

**REPORT BY THE CHANNEL TUNNEL
INTERGOVERNMENTAL COMMISSION ON
SAFETY IN THE CHANNEL TUNNEL FIXED
LINK DURING 2015**

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A - Scope of the report

1. This report contains information relating to the activities of the Channel Tunnel Intergovernmental Commission (IGC) in its role as the safety authority for the Channel Fixed Link (the Channel Tunnel) within the terms of the European Railway Safety Directive (2004/49/EC). The IGC's responsibilities extend only to the area of the Fixed Link as described in the Treaty of Canterbury between the United Kingdom and France and the Concession Agreement between the two Governments and the Concessionaires. This report covers the period from 1 January to 31 December 2015.

2. As this report was written in English the optional summary in that language has not been prepared. A French translation has been prepared and submitted to the European Union Agency of Railways (the Agency) together with the English document as it is the policy of the IGC to make all of its documents which are in the public domain available in both English and French. Readers of the French version who wish to consult the optional summary in English are invited to refer to the full English version which includes a summary.

B. Preliminary section

3. **Introduction-** The directive on the safety on the Community's railways (2004/49/EC amended) contains a clause concerning a binational body entrusted by the Member States to ensure a unified safety regime for specialised cross-border infrastructures, said body performing the functions of a 'safety authority' (NSA). This clause has been implemented for the fixed channel link, France and the United Kingdom agreeing that the IGC would be the 'safety authority'. This report is prepared in accordance with Article 18 of the Directive and complies as far as possible with the model established and guidance issued by the Agency, which aim to provide a structure and table of common elements for this type of report. As required by the Directive, the report is submitted to the Agency.

4. **Information on the railway infrastructure** – The Channel Tunnel railway infrastructure includes a rail link consisting of two drilled rail tunnels connecting Cheriton in Kent and Fréthun in the Pas-de-Calais, as well as the terminals located on each side. The terminals include: high-speed lines linking the Channel Tunnel to the British and French national networks; rail loops and docks for loading and unloading passenger and freight shuttles; depots, maintenance facilities and railroads linking to the rest of the infrastructure.

5. **Infrastructure manager** - A network map and information about Eurotunnel, the infrastructure manager of the Channel Fixed Link, are given in Appendix A.

6. **Railway companies** – The rail transport companies which have operated trains in the Channel Tunnel during the period covered by this report are: DB Schenker Rail (UK) Ltd, Eurostar International Ltd and GB Railfreight Limited. The addresses and websites of these railway companies are provided in Appendix A.3. The annual reports of the French and British safety authorities provide further information about them.

7. **Summary** - In 2015, the major events were as follows:

- Monitoring of measures taken by Eurotunnel following the fire on a freight shuttle on 17 January 2015. The Safety Authority has met twice with the BEA-TT and RAIB investigative offices and taken note of the preliminary findings of the investigators, at the same time as Eurotunnel, ahead of the report published in 2016;
- Preparation of the publication of a national rule to complete the specific case in Article 7.3.2.21 of the Loc & Pas¹ TSI and submission to the Member States;
- Tracking migrant events of summer 2015 (there were three deaths of people during September and October who were present on the tracks without permission and struck by trains). Issue of an improvement notice by ORR in order that Eurotunnel revise its procedural risk analysis for people on board

¹ Regulation (EU) No 1302/2014 of 18 November 2014 of the Commission concerning the technical specifications for interoperability relating to the subsystem for "rolling stock" - "locomotives and rolling stock for the transport of passengers" of the railway system in the European Union

trains who are not in a place of safety. In total there were 9 fatalities (all of whom were migrants) on Eurotunnel's concession during the year;

- Authorisation of new Astra rail car carriers on 13 November 2015;
- Authorisation of new Eurostar e320 rolling stock provided by Siemens, issued on 19 November 2015;
- Study of the modification of the evacuation procedure for Eurostar trains to move to an evacuation in a single phase, which was tested early 2016.

8. Analysis of global trends - the IGC and Safety Authority continued their monitoring of Eurotunnel's safety management system as well as their monitoring of safety outcomes. The most common safety indicators reported in detail in Appendix C remain at zero. Regarding individual safety events (SPAD (Signals Passed at Danger or inadvertent crossing of a stop signal), loss of switch control, locked brake detection, failure to comply with signage, fuel spills and incidents of junction crossovers), Eurotunnel did not reach its own target rate of 270 incidents, remaining at 334 at the end of December. This indicator was heavily impacted by intrusions by migrants.

