NSA Annual Report 2007
Norway

Table of content:

A.1. Scope of the report

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

B. Introductory Section

1. Introduction to the report

This report is created by the Norwegian NSA, it contains information about railway activities and status for the year 2007. The report only includes information about the national rail network, this excludes tramway and underground. The report has been created according to the guideline from the European Railway Agency, and will meet the reporting requirements in the Safety directive. This report is expected to have an audience outside the Norwegian boundaries, hence the entire report is written in English.

2. Railway Structure Information

See Annex A

3. Summary – General Trend Analysis

The safety level of the Norwegian Railways shows a stable and slightly positive trend. The main challenges are risks related to level crossings and risk related to signalling failures and signal passed at danger with a potential of train – train collisions. In 2007 collision whit object (tree, rock, mudslides and avalanche) have shown and decreasing trend. Due to the high risk potential of these events the inspectorate has a high focus on this type of incidents.

A process of giving the main infrastructure owner safety authorisation was initiated but not finalized in 2007 and has been a challenging activity.

4. The Safety directive – stage of implementation

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

- Act of 3 June 2005 no. 34 on Notification, Reporting and Investigation of Railway Accidents and Railway Incidents etc. (Railway Investigation Act)
    - Regulations of 31 March 2006 no. 378 on Public Investigation of Railway Accidents and Serious Railway Incidents etc. (Railway Investigation Regulations)
    - Regulations of 31 March 2006 no. 379 on the Obligation to Notify and Report Railway Accidents and Railway Incidents. (Notification and Reporting Regulations)
- Regulations of 5 February 2003 no. 135 on the Allocation of Railway Infrastructure Capacity and the Levying of Charges for the Use of the National Railway Network. (Allocation Regulations)

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

C. Organisation

Introduction to the report

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

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

Organisation chart of the National Safety Authority

See Annex B

D. The development of railway safety

1. Initiatives to maintain/improve safety performances

The Norwegian Railway Inspectorate focus on the RU and IM's responsebilities to operate safely. Accident statistics are systematically used in follow-up and audit planning. As part of the yearly activity planning of the inspectorate we have established focus areas, thematic areas that we focus in all activities to improve safety. For 2007 these focus areas were:

- Supervision of RU/ IM safety management, including internal auditing and accident/incident follow up
- Processes and tasks related to licenses and safety certificates
- Processes related authorisations to putting into service infrastructure and rolling stock
- Development of rules and regulations, with special priority to finalisation of revised operational rules.
- Standardisation and international cooperation

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

Safety measure decided	Accidents/precursors which trigged the measure		
	Date	Place	Description of the event

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

Table D.1.2 - Safety measures with other triggers

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

2. Detailed data trend analysis

2.1 CSI data

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

In 2007 there were reported 12 accidents, 2 persons where killed and 4 persons were injured. The category with most accidents is collisions of trains with 4 accidents. All of the collisions of trains are with objects, and there are no collisions between two trains.
Summary of CSI reporting for 2007:
One employee was killed in shunting operation, but is taken out off the statics since it happened outside the national railway network.

- Number of accidents; 12
- Number of fatalities; 2
- Number of injures; 8
- Number of precursors to accidents; 136
- Cost of all accidents 34.625.211 NOK-

2.2 National Incident analysis – NSA Norway database

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

NSA Norway received reports of 6871 accidents, near misses and conditions in 2007 from the IM and RU at the national railway network, which is an increase of almost 1000 reported cases from2006. Only 0,2 % of these 6871 reports have consequences serious enough to be classified as accidents according to the CSI definitions.

