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Mobility and Transport

NSA Annual Safety Report 2009

Belgium

Federal Public Service Mobility and Transport
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A.1. SCOPE OF THE REPORT

The present report relates the activities of the Belgian National Safety Authority (NSA) during the year 2009. This report was written by the Department for Railway Safety and Interoperability (DRSI).

The DRSI is a department of the Directorate-general for Land Transport, which is part of the Federal Public Service Mobility and Transport. By the royal decree of 16 January 2007, the DRSI has been appointed as the National Safety Authority (NSA). The DRSI is entrusted with all the tasks specified in article 16 of the Railway Safety Directive (2004/49/CE).

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

A.2. SUMMARY

The annual report provides an overview of the activities of the Department for Railway Safety and Interoperability, acting as National Safety Authority and gives information on the evolution of the National Railway Network and the Railway Operators. This report is related to the year 2009, consequently the serious accident at Buizingen on the 15th of February 2010 causing 19 fatalities has not been incorporated in this report. This annual report describes the safety evolution on the National Railway Infrastructure using the historical National Safety Indicators.

The safety level on the Belgian railway has increased during the year 2009. The number of Signals Passed at Danger remains problematic.

In the year 2009, the Belgian NSA has adopted the safety authorisation from Infrabel allowing the start of the operations on the new high speed line equipped with ETCS. These lines are equipped with ECTS only as control, command and signalling system. This has increased the number of tracks with ATP with 4,09% to 11,03%.

During the year 2009, the Belgian NSA has delivered 7 safety certificates B based on the second railway package. At the end of 2009, more than 99 % of the train kilometres have been produced by railway undertakings with a safety certificate based on the Railway Safety Directive.

The infrastructure manager has started the installation of the TBL1+ system. The NSA has accepted the proposed installation on board, and the ERA has accorded a NID_STM number to TBL1+. The historical operator has started at the end of the year the installation of TBL1+ on board.

The National Vehicle Register, as described in the decision 2007/756/CE, is now full operational. Since the beginning of November 2009, all international vehicles are registered in the Register hold by the NSA.

The restricted staff of the Belgian NSA has not allowed increasing significantly the number of audits and inspections during the year 2009. The staff has been extended with only one person in the year 2009. The NSA did not have the possibility to increase

significantly his efforts for verifying the application and for the enforcing of the national safety rules.

B. INTRODUCTORY SECTION

1. Introduction to the report

The DRSI started its activities as NSA on 2 February 2007. The year 2009 is the second complete year that DRSI has been in function as NSA. The report contains data concerning all the activities mentioned in the Safety Directive. On 31 December 2009, already 8 of the 11 railway undertakings active in Belgium had a safety certificate based on the railway safety directive.

The figures in this report concerning the safety indicators are still based on the historical national definitions. From the year 2010, the safety indicators will be in line with the common safety indicators.

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

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

2. Railway Structure Information (Annex A)

- *Network map*

The attached map has been made available by the Belgian infrastructure manager INFRABEL.

Remark: double track lines are counted twice.

- *List of Railway Undertakings and Infrastructure Managers*

The information relative to the certificates and authorisation delivered in application of the second railway package is own information.

The information concerning the certificates delivered under the first railway package is information that has been delivered to the DRSI by the Ministry.

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

In general the safety level on the Belgian railway was roughly improved, however the number of SPADs (Signals Passed at Danger) remain problematic high.

Still a few railway undertakers are authorised on basis of the first railway package. A safety certificate part A and several safety certificates part B were delivered in 2009 to railway undertakers. Numerous candidates' railway undertakers will engage in 2010 the formal procedure to obtain the safety certificate part B.

The safety measures triggered by accident precursors in 2008 are for the most part applied by the RU and the IM, but the investigations on accidents in 2009 has not yet been closed by the NIB.

A limited number of new rules were taken up in Belgian law, amending the existing legislation transposing the safety or interoperability directives.

The supervision of the IM and RU by means of controls, inspections and audits was increased.

C. ORGANISATION

1. Introduction to the organisation

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

The DRSI is entrusted by the law of 19 December 2006 on safety of the railway operations (article 12), with the tasks foreseen in article 16 of the safety directive. The legislation on interoperability and the Royal Decree accorded some additional tasks to the National Safety Authority (see below). The transposition of the directive on certification of the train drivers has appointed the National Safety Authority as the competent authority, this will be treated in the next annual report.

The DRSI that belongs to the Federal Public Service, represents Belgium in the meetings of the Railway Interoperability and Safety Committee (the Committee mentioned in art. 29 of directive 2008/57/EC on the interoperability of the rail system within the Community) and in the additional working parties of the European Commission.

On 31 December 2009, the DRSI counted a total of 27 persons. All experts are in charge of several tasks. The organisational structure of the DRSI is set up as follows:

Director of the DRSI: directly supported by an administrative and communicative staff and a legal expert (total of 6 persons).

Principal tasks:

- General management of the national safety authority, and participation in the management of the federal public service;
- All administrative tasks of the safety authority;
- All publications, as the annual report, the website, and other legal publications;
- Juridical support concerning the application of European and National rules;
- Participation at the activities of the Network of Safety Authorities;
- Participation at the meeting of the Railway Safety and Interoperability Committee;
- General supervision of the execution of the planning for audits, inspections and controls, respect of the legal delays, and the budget.

Safety Unit: Head of the Unit and his staff (total of 9 persons):

Principal tasks:

- Issuing, renewing, amending, adding and withdrawing safety certificates for Railway Undertakings;
- Issuing drivers licences and certificates for other train crew;
- Developing the national framework for safety rules, giving assent to the operational rules developed by the infrastructure manager;
- Following up the national safety level, based on the indicators and trend analyses received from the B-Holding (part of the SNCB-group);
- Following up the measures taken, based on the recommendations made by the investigation bodies of accidents and incidents;
- Developing and following up NSA's plan for controlling, inspection and audits;
- Follow-up of safety policy from the Railway Undertakings and the Infrastructure Manager;
- Supervision of training centres and examination (second railway package);
- Participation at the working parties of ERA concerning safety assessment, certification, reporting and regulation.

Infrastructure Unit: Head of the Unit and his staff (total of 5 persons):

Principal tasks:

- Giving authorisation for bringing into service of the subsystems infrastructure, energy and control, command and signalling (track side);
- Monitoring the applications of the own safety rules of the Infrastructure Manager;
- Participation in the development of the national and international technical rules for all infrastructure items, managing derogations, national cases and open points in the TSI's;
- Supervising the interoperability constituents are in compliance with the essential requirements;
- Participating at the preparation of the infrastructure register (WP ERA);
- Participation at the working parties of ERA concerning infrastructure, energy, and ERTMS.

Rolling Stock Unit: Head of the Unit and his staff (total of 7 persons):

Principal tasks:

- Giving authorisation for bringing into service of all types of rolling stock;
- Supervising the interoperability constituents are in compliance with the essential requirements;

- Participation in the development of international and national technical rules for rolling stock, managing derogations, national cases and open points in the TSI's;
- Developing the cross acceptance database and classification of the national rules as described in the interoperability directive;
- Developing the national vehicle register (NVR) in accordance with the common specifications, the attribution of the alphanumeric code to the vehicles, and introducing and updating the data in the NVR, national representative for the Vehicle Keeper Marking (VKM);
- Transposition and application of the international regulations concerning RID (including controlling and reporting on accidents);
- Supervision of brake test of tram/metro, control of the use of historical rolling stock on the national railway infrastructure;
- Participation at the working parties of ERA concerning all kinds of rolling stock, cross acceptance, ERATV, and EMC.

The DRSI, as National Safety Authority, also contributes to the Working Parties of the ERA, and provides the answer to the questionnaires sent by the ERA.

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

2. Organisational flow

Annex B

D. THE DEVELOPMENT OF RAILWAY SAFETY

1. Initiatives to maintain/improve safety performances

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

Accidents/precursors which trigged the measure			Safety measure decided
Date	**Place**	**Description of the event**	
26/04/2007	Izegem	Collision between 2 passenger's trains	Recommendations were applied. Closed case.
29/01/2008	Houyet	Derailment of a freight train on a main line	To be decided
03/03/2008	Gembloux	Accident at a level crossing	Recommendations were applied by the RU and the IM
03/07/2008	Hermalle-Sous-Huy	Frontal collision between a passenger train and a freight train	Recommendations were applied by the RU and the IM
25/10/2008	Walcourt	Employee involved in a collision	Recommendations were applied by the RU and the IM
14/11/2008	Diegem	Cornering between a work train and a passenger train	To be decided
23/05/2009	Dinant	Accident at the departure of a passenger train	The National Investigation Body has not yet closed the investigation
15/11/2009	Jemelle	Death of a staff member	The NIB has not yet closed the investigation
19/11/2009	Mons	Derailment	The NIB has not yet closed the investigation

Table D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures
None	

2. Detailed data trend analysis

Important remark: national historical definitions have been applied for the determination of the figures for the Belgian safety indicators. The data used for making

up the indicators are derived from the database of NMBS-Holding. The NMBS-Holding had the duty to develop the safety database by the Royal Decree of 16th January 2007, article 17. The Royal Decree of 5th July 2010 has moved the obligation of keeping up the database and make trend analyses from the NMBS-Holding to the Investigation Body.
The NSA received the figures from the NMBS-Holding only at 09/09/2010. The safety indicators mentioned in the annual reports from the infrastructure manager and the railway operators are based on the original annex I of the safety directive.
Consequently it was not possible for the Belgium NSA to check the quality of the data obtained from the NMBS-Holding.