The frequency rate of collective safety events (emergency braking due to skating or automatic activation and stops in the Channel Tunnel for more than 30 minutes) did not reach its own target of 75 incidents. This was at 98 at the end of December. This indicator was also heavily impacted by intrusions by migrants.

C - Organisation

9. The IGC was created by the Treaty of Canterbury to monitor, on behalf of the governments of the United Kingdom and the French Republic and by delegation thereof, all issues concerning the construction and operation of the Fixed Link. Among its duties, the IGC is responsible for developing any regulations applicable to the Fixed Link or which contribute to this development.

10. The Treaty of Canterbury also set up the Channel Tunnel Safety Authority to advise and assist the IGC on all matters relating to safety during the construction and operation of the Fixed Link. The functions of the Channel Tunnel Safety Authority also to ensure that safety regulations and practices applicable to the fixed link comply with national or international regulations, to enforce such regulations and to monitor their implementation, to examine reports into any incidents affecting safety, to make inquiries and to report to the IGC.

11. The British and French Secretariats ensure the preparation and implementation of decisions by the IGC and the Channel Tunnel Safety Authority.

12. A diagram showing the structure of the IGC and its links with other organisations is given in Appendix B.

D. Changes in railway safety

D 1 - Initiatives to maintain or improve safety results

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

Accidents / precursors of accidents which triggered the measure			Determined safety measure
Dated	Place	Event Description	
January 2015	Eurotunnel Concession	Fire on train caused by contact between catenary and lorry aerial.	Change to operational procedures in the event of a catenary trip.

Table D.1.2 - Safety measures (or voluntary measures) triggered by factors other than accidents / precursors of accidents

Description of the area of concern	Description of the trigger	Determined safety measure
N/A		

D 2 - Detailed analysis of trends

13. Very few precursors (incidents that could lead to an accident) occurred in the Channel Tunnel. The IGC and the CTSA did not conduct a "detailed analysis of trends" compared to the CSIs (Common Safety Indicators) because in view of the small number this would not be a useful or proportionate method likely to provide significant information on safety performance. In 2015, there were 12 broken rails and three SPADs. Below, a summary of CSI precursors occurring allows a comparison with the incidents of the previous year:

	2014	2015
Total number of precursors	14	18
Total number of broken rails	9	12
Total number of track buckles	0	0
Total number of signalling failures	0	0
Total SPAD	5	3
Total number of broken wheels on rolling stock in service	0	0
Total number of broken axles	0	0

on rolling stock in service		
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14. **Common Safety Indicators (ISC/CSI)** - Details on CSIs as defined in Directive 2009/149/EC (amending Directive 2004/49/EC with regard to CSIs and common methods to calculate the cost of accidents) are given in Appendix C. It should be noted that the IGC and the Safety Authority receive a significant amount of richer and more useful data from Eurotunnel and the railway companies that help them develop their approach to regulatory and supervisory activity (and which also help stakeholders understand the performance of the safety management systems). However, this useful and interesting data falls outside the scope of CSI reports.

D 3 - Results of safety recommendations

15. No safety recommendation was issued or required a response in 2015. The BEA-TT report on the fire of 17 January 2015 was expected in early 2016 and was published in May 2016.

E - Important changes to laws, regulations and administrative provisions

16. **Regulation on the safety of the Fixed Channel Link** - No new regulations have been implemented for the Channel Tunnel in 2015.

17. **Other major regulatory dossiers processed by the IGC and Safety Authority** - Other important issues that have been processed by the IGC and the Safety Authority during the year are as follows:

Examination of specific safety regulations for trains passing through the Channel Tunnel - The IGC continued to advance with the review of specific safety and technical rules relating to passenger trains passing through the Channel Tunnel, which began in 2009, inspired by the technical advice of the Agency published in March 2011. The IGC had already repealed certain rules deemed unnecessary or obsolete following the further development of TSIs related to Safety in Railway Tunnels (SRT TSI) and to locomotives and passenger rolling stock (Loc & Pas TSI). In 2015, the IGC has proposed to Member States to notify a national rule concerning the specific case in Article 7.3.2.21 of Loc & Pas TSI.

Discussions with railway companies and rolling stock manufacturers - During the year, the IGC and the Safety Authority continued to hold discussions with the railway and rolling stock manufacturers about the requirements they must meet to obtain technical approval for use of the Channel Tunnel. The IGC also held a seminar with existing and potential operators, manufacturers and trade unions to communicate investigate and collect information on pending regulatory issues.