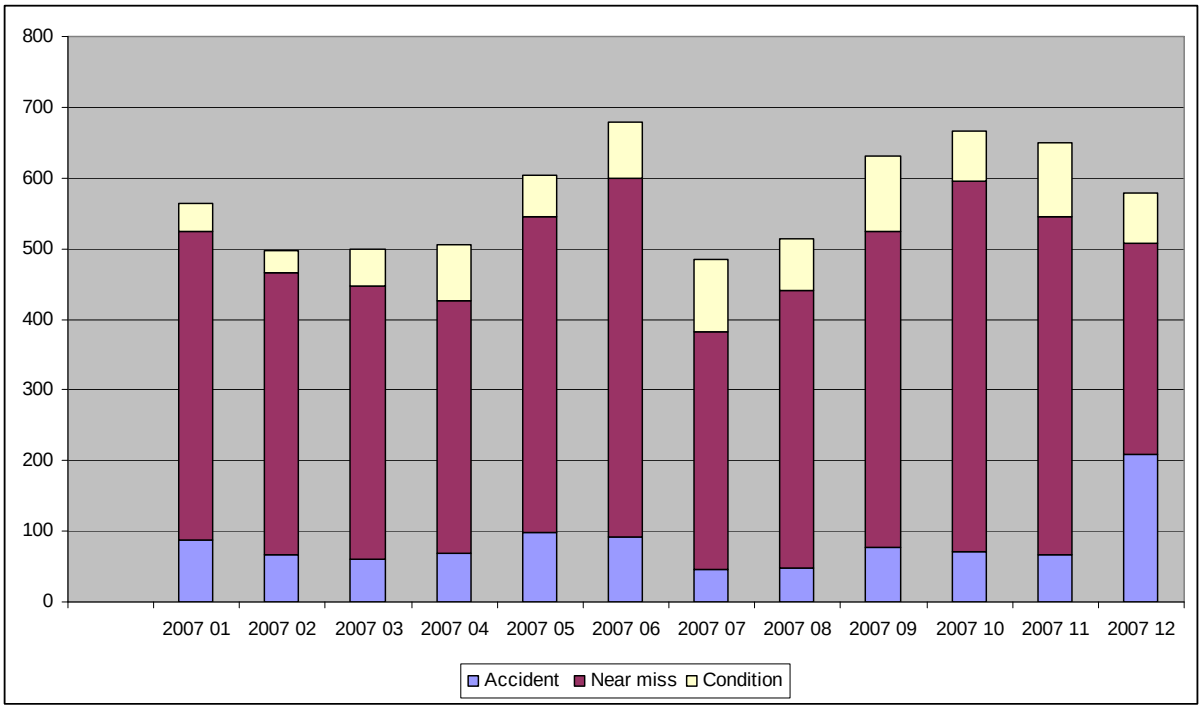
Definitions
The definitions used by CSI have a higher demand regard consequences than the national definitions. As an example the CSI requires personal injury to be hospitalised for more than 24 hors, the national requirement for reporting in Norway is all personal injury.

Case Type: Accident, Near Miss and Condition

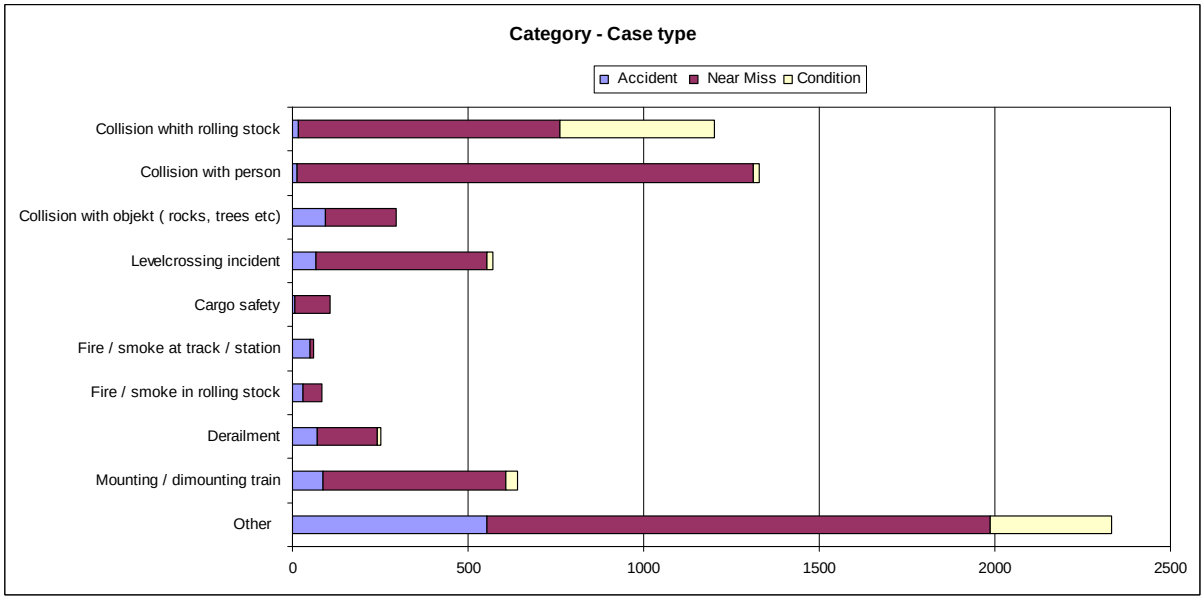
Accident – the incident had a consequence (personal injury, environmental injury, material damage etc.). E.g Collision between train and car at level crossing.
Near Miss – The incident did not have a consequence, but had a potential to escalate to an incident. E. g Car almost hit by train at level crossing.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

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

Case Type



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



Graph 3: Cases distributed on category and case type
Other is a post where all cases that do not fit to the main category are collected. This could be sabotage/vandalism, collision with animals, personal injury onboard train etc, most off this incidents have low risk potential
Collision with person has very few accidents, 2 persons was killed in such an accident in 2007. Both are classified as unathorised pesons.