Based on the figures of the NMBS-Holding, we observed over the last four years the following trends in the field of railway safety:

The average of the total number of accidents / million train*km were increasing the previous years. In the year 2009, there was a year with a significant decrease, and yet there are some remarkable developments:

- collisions of trains: the number has decreased significantly;
- derailments of trains: is still increasing, the increase is more important than the previous years;
- level-crossing accidents: the reduction in the number for the second year in a row is very important;
- person-related accidents: after one year of decline (2008), they increased again to slightly above the 2007 level;
- fires in rolling stock: has decreased considerably;
- other accidents: is not representative (the number is 0 or 1).

The average of the total number of fatalities/MLN train*km has strongly decreased over the last two years.
The average expressed in the number/MLN train*km of:

- passengers killed: decreased over the last three years, the trend shows a stable yearly average;
- employees killed: the trend shows a stable yearly average the last two years; level-crossing users killed: decreased over the last two years,
- the trend shows a variable average;
- unauthorised persons killed: slightly decreased, the trend shows a variable average;
- others killed: is not representative (the number is 0 or 1).

The average of the total number of injures/MLN train*km has strongly decreased over the last three years, the trend is consistent.
The average expressed in the number/MLN train*km of:

- passengers injured: strongly decreased over the last three years, the trend shows a stable average;
- employees injured: very strongly decreased, the trend shows a yearly variable average;

- level-crossing users injured: strongly decreased, the trend shows a yearly variable average (*);
- unauthorised persons injured: decreased, the trend shows a yearly decreasing average;
- others injured: very strongly decreased, caused by a high number in 2006.

The average of the total number of precursors/MLN train*km has very strongly decreased, caused by a very high number only the last year:
The average expressed in the number/MLN train*km of:

- broken rails: strongly decreased, the trend shows a yearly variable average;
- track buckles: is not representative (the number is 0 or 1);
- wrong-side signalling failures: is not representative (the number is 0 or 1);
- signals passed at danger: decreased, the trend shows a yearly variable average;
- broken wheels: is very low and not representative (the number is 0 or 1);
- broken axles: is not representative (the number of cases is 0).

The cost of all accidents and safety hours are not yet available: this problem will be solved with the implementation the annex 1 of Directive 2009/149/EC who is a fact. The results of this implementation will become visible in our report 2010.

Technical safety of infrastructure and its implementation, management of safety(**):

- the percentage of tracks with Automatic Train Protection has increased, as a result of the bringing into service from the high speed lines from Antwerp to the border with the Netherlands and from Liège to the German border, both equipped with ERTMS;
- the percentage of train*km with Automatic Train Protection has increased as a result of the start of the operations on these two high speed lines;
- the number of track km slightly increased due to the new high speed lines;
- the total number of level crossing per track km decreased (abolishing of existing level crossings and new lines without level crossings);
- the percentage of level crossings with automatic or manual protection is stable;
- the number of audits: 0.

No grave accident in 2009 has had a major influence on these Belgium CSI statistics.

At first sight, we can observe a slightly increasing safety level, but to deduct a defecting safety trend on a four year basis stays delicate. The serious accident on the 15th of February 2010 will have an important influence on the Belgian railway safety level.

(*) numbers relative to figures per 100km and per LC.
(**) figures delivered by the infrastructure manager Infrabel.

3. Results of safety recommendations

Concerning the results of the safety recommendations resulting from the investigation of accidents, a lot of work was done. The time lag between the date of the accident and the bringing into practice of the recommendations is usually spread over several years. The first step is executing the investigation, analysing the circumstances and making

proposals for recommendations. Secondly, those proposals have to be evaluated by everyone who was concerned. And the last step is the search for a more safe application and bringing this in practice.
The recommendations regarding the accidents reported in our 2007 annual report resulted in the drafting of an action plan and concrete measures as in our 2008 annual report stated. During 2009, the execution was completed.
Targeted inspections that were conducted by the Safety Authority confirmed its implementation.
The files were closed in 2009.

With regard to the accidents mentioned in our 2008 annual report, the Safety Authority received the recommendations from the Investigating Body. A plan is now expected from the Infrastructure Manager and the Railway Undertakings.

Investigations of accidents occurred in 2009 were still open and Safety Authority has received no recommendations for this yet.

E. IMPORTANT CHANGES IN LEGISLATION AND REGULATION

The transposition of the second railway package has been explained in the annual report of 2007. The Safety Directive was implemented by the law of 19 December 2006 on safety of the railway operations. The law was published on 23 January 2007 in the Belgian Official Journal ("Moniteur belge" – "Belgisch Staatsblad"), and entered into force on 2 February 2007, with the same day an important number of Royal Decree to execute the law came into force. The Interoperability Directive has been transposed by the Royal Decree of 28 December 2006 on Railway Interoperability.

This legislation and the implementation decrees for the transposition of the second railway package are still in force and have been completed with:

- Royal Decree of 26 April 2009 changing the Royal Decree of 18 January 2008:
  relating to the supply of training services for train drivers and the other train crew; the obligation for the training centres to have a simulator has been giving up and the training period for the complete programme must be minimum 190 days (instead of 250 days), for a training for shunting the minimum period is 135 days (instead of 175 days).

- Law of 6 May 2009 (concerning several provisions) has changed the law of 19 December 2006 as follows:
  . a railway undertaking who wants to request for safety certificate B has no longer the obligation to ask primarily advice at the NMBS-Holding;
  . the status of "officer of the judicial police" has been awarded to some staff of the infrastructure manager, giving them the power to conduct controls and inspections to verify the correct application of the law on railway safety.

- Ministerial Decree of 9 June 2009: adopting the national safety requirements for the employees exerting safety critical tasks.

- Royal Decree of 13 November 2009: determination of the regulatory framework of the national safety regulations, this decree determines the way to calculate the national safety reference value, fixes the national safety targets, and the events and changes which needed by the application of the national safety methods.

- Law-programme of 23 December 2009, article 4: creates a budget fund for the national safety authority. Article 5: creates a budget fund for the national investigation body. The funding of the budget is fixed in the articles 6 to 17, those articles adapt the law of 19 December 2006 relative to the safety of the railway exploitation.

- During the year 2009, a great number of operating rules have been reviewed and got assent from the National Safety Authority. They are enumerated in annex D.

- Preparation started on the transposition of the train drivers' directive (2007/59/CE) and de revision of the safety directive (bases on the directive 2008/110/CE); this resulted in the law of 26.01.2010 amending the law of 19 December 2006 on safety of the railway exploitation.

- Preparation also started on the transposition of the new interoperability directive (2008/57/CE) and of the directive 2009/131/EU; this resulted in the law of 26.01.2010 on the interoperability of the Railways in the European Community.

Remark concerning the budget fund for the national safety authority and the national investigation body:
The funding of the national safety authority is composed of:

- a fee for authorisation for putting into service, the delivery of safety authorisations and certifications, for keeping the National Vehicle Register, and keeping the National Train Drivers and Other Train Crew database;
- and also an overall contribution for monitoring, promoting, enforcing and developing the safety regulatory framework;

For the investigation body, only the overall funding is foreseen.

The overall funding for both funds will come from the infrastructure manager (30%) and the railway undertakings (70%).

The amount for the overall contribution must be fixed by Royal Decree. For the year 2010, the amount was fixed by the Royal Decree of 13 June 2010. The amount permits a limited extension of the staff of the National Safety Authority (2 persons) in 2010. On the 30th of September 2010, the amount for the next years is not yet decided, no new initiatives are possible.

The legislation offers limited possibilities to enforce decisions of the NSA, only revoking authorisations and certificates. The possibility to introduce administrative penalties is still in preparation.

F. THE DEVELOPMENT OF SAFETY CERTIFICATION AND AUTHORISATION

1. National legislation – starting dates – availability

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

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

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

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

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

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

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

2. Numerical data *(Annex E)*

3. Procedural aspects

<u>3.1. Safety Certificates Part A</u>

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

No cases in 2009.

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

No cases in 2009.

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

No cases in 2009.

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

No cases in 2009.

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

1 066,81 Euro/Part A Certificate (based on Royal Decree of 16.01.2007 art.33 §2, on safety authorisations and on the safety certificates, the placing into service of rolling stock and the annual safety report).

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

No cases in 2009.

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

No cases in 2009.

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

No cases mentioned in 2009.

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

A feedback procedure is not foreseen. Every railway undertaking can contact the NSA to express its opinion. No feedback received in 2009.

3.2. Safety Certificates Part B

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

No cases in 2009.

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

No cases in 2009.

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

The Royal Decree foresees a total amount of 102 947,52 euro's/year that will be distributed over all holders of a Safety Certificate Part B depending on their number of train x km.

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

No cases in 2009.

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

No cases in 2009.

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

No cases mentioned in 2009.

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

A feedback procedure is not foreseen. Every railway undertaking can contact the NSA to express its opinion. No feedback received in 2009.

3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations.

The safety authorisation was updated in 2009 following the first placing into service of ETCS trackside in Belgium at the end of 2008.

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

No cases in 2009.

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

No cases in 2009.

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

The infrastructure manager has introduced his demand for safety authorisation on 3 February 2007 (legal obligation, there was no transition period). The NSA has declared the demand as incomplete. The infrastructure manager needed the rest of the year to complete his demand. The DRSI could only restart the examination in the beginning of 2008 and issued the safety authorisation on May 22nd, 2008 and issued the safety authorization on May 22nd, 2008.

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

The infrastructure manager can get in touch with the NSA to express its opinion. No feedback received in 2009.