Participation in the work of the Agency and its working groups - The IGC and Safety Authority have continued to play a full part in the work of the Agency and its various working groups. Given their close relationship with the safety authorities of France and the United Kingdom, the IGC and Safety Authority rely on the close

ties they hold with the experts of the safety authorities (many of them are themselves members or advisors on the Safety Authority). The IGC and Safety Authority participate directly in the working groups which have a specific importance regarding the Channel Tunnel.

Nevertheless, the IGC and Safety Authority have continued to participate actively in the work of the Agency. Its representatives have attended all meetings of the network of national safety authorities of the Agency and working groups dealing with national rules and mutual recognition.

F - Changes in the safety certification and approvals

18. The directive on Community railway safety is transposed with regard to the Channel Tunnel by the binational safety regulation of 24 January 2007 which entered into force on 4 July 2008 via Statutory Instrument 2007-3531 in the UK and Decree 2008-748 in France. The revised directive on railway safety (2008/110/EC) and new Interoperability Directive (2008/57/EC) were transposed for the Fixed Link in March 2013 via a modified binational regulation supplementing the regulation for national interoperability. The revised guide to the implementation of the regulation is available on the IGC website at the following link:

<http://www.channeltunneligc.co.uk/-Regulations-and-guidance-.html?lang=en>

G - Supervision of railway undertakings and infrastructure managers

19. The 1986 Treaty of Canterbury assigned to the Channel Tunnel Safety Authority the responsibility to ensure that safety regulations and practices applicable to the fixed link comply with national and international laws, to enforce those laws, to monitor implementation and to report to the Intergovernmental Commission. The treaty also stipulates that, in order to ensure its remit, the Safety Authority may request the assistance of the administrations of each of the governments, as well as the assistance of any body or expert of its choice, and that both governments must give the Safety Authority and its members and agents the powers of investigation, inspection and enforcement necessary for the exercise of its functions. The quadripartite concession agreement stipulates that concessionaires must give access to any part of the Fixed Link to persons duly authorised by the IGC or with the approval thereof by the Safety Authority, so that these people, as part of their duties, may inspect the fixed link and investigate any matter relating to the construction or operation thereof. Concessionaires must provide these people with all means necessary for the exercise of their functions.

20. The broad mandate given to the Safety Authority by the Treaty of Canterbury means it is responsible for overseeing a number of matters outside the scope of authority of safety tasks under the safety directive, in particular issues of emergency and civil safety. This is reflected in the monitoring strategy.

1.1 Audits / Inspections / Controls

21. The annual inspection and audit program of the Safety Committee is established so as to take account of key evidence included in the safety management systems (SMS) of Eurotunnel and the railway companies authorised for the Channel Tunnel. Eurotunnel safety authorisation was renewed on 6 April 2014. In 2015, the IGC revised its surveillance strategy to focus on the effectiveness of SMSs being used by operators of the Channel Tunnel:

- ensuring that companies involved in the Channel Tunnel have a sufficient understanding of risks and a capacity for safety management to control such risks. This will be achieved:
 - by evaluating the written submission of the safety authorisation of the tunnel infrastructure manager,
 - by evaluating the written submissions for safety certificates by any railway company using the Channel Tunnel,
 - by evaluating proposals for any significant changes,
 - by way of regular reviews.
- By verifying that companies using the Channel Tunnel employ safety management systems as described in their authorisations or certificates, and that they have adequate day to day control of risk management.

22. The following monitoring methods were used in 2015:

- Inspections of Eurotunnel and railway companies (a list of the subjects thereof is given below);

- Information flow - regular reports from Eurotunnel such as daily reports by the Operations Duty Manager (ODM); Monthly summaries of incidents and safety performance, minutes of the Concession Safety Committee, Operating Performance reports etc;
- Information obtained from the investigation of incidents and accidents;
- Audit reports (internal and external);
- Ad hoc meetings between Eurotunnel and Safety Authority experts;
- Meetings with the railway companies;
- Eurotunnel information about its interface with the railways and its change management.

