced.

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
- No problems encountered.

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 do not have any feedback procedures for them to state their opinion on the process.

F.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
- Not happened in 2008

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
- No problems.

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
- Some minor 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 do not have any feedback procedures for them to state their opinion on the process.

F.3.3. Safety Authorisations

3.1.1. Reasons for updating/amending Safety Authorisations
- no such cases in Norway in 2008.

3.2.1. 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.

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

G. Supervision of RUs and IMs

Three audits were carried out of RUs and IMs, while four audits had been planned. Two management meetings were held, while three had been planned. There were four planned audits. The RUs' and IMs' annual safety reports were received by the deadline pursuant to Article 9 (4) of the Safety Directive.

A number of non-conformities were identified in the audits. Orders were issued to correct the non-conformities and the most important corrective actions were followed up through correspondence and/or other spot checks.

H. Reporting on the introduction of the common safety method (CSM) on risk assessment

The CSM has not been implemented in Norwegian legislation, so Norway has no experience so far.

I. The conclusions and priorities of the Inspectorate based on the 2008 reporting year

The results for 2008 are shown in the summary in section B3. Among other things, this has served as the basis for the Norwegian Railway Inspectorate's activity planning for 2009. The plans contain targets for the Inspectorate's activities and describe how the Inspectorate intends to achieve these targets. Several of the targets are of direct relevance to railway safety:

Supervision has to be effective, with particular focus on the following:
- Overall management and monitoring of safety (with the emphasis on management, internal audits, management reviews etc.)
- Management of suppliers / collaborative constellations / fragmentation (carried over from 2008)

- Conditions for approval of rolling stock and infrastructure
- Authorisation of train drivers and use of drivers from other companies
- Audits or inspections to be carried out within 3-9 months when a Safety Certificate Part A or B is issued.

Undesirable incidents with a major accident potential have to be followed up individually. (carried over from 2008)

Accident statistics as basis for focus areas (Level crossings, SPADS and Landslides)

Hold contact meetings with the big RUs and IMs in order to ensure that they / encourage them to practise active safety management. (carried over from 2008)

Organise the Inspectorate's annual safety seminar for the industry (carried over).

J. Sources

Annual Reports for 2008 from:

CargoNet AS
Flytoget AS
Green Cargo AB
Hector Rail AB
Malmtrafikk AS
NSB Gjøvikbanen AS
NSB AS
Ofotbanen Drift AS
Peterson Rail AB
Tågåkeriet i Bergslagen AB

The Norwegian National Rail Administration
The Norwegian Railway Inspectorate's database and information from the police.

K. Annexes

ANNEX A: Railway Structure Information

A.1 Network Map

A.2 Overview of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure managers

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)	P.O. Box 4350, NO-2308 Hamar, Norway	www.jbv.no/english/		1 December 1996	Track length 4,043 km/ Gauge 1,435 mm	Electrified track 2,509 km/ Voltage 15,000	Double 214 km/ Simple 3,829 Km	66 km	90% DATC, 10% FATC	3,254	