3.3.5. NSA Charging fee for issuing a Safety Authorisation.

In 2009, the NSA did not charge for issuing a safety authorisation but there was an annual fee of 102,947.52 euro's for the safety authorisation holder

G. SUPERVISION OF RAILWAY UNDERTAKINGS AND INFRASTRUCTURE MANAGERS

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

1.1. Audits/Inspections/Checklists

The supervision of the RU's and the IM is carried out on 3 levels:

- the organisational audits (by consultants mandated by NSA BE);
- inspections of safety certificates, licences and authorisations (staff of NSA BE);
- controls of the correct application of the operational rules (staff of NSA BE).

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

On demand of the Belgian NSA, a consultant carried out 1 audit on the way the RU implement the operational rules prescribed by the IM, 11 inspections (at IM - SNCF / Trainsport/ SNCB / Crossrail – training centres). The tackled subjects related mainly to permanent training and the certification of safety crew; and also 1362 controls (135 violations noticed).

- NSA manpower available:

4,5 persons full time equivalents of the 14 qualified persons available were involved in the inspections.

- Economical aspects:

For the year 2009, the total costs "loans, social insurance, and operational costs" for 4,5 FTE qualified persons reached 498 500,00 Euro.

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

- formalisation by the RU's of the implementation processes of the operational rules prescribed by the IM;
- formalisation of the certification processes of the safety crew of the RU's and IM;
- transmission of information relating to the composition of the train by the RU's to GI.

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

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

Trainsport AG	14/04/10
Société nationale des chemins de fer français	10/05/10
Infrabel	29/06/10 (and a supplement on 10/08/2010)
NMBS	05/07/10 (29/06/10: letter with the reason of delay)

Veolia Cargo Nederland BV 12/07/10
Crossrail Benelux NV 02/08/10

The transferred reports give a clear picture of how the activities are monitored and how the safety management of the company is used to guarantee the safety or to raise it. The annual reports contain the statutory categories, but sometimes contain incomplete or ambiguous information. In all these cases the persons concerned are asked for additional or clarifying information by the National Safety Authority.

Following companies which have a safety certificate B, had no railway operations in Belgium during 2009 and did not transfer any report to the safety authority: European Rail Shuttle (ERS), Afzet Container Transport Systeem (ACTS), CFL-Cargo, Rotterdam Rail Feeding (RRF), SNCF Fret Benelux, and DB Schenker Rail Nederland.

3. Number of inspections of RUs/IMs and training centres for 2009

INSPECTIONS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities Safety certificate 2001/14
Number of inspections	planned	0	4	3	4
	unplanned	0	0	0	1
	carried out	0	4	2	5

4. Number of audits of RUs/IMs for 2009

AUDITS		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities Safety certificate 2001/14
Number of audits	planned	0	1	0	0
	unplanned	0	0	0	0
	carried out	0	1	0	0

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

   No safety certificate was amended, revoked or suspended as relevant corrective measures or actions related to safety aspects following audits and inspections.

   The NSA has sent important warnings linked to safety aspects following audits and inspections, to the concerned railway undertakings and infrastructure manager, and invited them to take the necessary corrective measures. A follow-up is organized by the NSA to control the application of these measures.

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

   The only infrastructure manager was obliged to postpone the application date of a new rule, because an operator was not ready with the training of his safety personnel to apply this rule in safety. The infrastructure manager complained that the long foreseen arrangement was not respected by this operator.

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

   The only infrastructure manager was obliged to postpone the application date of a new rule, because an operator was not ready with the training of his safety personnel to apply this rule in safety. The other operators complained that the long foreseen arrangement was not enforced by the infrastructure manager.

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

There is no application for 2009.

I. NSA CONCLUSIONS ON THE REPORTING YEAR – PRIORITIES

This report is related to the year 2009, consequently the serious accident at Buizingen (15 February 2010) has not been incorporated in this report.

The NVR is fully operational, in accordance with the decision 2007/756/CE, all authorised vehicles in international service are registered, and the NVR will now be completed with all national vehicles.

The safety level on the Belgian railway has increased during the year 2009. The number of Signals Passed at Danger remains problematic.

The infrastructure manager had introduced his demand to install TBL1+ (The TBL1+ system has been explained in our report concerning 2008) on the 7 of November 2008. The NSA has giving the authorisation to develop TBL1+ on track on the 19th of January 2009.

The NSA has accepted the proposed on board installation, and the ERA has accorded an NID_STM number to TBL1+.
The railway undertaking NMBS has introduced his demand to install TBL1+ on board (for a first range of traction units) on the 8 of August 2009. The NSA has delivered on the 7th of September 2009 the authorisation to install TBL1+ on this range of traction units.
The infrastructure manager and the railway operator started the installation of TBL1+ soon after the have received the authorisation.
Nevertheless the TBL1+ is not mandatory, the constructors have shown interest for a possibility for the installation of TBL1+ in their locomotive.

In the year 2009, the DRSI has adapted the authorisation for the infrastructure manager; the authorisation has been extended for the operations with ETCS. With the start of the train service on the new high speed lines the number of tracks with full control of train speed has been extended with 85 kilometre double track.

The DRSI has sustainably increased the number of inspections and the first audit was organised with the help of an external consultant. An extension of staff is necessary to increase the effort on enforcing the safety rules.

The new tasks following the transposition of the directives of the third railway package and the technical package will increase the need to extend the staff of the National Safety Authority. In the year 2009, the possibility to increase to budget for the NSA is foreseen in the law; the necessary secondary legislation has only fixed a small increase of the budget for 2010, for the following years nothing is yet foreseen.

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

J. SOURCES OF INFORMATION

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

K. ANNEXES

ANNEX A: Railway Structure Information

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

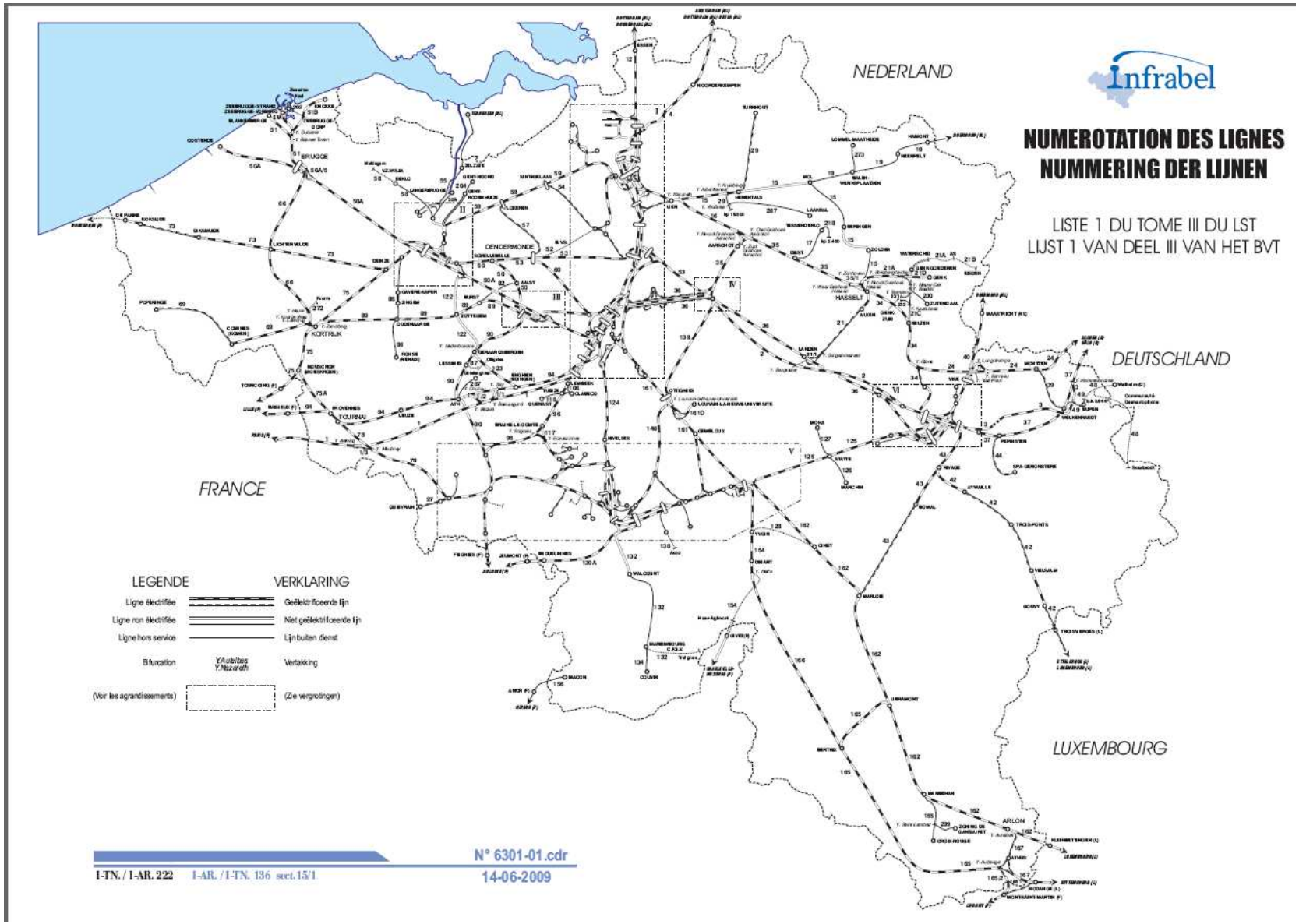
ANNEX C: CSIs data – Definitions applied