1.2 Vigilance aspects / sensitive points to be monitored by the safety authority

23. Inspections during the year have resulted in the following recommendations, which were officially communicated to Eurotunnel (and possibly the railway undertakings) by the Safety Authority:

- The role of safety officials in the investigation of accidents and incidents should be extended to ensure that they are involved as appropriate;
- When the subcontractor of the French FLOR relies on acquired skills such as those of volunteer fire-fighters at SDIS 59 or 62, the company must have a system to check the permanent retention of skills. This should include an assessment to verify that agents have all the skills required;
- There should be provisions in place for the contractor of the French FLOR to confirm that agents continue to be volunteer firefighters. This should be part of an annual review process;
- The Eurotunnel procedure for Salamander/SAFE ORE 0006 should be strengthened and monitored to ensure consistency between the two FLORs and ensure that the system operates as intended;
- Eurotunnel must ensure that all the stretchers provided as lifting equipment are subjected to trials and regulatory reviews in accordance with regulations and that the certificates are available;
- A safety device (dockside catenary equipment) was put into service while operator documents are not yet validated (OTI 1442). Risk: incidents related to improper documentation;
- Contrary to section 3.1 of the document SAFD 0206 Rev 6 "operating manual for classification of a document related to railway safety," maintenance documents are not classified as "S". Unlike the document NTDT 0322 rev2 "management of blank documents - forms" IMPRs are used as maintenance documents and are not printed blank. Risk: Application of improper maintenance documents.

24. All recommendations have been added to a consolidated tracking table for recommendations to enable the Safety Authority to monitor and review its progress in the implementation of appropriate measures to address them with Eurotunnel

2. Description of the coverage of legal issues in the annual reports of the railway undertakings and infrastructure manager - availability of annual reports by 30 June [in accordance with Article 9 (4) of the Directive on railway safety]

25. The infrastructure manager and railway companies have reported their activities in accordance with the requirements of Article 9.4 and Annex I of the Railway Safety Directive.

3. Inspections

26. The planned inspection activity continues to be based on the areas identified by the experts of the Safety Authority in their analysis of the Eurotunnel and railway companies' SGSs. However, the inspection plan provides for flexibility to address concerns revealed by the activities of the Channel Tunnel during the year.

27. In total, 7 inspection reports carried out by the experts of the Safety Authority were sent to companies in 2015. They covered the following topics:

- Review of the role and responsibilities of fire officers (ADF), their training and all technical advances in their equipment;
- Inspection of SAFE stations (maintenance, specific tests of control systems, grounding, ...);
- Renovation project for programmable logic controllers (PLC);
- Safety culture;
- Fire Inspection Officer on the UK terminal;
- Management of rail defects: broken rails;
- Inspection of French FLOR.

4. Audits

28. In 2015, Eurotunnel carried out 27 internal audits, while the three railway companies have undertaken a total of 18 internal audits on topics such as talent management, the maintenance of vehicles used in the Channel Tunnel, and rail traffic.

29. On behalf of IGC, the French National Safety Authority, EPSF, undertook an audit of document management by Eurotunnel.

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

30. Overall, the inspection program for 2015 and other monitoring and control activities carried out during the year have provided sufficient data to conclude that even if vigilance must be exercised constantly, use of the fixed link continues to be reasonably safe -improvement notice issued leading to improved risk assessment for people not in a place of safety on trains.

H - Report on the implementation of the common safety method (CSM) for risk evaluation and assessment

31 In 2015, the railways made the changes evaluated as compliant under the substantiality test and found to be non-substantial. The CSM was therefore not used in 2015.

I – IGC conclusions regarding 2015 - Priorities

32. The Channel Tunnel is of immense importance. It is used every year by more than twenty million road and rail passengers between Great Britain and France and

connects Great Britain to the high-speed rail network of the rest of Europe. The use of the 50km underwater tunnel does not fully meet the Safety in Railway Tunnels TSI, and poses specific safety problems, especially in case of fire or breakdown, immobilising passengers for hours. It is therefore fully justified that particular attention be paid to the safety rules applicable to the fixed link.

33. Priority issues for the future are:

- the publication and notification in clear terms of all technical and safety rules applicable to the Channel Tunnel, so as to show that they are aligned with interoperability directives and safety regulations;
- the continued application to the Channel Tunnel of existing and new European laws, including requirements of safety, interoperability and mutual recognition;
- the validation of the new evacuation procedure on the basis of the study carried out in 2015 and the exercise which will be organised in early 2016;
- the review of applications for authorisations of new passenger and freight rolling stock for use in the Channel Tunnel, and the timely assessment of railway undertaking certification applications for proposed launches of new services in the Channel Tunnel;
- the continuous improvement of the methods used by the IGC in certification and authorisation;
- the preparation of the procedure for serious incidents of safety and security, including through the annual repetition of the binational emergency plan, which is a framework for cooperation between the emergency services of the two countries in case of accident or incident in the Channel Tunnel;
- the monitoring of responses to the recommendations of the Eurotunnel investigative bodies (BEA-TT and RAIB) following the fire on an HGV shuttle on 17 January 2015.