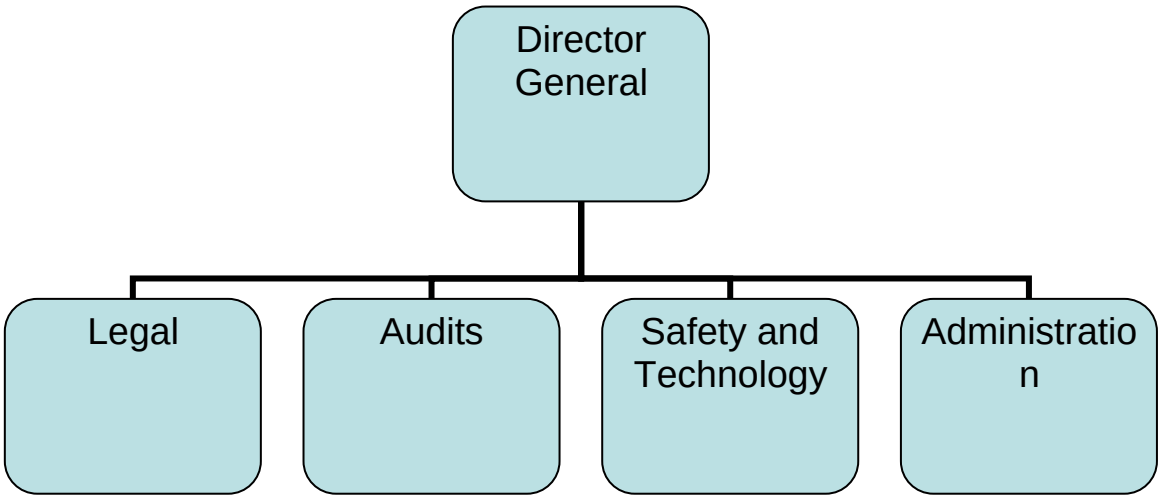
A.2.2. Railway Undertakings

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	NO-0048 OSLO, Norway	www.cargonet.no		NO1120090002 /15.01.2009 NO1220090002 /15.01.2009		Freight						
Flytoget AS	P.O. Box 19 Sentrum, NO-0101 OSLO, Norway	www.flytoget.no		NO1120070001 / 10.12.2007 NO1220070001 / 10.12.2007		Passenger						
Green Cargo AB	Green Cargo AB, Box 39, SE–171 11 SOLNA, SWEDEN	www.greencargo.com		NO1220090004 /24.02.2009		Freight						
Hector Rail AB	Hector Rail AB Svärdvägen 13 SE-182 33 DANDERYD SWEDEN	www.hectorrail.com	11.03.2005	NO1220080001 /03.01.2008		Freight						
Malmtrafikk AS	Malmtrafikk AS P.O. Box 314	NA		NO1220080009 /13.12.2008 NO1120080003		Freight						

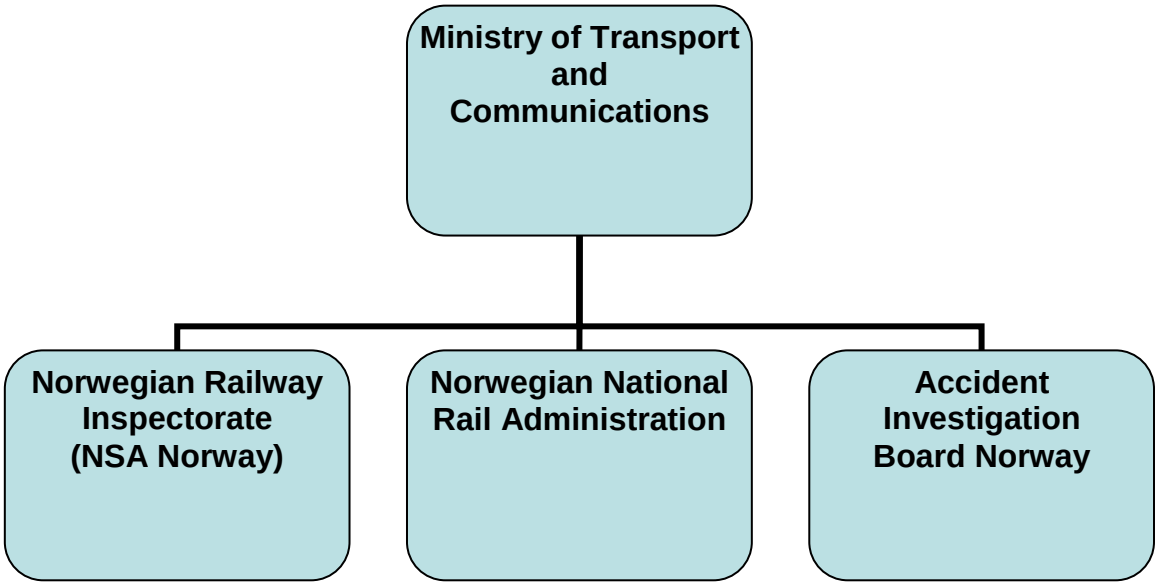
	NO-8501 NARVIK, Norway			/19/12.2008								
NSB Gjøvikbanen AS	NSB Gjøvikbanen AS Prinsens gate 7–9 NO-0048 OSLO, Norway	http://nsb.no/		NO1120070002 / 07.12.2007		Passenger						
NSB AS	NSB AS Prinsens gate 7–9 NO-0048 OSLO, Norway	http://nsb.no/		NO1120090003 /15.01.2009 NO1220090003 /12.01.2009		Passenger						
Ofotbanen Drift AS	NO-8505 NARVIK, NORWAY	www.ofotbanen.no/		NO1120090001 /13.01.2009 NO1220090001 /13.01.2009		Freight/ passenger						
Peterson Rail AB	SE-411 37 Gothenburg, Sweden	www.peterson.no/		NO1220080004 / 02.07.2008		Freight						
Tågåkeriet i Bergslagen AB	Bangårdsgatan 2 SE–681 30 KRISATINEHAMN, Sweden	NA		NO1220090006 /04.06.2009		Freight						