ANNEX D: Important changes in legislation and regulation

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

ANNEX A: Railway Structure Information

A.1. Network map

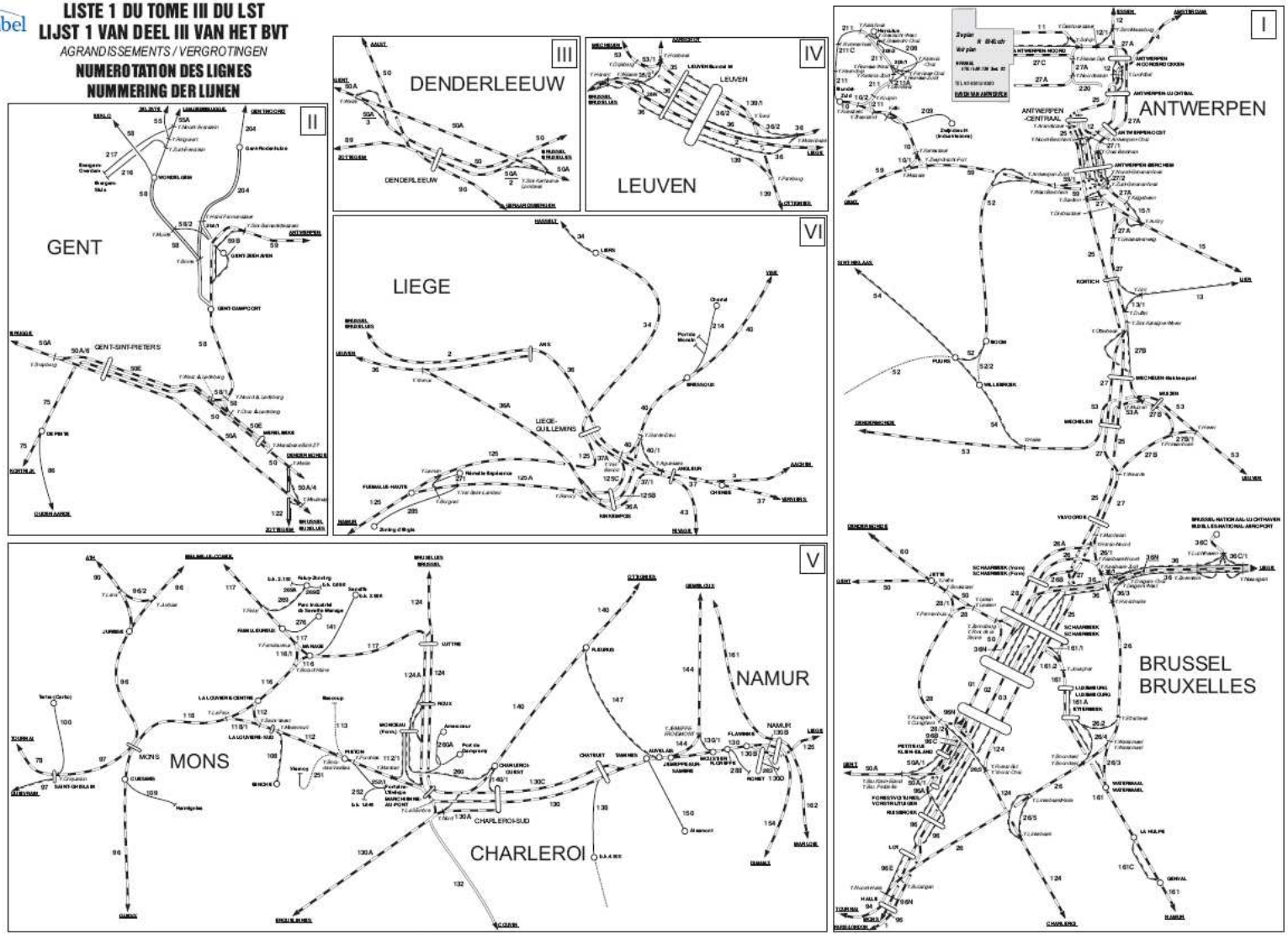


Infrabel

LISTE 1 DU TOME III DU LST
LIJST 1 VAN DEEL III VAN HET BVT

AGRANDISSEMENTS / VERGROTINGEN

NUMEROTATION DES LIGNES
NUMMERING DER LIJNEN



N° 6301-02.cdr
14-06-2009

I-TN. / I-AR. 222 I-AR. / I-TN. 136 sect.15/1

A.2. List of Railway Undertakings and Infrastructure Managers

Infrastructure Manager (as per 31 December 2009)

Name: **Infrabel**
Address: Barastraat 110, B-1070 Brussels
Website: www.railaccess.be

Railway Undertakings (as per 31 December 2009)

a. transport of passengers and freight

Name: **NMBS** – Nationale Maatschappij der Belgische Spoorwegen
SNCB – Société nationale des Chemins de fer belges
Address : Hallepoortlaan 40, B – 1060 Brussels
Website: www.nmbs.be; www.sncb.be
Safety Certificate A: BE 11 2008 0001
Valid till: 29 June 2011
Safety Certificate B: BE 12 2009 0006
Valid till: 12 May 2012

b. transport of freight

- Name: **ACTS Nederland B.V.**
  Address: Parallelweg 21, NL-5223 AL 's-Hertogenbosch
  Website: www.acts-nl.com
  Safety Certificate : 2001/14/EG : C007
  Valid till: 22 January 2011 (expired at 30 May 2010)

- Name: **CFL Cargo**
  Address: Boulevard J.F. Kennedy 11, L- 4170 Esch-sur-Alzette
  Website: www.cfl.lu
  Safety Certificate : 2001/14/CE : C008
  Valid till: 21 May 2011

- Name: **CROSSRAIL Benelux NV**
  Address: Luchthavenlei 7A, B- 2100 Deurne
  Website: www.crossrail.ch
  Safety Certificate A: BE 11 2008 0003
  Valid till: 19 October 2011
  Safety Certificate B: BE 12 2009 0001
  Valid till: 9 January 2012

- Name: **DB Schenker Rail Nederland**
  Address: Moreelsepark 1, NL- 3511 EP Utrecht
  Website: www.rail.dbschenker.nl
  Safety Certificate A: BE 11 2007 1054
  Valid till: 15 November 2009
  Safety Certificate B: BE 12 2009 0005
  Valitd till: 26 April 2012

- Name: **ERS Railways B.V.**
  Address: Albert Plesmanweg 61a K-L, NL – 3088 GB Rotterdam
  Website: www.ersrail.com
  Safety Certificate: 2001/14/EC : C006
  Valid till: 8 February 2010

- Name: **Rotterdam Rail Feeding B.V.**
  Address: Europaweg 855, NL- 3199 LD Rotterdam
  Website: www.railfeeding.nl
  Safety Certificate A: NL 11 2008 1102 NL 11 2009 1993
  Valid till: 19 October 2011 1 May 2012
  Safety Certificate B: BE 12 2009 0004
  Valid till: 22 March 2012

- Name: **SNCF** Société Nationale des Chemins de fer français
  Address: 34 rue du Commandant Mouchotte, F- 75699 Paris Cedex 14
  Website: www.sncf.com
  Safety Certificate A: FR 11 2009 0021
  28 June 2012
  Safety Certificate B: BE 11 2008 0001
  Valid till: 7 April 2011

- Name: **SNCF Fret Benelux**
  Address: Tavernierkaai 2, B- 2000 Antwerpen
  Website: www.sncf.be
  Safety Certificate A: BE 11 2009 0001
  Valid till: 13 August 2012
  Safety Certificate B: BE 12 2010 0002
  Valid till: 3 December 2012
- Name: **Trainsport AG**
  Address: Betriebszentrum E40, B – 4730 Lichtenbusch/Raeren
  Website: www.trainsport.com
  Safety Certificate A: BE 11 2008 0002
  Valid till: 29 September 2011
  Safety Certificate B: BE 12 2009 0002
  Valid till: 15 January 2012

- Name: **VEOLIA CARGO Nederland B.V.**
  Address: Albert Plesmanweg 103 b/c, NL – 3088 GC Rotterdam
  Website: www.veolia-cargo.com
  Safety Certificate A: NL 11 2007 1080
  Valid till: 5 December 2010
  Safety Certifivate B: BE 12 2009 0003
  Valid till: 8 March 2012

A.2.1. Infrastructure Manager

Name	Address and website	*Safety Authorisation (Number/Date)*	*Start date commercial activity*	*Total Track Length/Gauge*	*Electrified Track Length/Voltages*	*Total Double/Simple Track Length*	*Total Track Length HSL*	*ATP equipment used*	*Number of LC*	*Number of Signals*
NV/SA Infrabel	110 rue Bara, 1070 Bruxelles	BE 21 2008 001	01/01/2005	6426 km	3035 km / 25kV AC / 3 kV DC / 15 kV AC	Double: 2,841 km Simple: 744 km	388 km	TBL, ETCS, TVM	1913	-

A.2.2. Railway Undertakings

Name	Address and website	*Safety Certificate 2001/14/EC (Number/Date)*	*Availability period of the Safety Certificate*	*Safety Certificate A-2004/49/EC (Number/Date)*	*Safety Certificate B 2004/49/EC (Number/Date)*	*Traffic Type (Freight ,…)*	*Number of Locomo ti-ves (*)*	*Number of Railcars/Multiple Unit-sets (*)*	*Number of Coaches/Wagons (*)*	*Number of train drivers/safety crew (*)*	*Volume of passenger transport (*)*	*Volume of freight transport (*)*
ACTS Nederland B.V.	See A.2.b.	2001/14/EC : C007 22/01/2011	23-01-2008 until 22-01-2011	Not applicable for 2009	Not applicable for 2009	Freight						
CFL Cargo	See A.2.b.	2001/14/EC : C008 21/05/2011	22/05/2008 until 21-05-2011	Not applicable for 2009	Not applicable for 2009	Freight						
Crossrail Benelux NV	See A.2.b.			BE 11 2008 0003 from 20/10/2008 until 19/10/2011	BE 12 2009 0001 from 10/01/2009 until 09/01/2012	Freight						
DB Schenker Rail	See A.2.b.				BE 12 2009 0005 from 27/04/2009	Freight						