J - Sources of Information

34. The following sources were used when drafting this report:

- Eurotunnel Annual Report on Health and Safety for 2015
- GB Railfreight Annual Report on Health and Safety for 2015
- Eurostar Annual Safety Report for 2015
- DB Schenker Annual Safety Report for 2015

K - Annexes

Annex A: Railway Structure Information

Annex B: IGC Structure and Relationships

Annex C: Data on Common Safety Indicators (separate Excel spreadsheet)

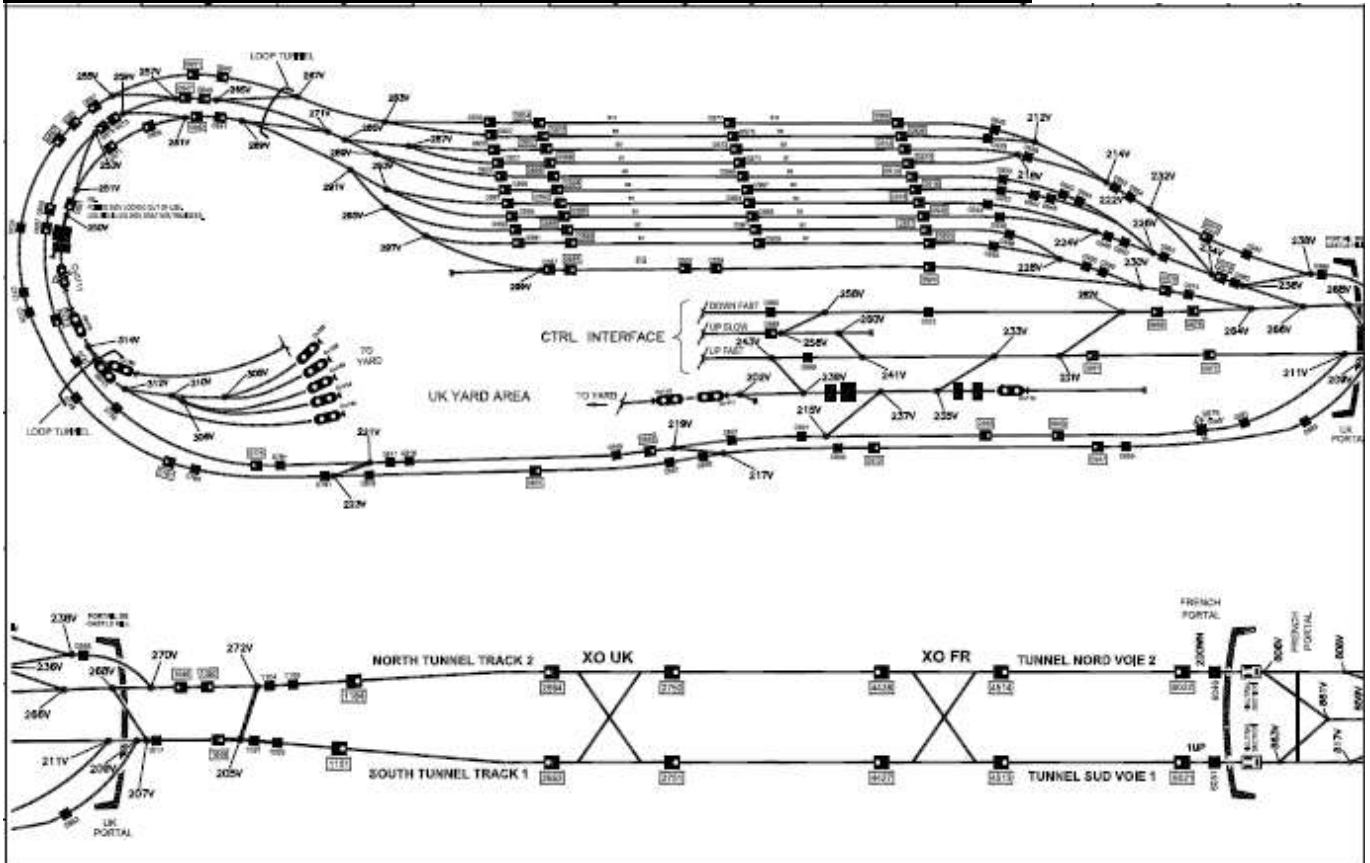
Annex D: Important changes in legislation and regulation