Annex B: Organisation charts for the Norwegian Railway Inspectorate

B.1. Chart: Internal organisation



B.2. Chart: Relationship with other national bodies



ANNEX C: Detailed trend analysis

Will be submitted electronically.

ANNEX D: Important legislative amendments

National rules on railway safety	**Legal reference**	**Date of entry into force**	**Background (specify whether new, amended or supplementary legislation)**	**Description**
Regulations No 240 of 29 February 2008 on the operation of trains on the national rail network (**Train Operation Regulations**)	Norwegian Railway Inspectorate	13 December 2009	New	Both nationally initiated rules and implement-ation of EU rules?
Regulations No 412 of 25 April 2008 implementing Decision 2006/920/EC of 11 August 2006 concerning the technical specification of interoperability relating to the subsystem Traffic Operation and Management of the trans-European conventional rail system (**TSI operation and traffic control**)	Commission Decision 2006/920/ EC of 11 August 2006	25 April 2008	New	Implementation of EU rules
Regulations No 790 of 4 July 2008 implementing Decision 2008/163/EC of 20 December 2007 concerning the technical specification of interoperability relating to 'safety in railway tunnels' in the trans-European conventional and high-speed rail system (**TSI safety in railway tunnels**)	Commission Decision 2008/163/ EC of 20 December 2007	4 July 2008	New	Implementation of EU rules
Regulations No 550 of 6 June 2008 implementing Decision 2007/756/EC of 9 November 2007 adopting a common specification of the national vehicle register provided for under Articles 14(4) and (5) of Directives 96/48/EC and 2001/16/EC	Commission Decision 2007/756/ EC of 9 November 2007	6 June 2008	New	Implementation of EU rules

Regulations No 1311 of 5 December 2008 implementing Decision 2008/217/EC of 20 December 2007 concerning a technical specification for interoperability relating to the 'infrastructure' sub-system of the trans-European high-speed rail system **(TSI infrastructure – high-speed)**	Commission Decision 2008/217/ EC of 20 December 2007	5 December 2008	New	Implementation of EU rules
Regulations No 1310 of 5 December 2008 implementing Decision 2008/231/EC of 1 February 2008 concerning the technical specification of interoperability relating to the 'operation' subsystem of the trans-European high-speed rail system referred to in Article 6 (1) of Council Directive 96/48/EC and repealing Commission Decision 2002/734/EC of 30 May 2002 **(TSI operations – high-speed)**	2008/231/ EC of 1 February 2008	5 December 2008	New	Implementation of EU rules

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 2008 being licensed	in your Member State	20
	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	3	0	0
	in another Member State	0	0	0

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates **Part B** held by Railway Undertakings in the year 2008 being registered	in your Member State	7	3	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 2008 being registered	in your Member State for	new certificates	3	0	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State	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 2008 being registered	in your Member State for	new certificates	7	0	0
		updated/amended certificates	3	0	0
		renewed certificates	0	0	0
	in another Member State	new certificates	0	0	0
		updated/amended certificates	0	0	0
		renewed certificates	0	0	0

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

E.2.5. List of countries where RUs applying for 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 year 2008 being registered in your Member State	3	0	0
	0	0	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2008 being registered in your Member State	new certificates	0	1	0
	updated/amended certificates	0	0	0
	renewed certificates	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 2008 for Railway Undertakings holding	a licence released by your Member State	3-4 weeks	NA	NA
	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 2008 for Railway Undertakings holding	a licence released by your Member State?	3-4 weeks	NA	NA
	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 2008 for Infrastructure Managers holding	a licence released by your Member State	Case Pending	NA	NA
	a licence released by another Member State	NA	NA	NA