Nederland					until 26/04/2012							
Ers Railways BV	See A.2.b.	2001/14/EC : C006 08/02/2010	08-02-2007 until 08-02-2010	Not applicable for 2009	Not applicable for 2009	Freight						
NMBS/SNCB	See A.2.a.			BE 11 2008 0001 from 30/06/2008 until 29/06/2011	BE 12 2009 0006 from 13/05/2009 until 12/05/2012	Pass-engers and freight						
Rotterdam Rail Feeding B.V.	See A.2.b.				BE 12 2009 0004 from 23/03/2009 until 22/03/2012	Freight						
SNCF	See A.2.b.				BE 12 2008 0001 from 08/04/2008 until 07/04/2011	Freight						
SNCF Fret Benelux	See A.2.b.			BE 11 2009 0001 from 14/08/2009 until 13/08/2012	BE 12 2009 0006 from 04/12/2009 until 03/12/2012	Freight						
Trainsport AG	See A.2.b.			BE 11 2008 0002 from 30/09/2008 until 29/09/2011	BE 12 2009 0007 from 16/01/2009 until 15/01/2012	Freight						
VEOLIA CARGO Nederland BV	See A.2.b.				BE 12 2009 0003 from 09/03/2009 until 08/03/2012	Freight						

(*) economic sensible information for publication

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

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

B.1. Chart: Internal organisation

B.2. Chart: Relationship with other National Bodies

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

Chart: Internal organisation

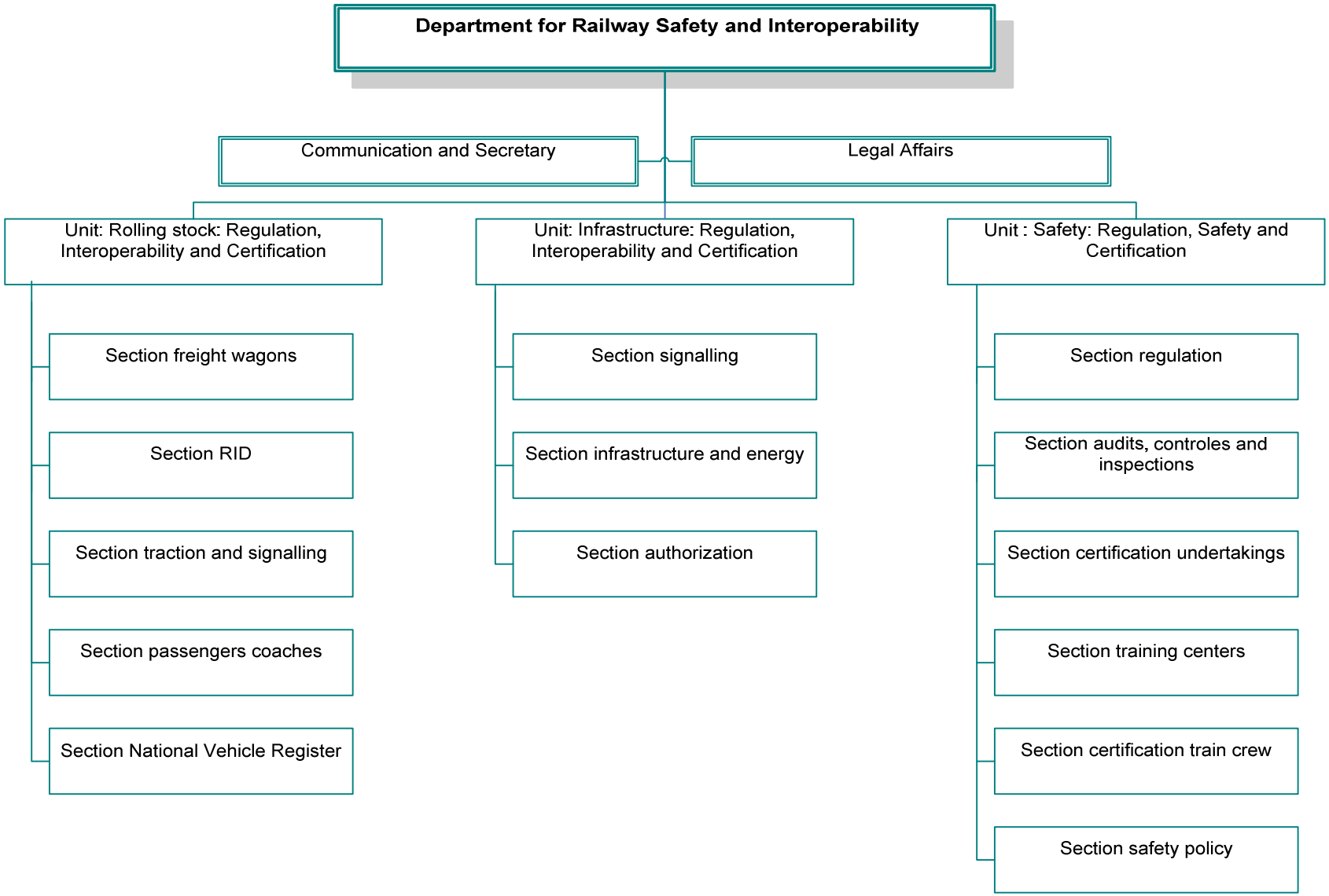
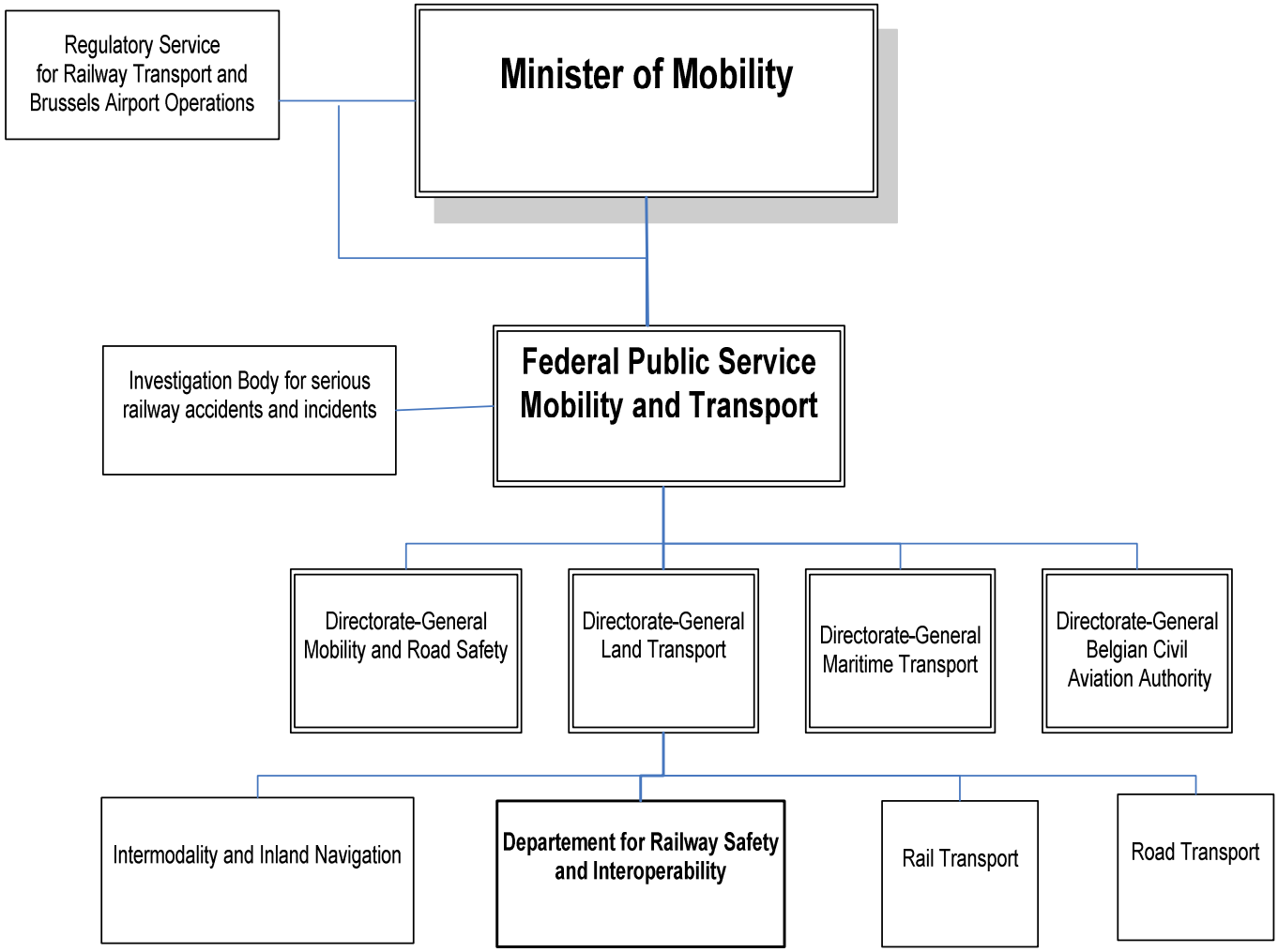