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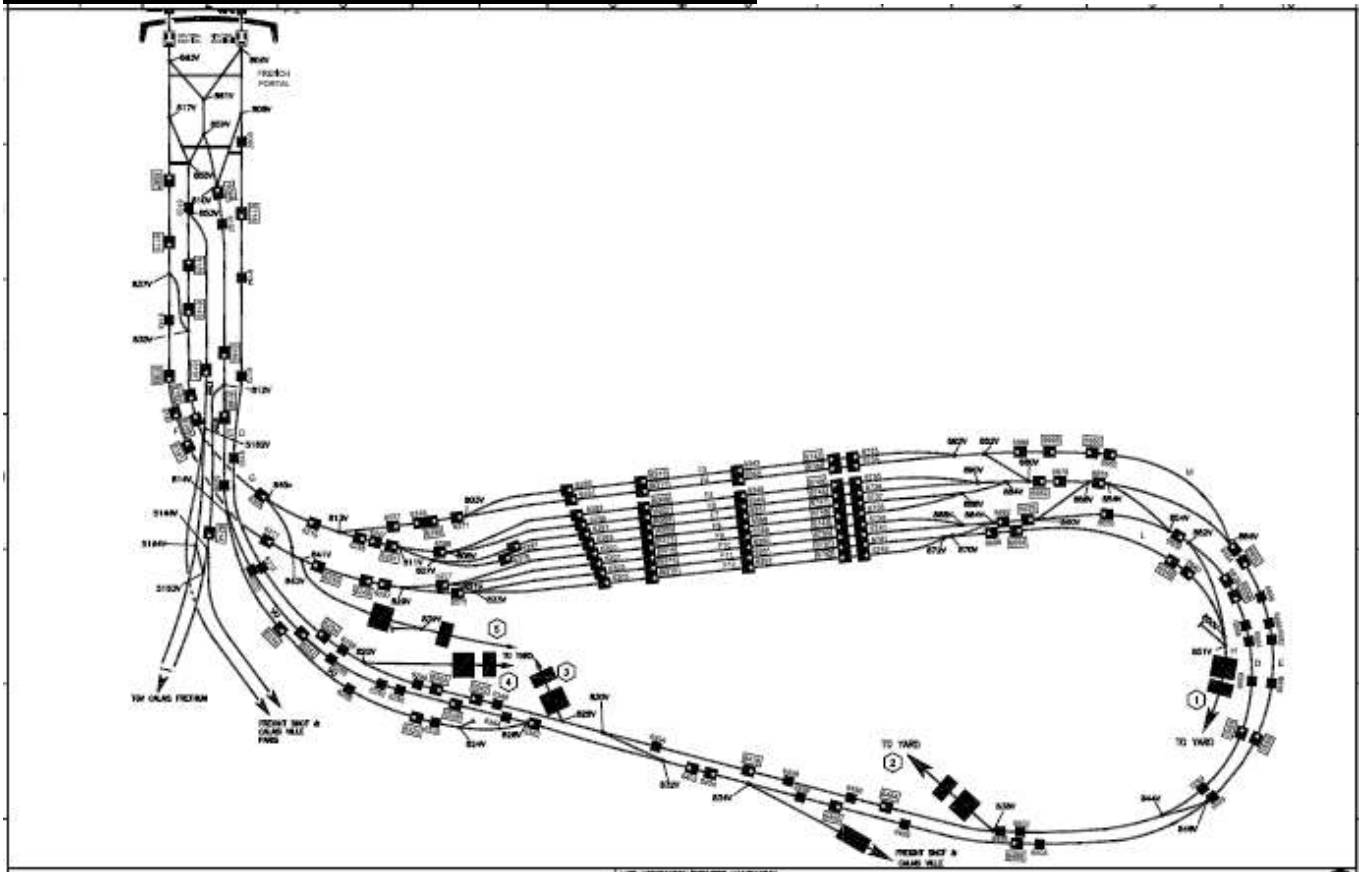
ANNEX A: Railway Structure Information

A.1. Network map

Network Map Showing Layout of UK Terminal and Running Tunnels



Network Map Showing Layout of French Terminal



A.2 Information about Eurotunnel - The Infrastructure Manager for the Channel Tunnel Fixed Link