Chart: Relationship with other National Bodies



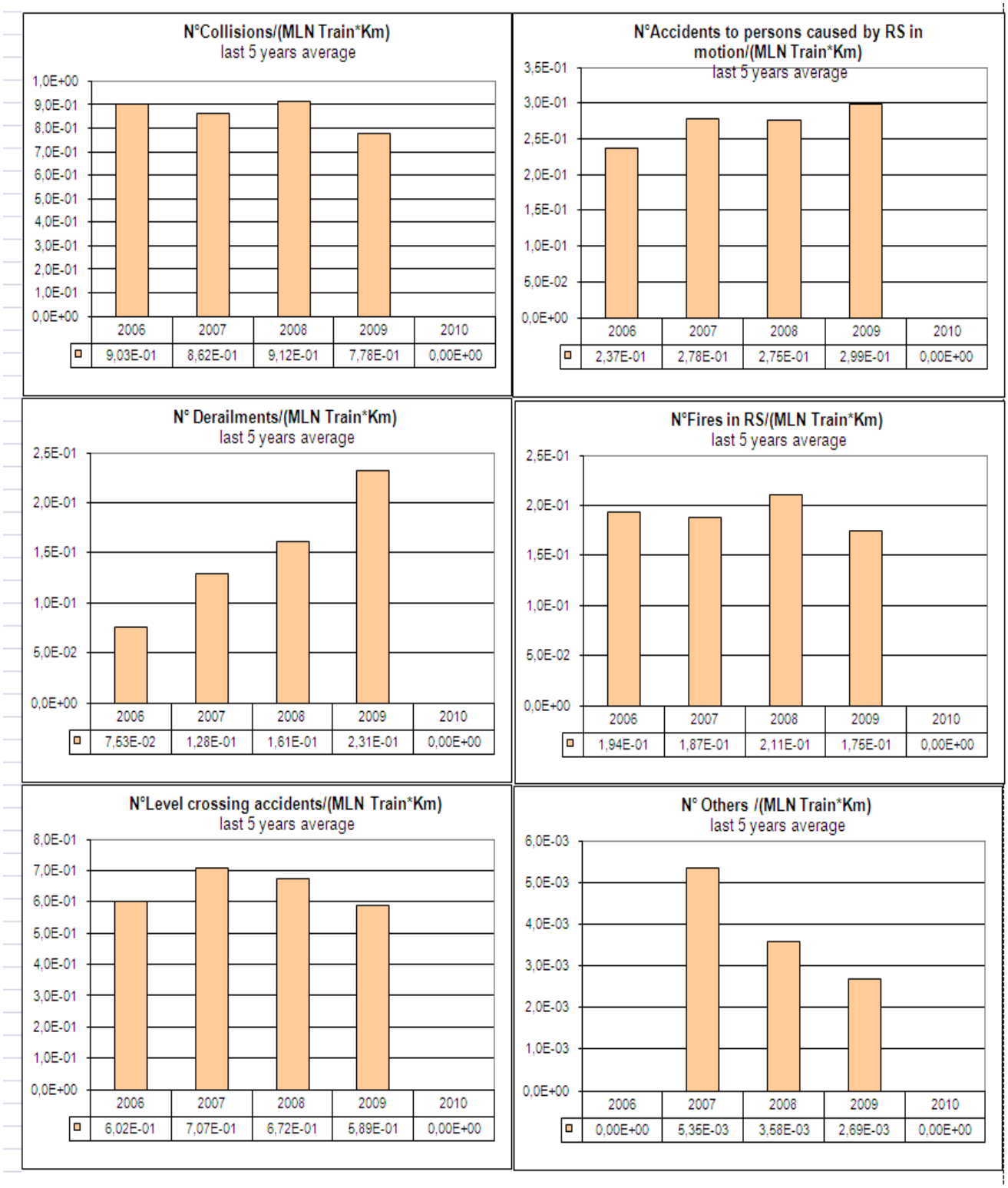
ANNEX C: CSIs data – Definitions applied

C.1. CSIs data[1]

Performances at a glance

2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

Accidents divided by type

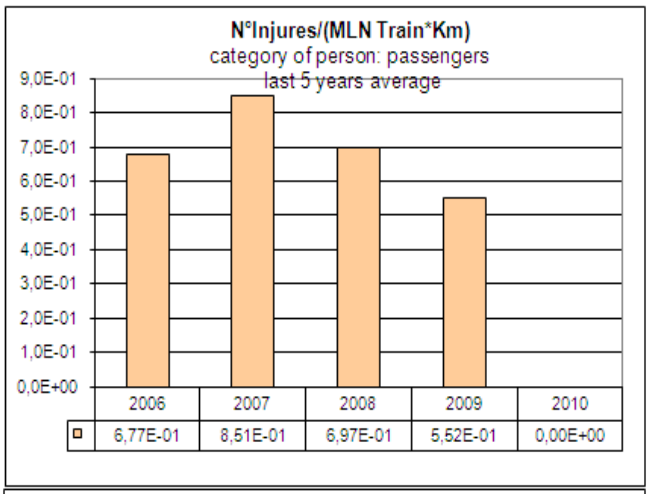


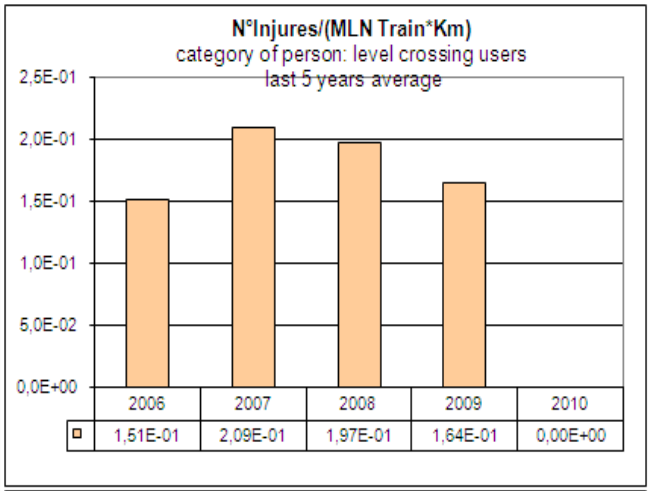
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

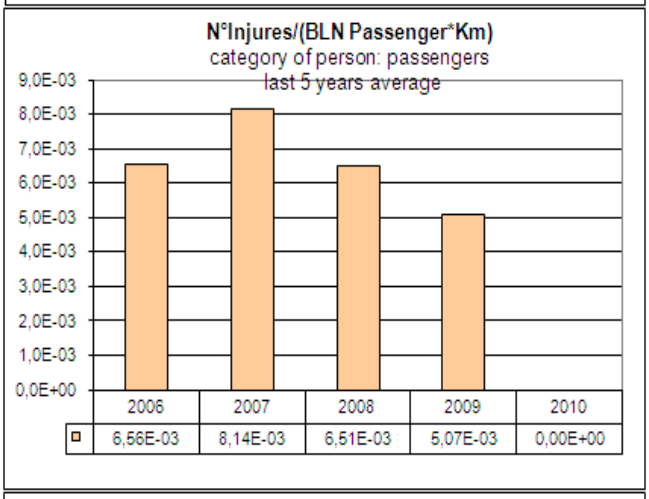
Fatalities divided by category of people involved

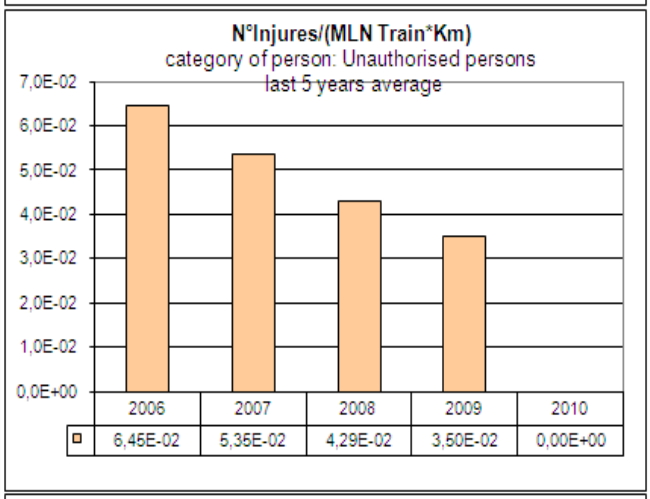
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

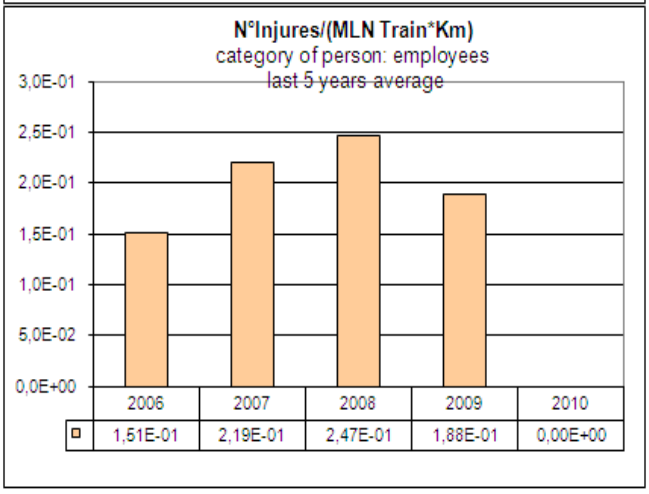
Injures divided by category of people involved