Name: Eurotunnel

Address: UK Terminal, Ashford Road, Folkestone, Kent CT18 8XX

Website: www.eurotunnel.com

Network Statement Link:

<http://www.eurotunnelfreight.com/uploadedFiles/freight/2015-Network-Statement.pdf>

Start Date of Commercial Activity: May 1994

Total Track Length: 159 km main tracks plus 50 km secondary tracks

Track Gauge: UIC

Electrified Track Length: All track both main and secondary is electrified

Voltages: 25,000 volts alternating current

Total Double/Single Length Track: 100% double track

Total Track Length – High Speed Line: 108 km

Automatic Train Protection Equipment Used: TVM 430

Number of Level Crossings: None on main tracks

Number of Signals: 655

A.3 Information about the Railway Undertakings

The railway undertakings which operated trains through the Fixed Link in 2014 were as follow:

Name: DB Schenker Rail (UK) Ltd

Address: Lakeside Business Park
Carolina Way
Doncaster
South Yorkshire
DN4 5PN
UK

Website: www.rail.dbschenker.co.uk

Name: Eurostar International Ltd

Address: Times House
Bravingtons Walk
Regent Quarter
London
N1 9AW
UK

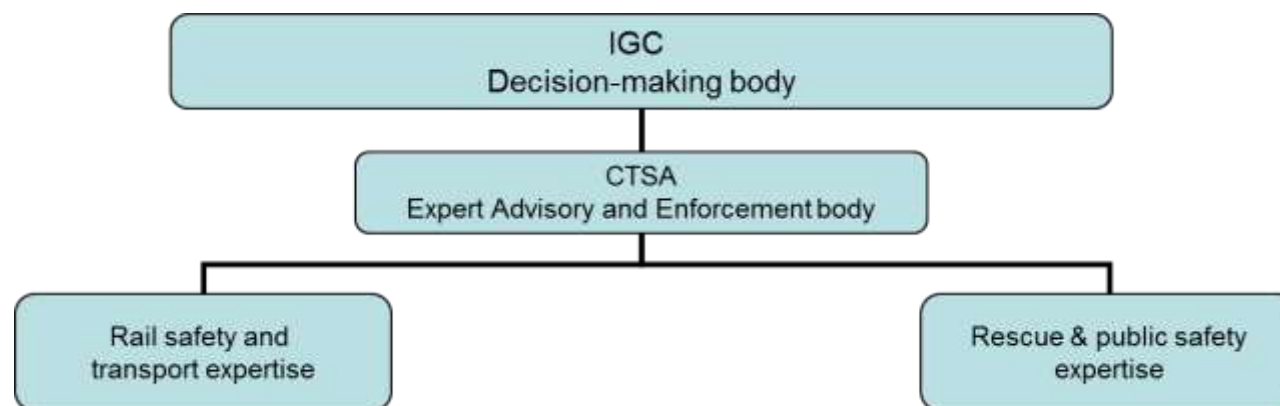
Website: www.eurostar.com

Name: GB Railfreight

Address: 3rd Floor
55 Old Broad Street
London
EC2M 1RX

Website: www.gbrailfreight.com

ANNEX B: IGC STRUCTURE AND RELATIONSHIPS



Each Government appoints half the members of the IGC which comprises 14 members including at least two representatives of the Channel Tunnel Safety Authority (CTSA).

The composition of the CTSA is determined by the two Governments by agreement and each Government appoints half of its members. In 2013, the CTSA had ten members in total, and its work was supported by 28 advisers, inspectors and auditors.

ANNEX C: DATA ON COMMON SAFETY INDICATORS

Data on Common Safety Indicators for 2015 is shown in a separate “Excel” file.

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	Legislation concerning the national safety authority	NONE	N/A	N/A
Legislation concerning the national safety authority	NONE	N/A	N/A	N/A
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE	N/A	N/A	N/A
National rules concerning railway safety				
Rules concerning national safety targets and methods	NONE	N/A	N/A	N/A
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE	N/A	N/A	N/A
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE	N/A	N/A	N/A
Rules concerning requirements for wagon keepers	NONE	N/A	N/A	N/A
Rules concerning requirements for maintenance workshops	NONE	N/A	N/A	N/A
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	NONE	N/A	N/A	N/A
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	NONE	N/A	N/A	N/A

Rules laying down requirements on additional internal operating rules (company rules) that must be established by the Infrastructure Managers and Railway Undertakings	NONE	N/A	N/A	N/A
Rules concerning requirements on staff executing safety critical tasks, including selection criteria, medical fitness and vocational training and certification	NONE	N/A	N/A	N/A
Rules concerning the investigation of the and incidents including recommendation	NONE	N/A	N/A	N/A
Rules concerning requirements for national safety indicators including how to collect and analyse the indicators	NONE	N/A	N/A	N/A
Rules concerning requirements for authorisation of placing in service the infrastructure (tracks, bridges, tunnels, energy, ATC, radio, signalling, interlocking, level crossing, platforms, etc.)	NONE	N/A	N/A	N/A

ANNEX E: The development of safety certification and authorisation – numerical data

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

A. To ensure the information on ERADIS is current in place, please supply numbers of existing certificates in ERADIS which were valid at the end of the reporting year B. Please ensure that the information provided in this table is in line with the information provided in section "G. Supervision of Railway Undertakings and Infrastructure Managers "	Total number of certificates	Number of certificates Part A in ERADIS	
E.1.1. Number of safety certificates Part A issued in the reporting and in previous years and remain valid at the end of year 2015	0	0	

C. To ensure the information on ERADIS is current in place, please supply numbers of existing certificates in ERADIS which were valid at the end of the reporting year D. Please ensure that the information provided in this table is in line with the information provided in section "G. Supervision of Railway Undertakings and Infrastructure Managers "	Total number of certificates	Number of certificates Part B in ERADIS	
E.1.2. Number of safety certificates Part B issued in the reporting and in previous years by your member state and remain valid in the year 2015	Number of certificates Part B, for which the Part A has been issued in your Member-State Number of certificates Part B, for which the part A has been issued in another Member-State	0 3	0 3

Please provide input on applications for certificates Part A received in the current reporting year for new certificates or existing certificates which need to be renewed or updated/amended			A	R	P
E.1.3. Number of new applications for Safety Certificates Part A submitted by Railway Undertakings in year 2015		New certificates	0	0	0
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

Please provide input on applications for certificates Part B received in the current reporting year for new certificates or existing certificates which need to be renewed or updated/amended			A	R	P
E.1.4. Number of new	Where the Part	New certificates	0	0	0

applications for Safety Certificates Part B submitted by Railway Undertakings in year 2015	A has been issued in your Member-State	Updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	Where the Part A has been issued 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

To ensure the information on ERADIS is current in place, please supply numbers of certificates in ERADIS revoked at the end of the reporting year	Total number of revoked certificates in the year 2014	Number of revoked certificates in ERADIS (which were revoked in 2014)
E 1.5 Number of certificates Part A revoked in the current reporting year	0	0
E 1.6 Number of certificates Part B revoked in the current reporting year	0	0

E.1.7. List of countries where RUs applying for a Safety Certificate Part B in your Member-State have obtained their Safety Certificate Part A

Name of RU	Member-State where Safety Certificate Part A was issued
DB Schenker Rail (UK) Ltd	UK
Eurostar International Ltd	UK
GB Railfreight	UK

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

Please ensure that the information provided in this table is in line with the information provided in section "G. Supervision of Railway Undertakings and Infrastructure Managers "	Total number of safety authorisations		
E.2.1. Number of valid Safety Authorisations issued to Infrastructure Managers in the reporting year and in previous years and remain valid at the end of the year 2015	1		

Guidance: Please provide input on applications for Safety Authorisations received in the current reporting year for new authorisations or existing authorisations which need to be renewed or updated/amended		A	R	P
E.2.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2015	New authorisations	0	0	0
	Updated/amended authorisations	0	0	0
	Renewed authorisations	0	0	0

A = Accepted application, authorisation is already issued

R = Rejected applications, no authorisation was issued

P = Case is still pending, no authorisation was issued so far

E 2.3 Number of Safety Authorisations revoked in the current reporting year	0
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E.3. Procedural aspects – Safety Certificates part A

		New	Updated /amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate Part A in year 2015 for Railway Undertakings				
		n/a	n/a	n/a

E.4. Procedural aspects – Safety Certificates part B

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate Part B in year 2015 for RUs	Where the part A has been issued in your Member-State	n/a	n/a	n/a
	Where the part A has been issued in another Member-State	n/a	n/a	n/a

E.5. Procedural aspects – Safety Authorisations

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2015 for IMs		n/a	n/a	n/a