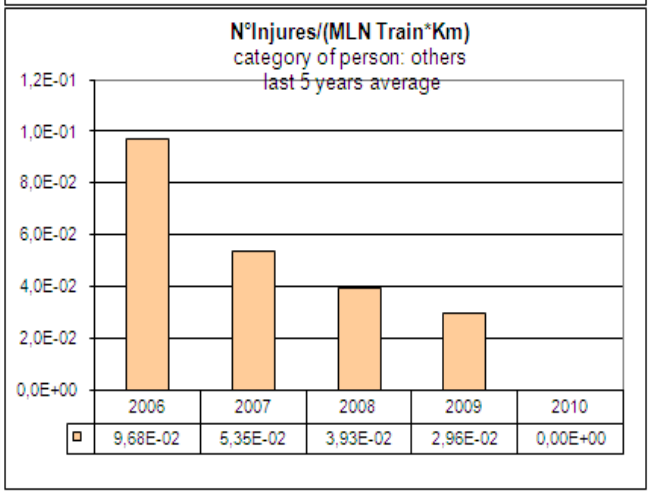










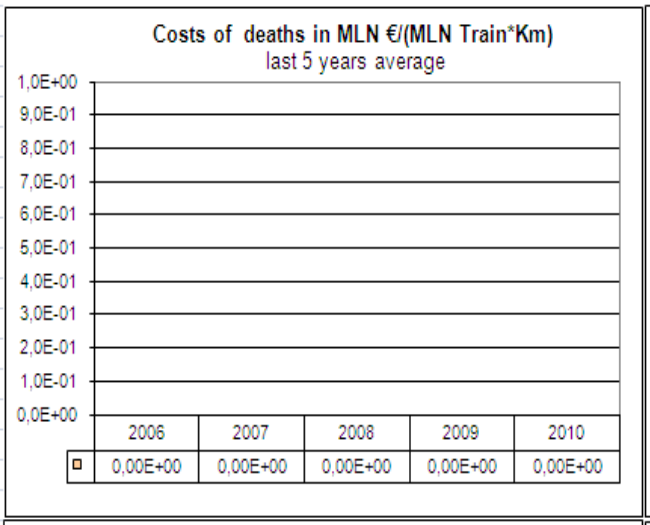


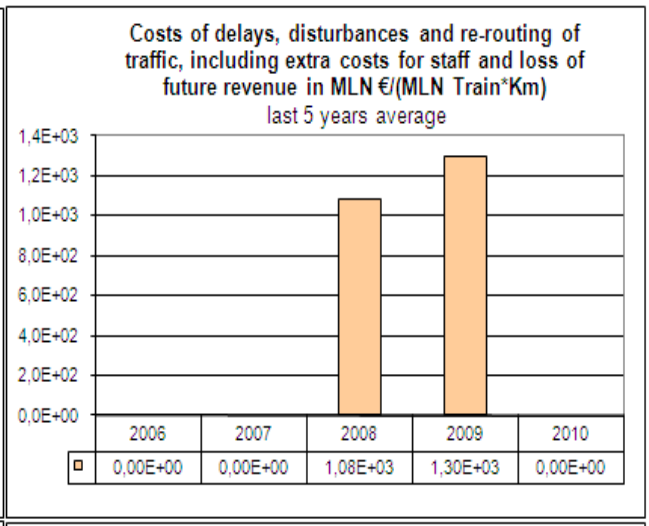
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

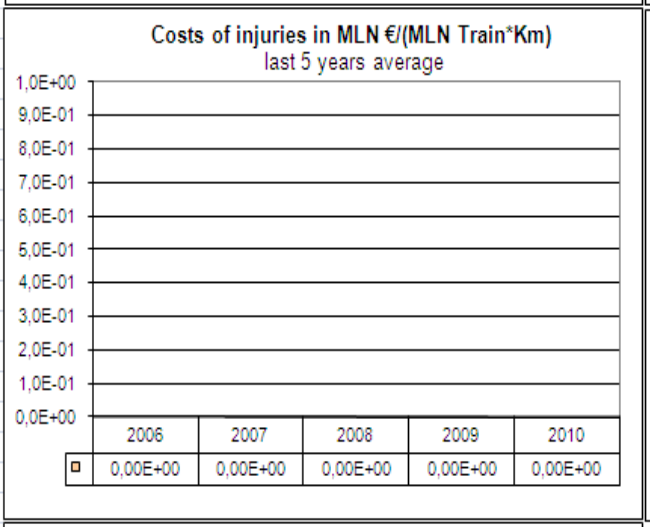
Precursors to accidents

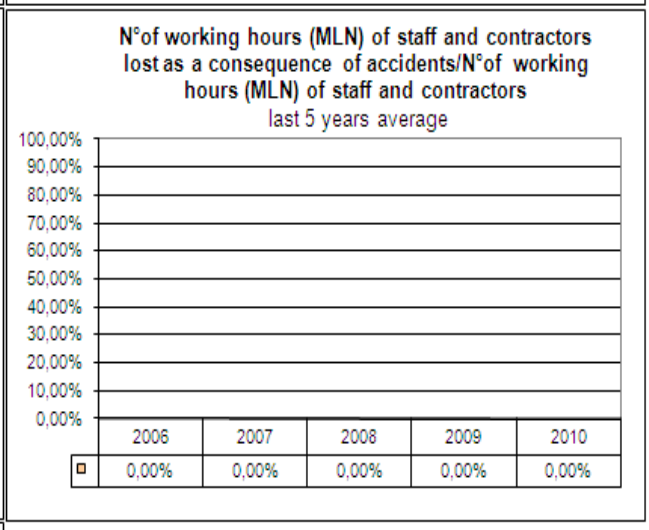
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

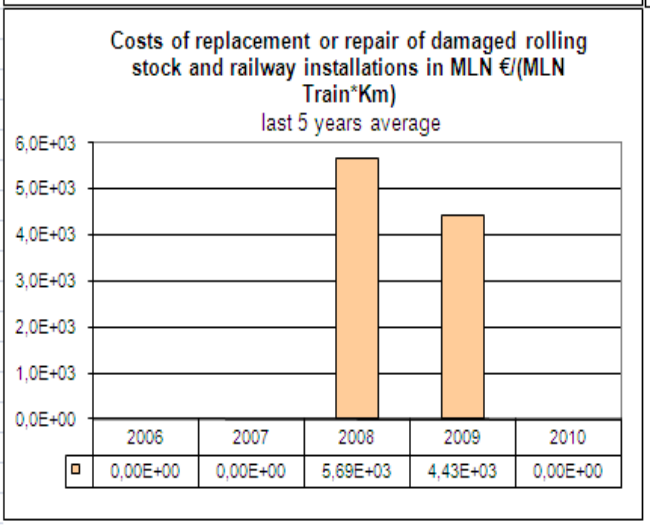
Cost of all accidents, number of working hours of staff and contractors lost as a consequence of accidents





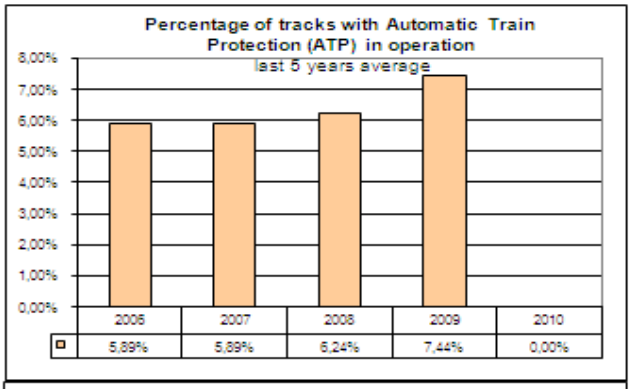


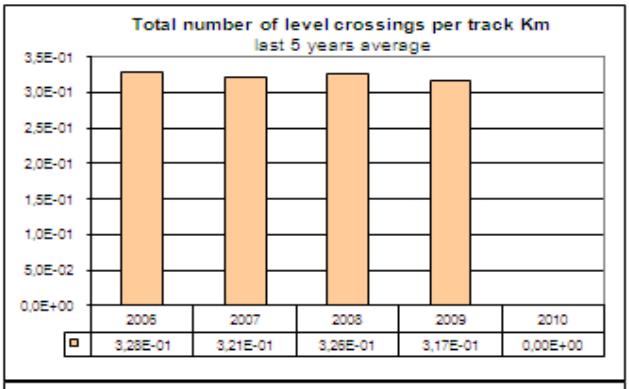


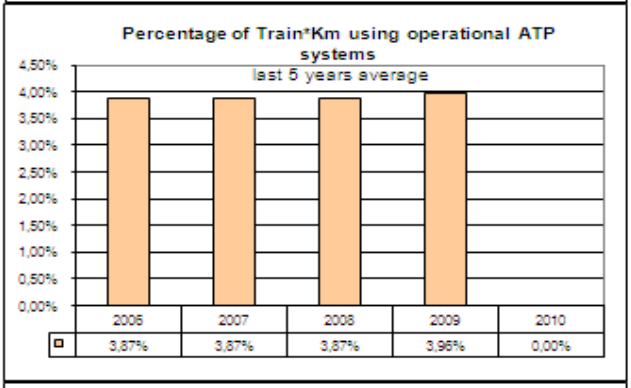


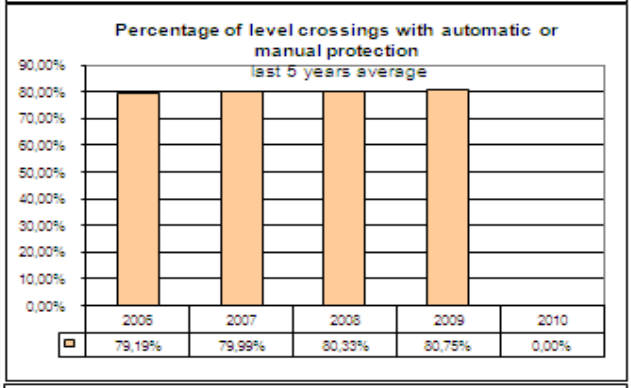
2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

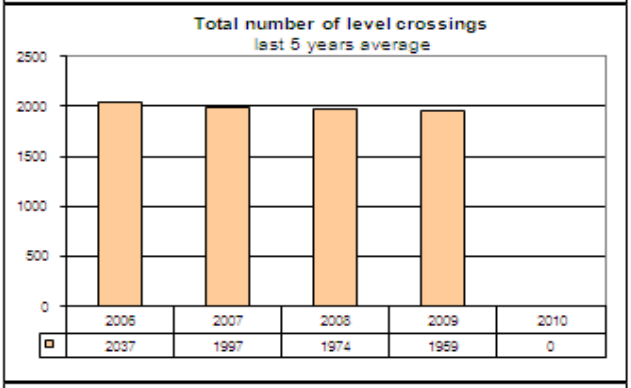
Technical safety of infrastructure and its implementation, management of safety

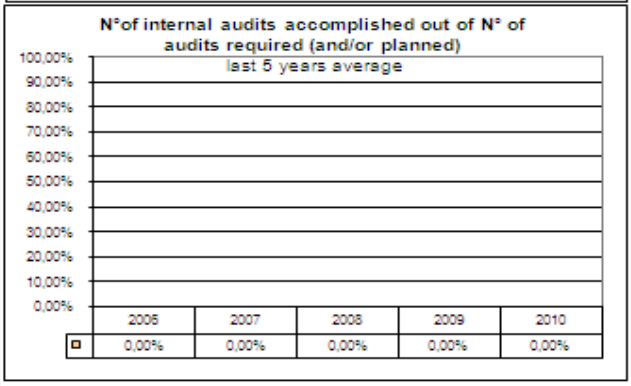


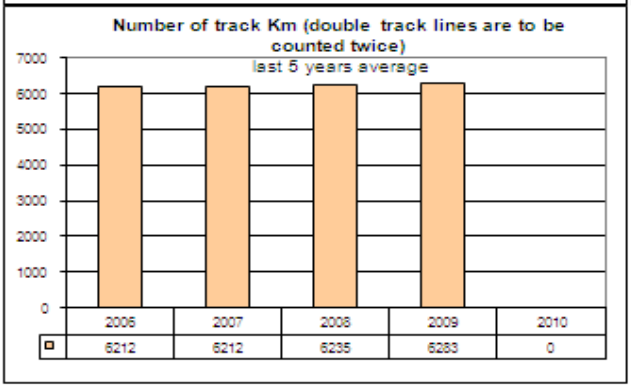












2007 report: values related to 2006.
2008 report: values related to the average between 2006 and 2007.
2009 report: values related to the average among 2006, 2007 and 2008.
2010 report: values related to the average among 2006, 2007, 2008 and 2009.

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

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

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

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

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

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

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

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

train*Km
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.3. Abbreviations

CSI	Common Safety Indicator
ERA	European Railway Agency
LC	Level Crossing
MLN	10^6
BLN	10^9
NSA	National Safety Authority

RS	Rolling Stock
RU/IM	Railway Undertaking and Infrastructure Manager
NVR	National Vehicle Register
VKM	Vehicle Keeper Marker

ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation				
Law-programme concerning the national safety authority	Law-programme of 23 December 2009, article 4: creates a budget fund for the national safety authority. Article 5: creates a budget fund for the national investigation body. The funding of the budget is fixed in the articles 6 to 17, those articles adapt the law of 19 December 2006 relative to the safety of the railway exploitation.	01.01.2010	Amendment to existing legislation	Creating budget fund for the NSA
National rules concerning railway safety				
Rules concerning national safety targets and methods	Royal Decree of 13 November 2009: determination of the regulatory framework of the national safety regulations, this decree determines the way to calculate the national safety reference value, fixes the national safety targets, and the modifications needed by the application of the national safety methods.	12.12.2009	Additional Royal Decree to execute law on safety of railway operations	See column “Legal reference”
Rules concerning requirements on safey management systems and safety certification of Railway Undertakings	Law of 6 May 2009 (concerning several provisions) has changed the law of 19 December 2006 as follows: a railway operator who wants to request for safety certificate B has no longer the obligation to ask	29.05.2009	Amendment to existing legislation	See column “Legal reference”

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
	primarily advice at the B-Holding; the status of “officer of the judicial police” has been awarded to some staff of the infrastructure manager, giving them the power to conduct controls and inspections to control the correct application of the law on railway safety.			
Rules concerning requirements on safety management systems and safety authorisation of the Infrastructure Manager	Law of 6 May 2009 (concerning several provisions) has changed the law of 19 December 2006 as follows: a railway operator who wants to request for safety certificate B has no longer the obligation to ask primarily advice at the B-Holding; the status of “officer of the judicial police” has been awarded to some staff of the infrastructure manager, giving them the power to conduct controls and inspections to control the correct application of the law on railway safety.	29.05.2009	Amendment to existing legislation	See column “Legal reference”
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	RSEIF 3.1 - Lines with lateral signaling Version 3	29.05.2009	Needs to adapt the operating rules	Introduction of the new panels end of ETCS zone and starting point as well as end of GSM-R
	RSEIF 3.5 - Lines with a cab signal system – Cab signal system Version 2	19.02.2009	Needs to adapt the operating rules	Cancellation of the activation of level 1 for trains that do run into a line with stop benchmarks; Modification of the sequence of transition zone; Illustration of the function Override

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
	RSEIF 3.6 - Lines with a cab signal system – Lines with cab signal and the stop marks - Version 2	19.02.2009	Needs to adapt the operating rules	Maximum speed authorized on level 1. Illustration of the function Override.
	RSEIF 4.2 - Train braking and the braking trials in operation Version 3	25.09.2009	Needs to adapt the operating rules	Addition of freight trains framed by two locomotives. Modification of the train composition including multiple or articulated vehicles. Braking of trains composed of vehicles with composite brake blocks.
	RSEIF 5.1 - Communications transmission Version 4	15.06.2009	Needs to adapt the operating rules	Priority for the use of GSM-R. Terminology of communication in compliance with EU rules.
	RSEIF 5.2 - General operating rules for the main lines. Version 4	07.04.2009	Needs to adapt the operating rules	Elimination of regulatory requirements specific to IM. Introduction of operating rules of HS-line 3 (Liège-German border).
	RSEIF 5.3 - Running of exceptional consignment Version 1	25.05.2009	Needs to adapt the operating rules	Rewriting the previous regulations in the context of the 2nd Railway Package.
	RSEIF 5.5 - The measures to be taken in case of delay, incident, emergency, accident or abnormal situation Version 1ter	21.03.2009	Needs to adapt the operating rules	Requirements for transfer of emergency elements and evacuation of trains in distress on the high-speed lines 3 and 4 equipped with ETCS
	RSEIF 5.5 - The measures to be taken in case of delay, incident, emergency, accident or abnormal situation Version 2bis	15.06.2009	Needs to adapt the operating rules	Rewriting the previous regulation in the context of the 2nd Railway Package. Incorporation of items specific to HS-lines 3 and 4 previously published.
	RSEIF 7.1 - Drive Version 4	15.06.2009	Needs to adapt the operating rules	Are added: - The general principles for determining the maximum speed of trains;

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
				- The acoustic signals used by the driver. Are removed and transferred to RSEIF 5.5 the matters relating to: - The speedometer; - The speed recording device; - The indicator of a leak; - Damage to the white lights horizontal; - Damage to the horn of the motor vehicle; Are removed from RSEIF matters relating to knowledge of equipment, lines and facilities. The earthing pole put on rails is imposed on all motor vehicles except pilot cars.

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 2009 being licensed	in Belgium	0
	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 2009 being registered	in Belgium	4	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 2009 being registered	in Belgium	8	0	0
	in another Member State	0	0	0

			A	R	P
E.2.3. Number of applications for Safety Certificates **Part A** submitted by Railway Undertakings in year 2009 being registered	in Belgium for	new certificates	1	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	-	-	-
		updated / amended certificates	-	-	-
		renewed certificates	-	-	-
			A	R	P
E.2.4. Number	in Berlgium for	new certificates	7	2	0

of applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 2009 being registered		updated / amended certificates	1	0	0
		renewed certificates	0	0	0
	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 RU's applying for a Safety Certificate Part B in Belgium have obtained their Safety Certificate Part A

- France (SNCF, ECR)

- The Netherlands (VCNL, RRF, DBSRN-ex RN)

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 2009 being registered in Belgium	0	1	0

		A	R	P
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2009 being registered in Belgium	new authorisations	0	0	0
	updated / amended authorisations	1	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 2009 for Railway Undertakings holding	a licence released by Belgium	Avery of 80 working days	0	0
	a licence released by 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 2009 for Railway Undertakings holding	a licence released by your Member State	Avery of 80 working days	Avery of 60 working days	0
	a licence released by another Member State	-	-	-

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 2009 for Infrastructure Managers holding	a licence released by your Member State	Avery of 21 working days	Avery of 21 working days	0
	a licence released by another Member State	-	-	-