E. Important changes in legislation and regulation.

There has not been made any significant changes to the legislation in 2007, see annex D for details.

ANNEX D: Important changes in legislation and regulation.

National rules concerning railway safety	**Legal reference**	**Date legislation Comes into force**	**Reason for introduction (specify new law or amendment to existing legislation)**	**Description**
Rules concerning the technical specification for interoperability relating to the control command and signalling subsystem of the trans-European conventional and high speed rail system	Commission Decision of 28 March 2006	23 October 2007	New	Implementation of EU regulation
Rules concerning the technical specification for interoperability relating to the subsystem "rolling stock – noise" of the trans-European conventional rail system	Commission Decision of 23 December 2005	28 September 2007	New	Implementation of EU regulation
Rules concerning technical specification for interoperability relating to the subsystem Telematic applications for fright of the trans-European conventional rail system	Commission Decision of 6 March 2007	26 October 2007	New	Implementation of EU regulation

Rules concerning the technical specification of interoperability relating to the control-command and signalling system of the trans-European conventional rail system and the technical specification of interoperability relating to the control-command and signalling subsystem of the trans-European high speed rail system	Commission Decision of 6 March 2007	26 October 2007	Amendment: Modifying Annex A to Decision 2006/679/EC	Implementation of EU regulation
Rules concerning the use of a common European format for safety certificates and application documents in accordance with Article 10 of Directive 2004/49/EC of the European Parliament and of the Council and on the validity of safety certificates delivered under Directive 2001/14/EC	Commission Regulation (No 653/2007) of June 2007	7 December 2007	Amendment	Implementation of EU regulation

F. The development of safety certification and authorisation

1. National legislation – starting dates – availability

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

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

2. Numerical data (Annex E)

3. Procedural aspects

Two new part A and part B certificates were awarded to RUs based in Norway (Flytoget AS and NSB Gjøvikbanen AS (formerly known as NSB Anbud AS). Both certificates were new according to the Safety Directive (2004/49/EC) but both companies have had service under the old regime.

For part B for foreign RUs the Norwegian NSA has approved one new and three amended certificates. The main reason for amendment were that new lines to be operated. The new company was Peterson Rail AB. All foreign RUs in Norway are based in Sweden.

Norwegian National Rail Administration application for safety certification is still under processing and given a high priority (negative decision in spring 2008 followed by a complaint to the ministry by the applicant). There are still several important aspects in the management system that must be in place before the approval can be given. The ministry of transport has extended the deadline until 30th of July 2009 for the safety certification.

3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company)
- Not applicable in 2007.

3.1.2. Main reasons if the mean issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive
- Not happened in 2007

3.1.3. Overview of the requests from other National Safety Authorities to verify/access information relating the Part A Certificate of a Railway Undertaking that has been certified in your country, but applies for a Part B certificate in the other Member State
- No such requests

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

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

3.1.6. Summary of the problems with using the harmonised formats for Part A Certificates, specifically in relation to the categories for type and extent of service
- Formats were implemented in Norway from December 2007. No problems experienced.

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

3.1.8. Summary of the problems mentioned by Railway Undertakings when applying for a Part A Certificate
- No problems encountered.

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

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

3.2.2. Main reasons if the mean issuing time for Part B Certificates (restricted to these mentioned in Annex E and after having received all necessary information), was more than the 4 months foreseen in Article 12(1) of the Safety Directive
- Not happened in 2007.

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

3.2.4. Summary of the problems with using the harmonised formats for Part B Certificates, specifically in relation to the categories for type and extent of service
- No problems.

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

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

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

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

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

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

3.3.4. Summary of the problems mentioned by Infrastructure Managers when applying for a Safety Authorisation
- The Norwegian NSA has carried out several audits of the main infrastructure manager (Jernbaneverket) in connection with the safety authorisation process, i.e. in connection with the case handling of the application for safety authorisation. This resulted in findings of non-compliance with the regulations implementing the safety directive. These findings must be corrected before a safety authorisation can be issued. The IM Jernbaneverket has expressed that this process has been extensive and required a lot of resources.
During 2007 the discussions continued without much progress. The main issue for not awarding a Safety Authorisation was still too much non-compliance between the documented SMS and the real life findings in the organisation. In spring 2008 the Norwegian NSA declined the application after the IM wanted a decision. The IM immediately complained on the decision to the ministry. The case is now in the hands of the ministry of transportation.

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

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

G. Supervision of Railway Undertakings and Infrastructure Managers

3 audits and 7 meetings with the top management of Rus and IM were carried out in 2007. 4 planned audits and 1 meeting with the top management were canselled due to lack of resources.

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

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

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

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

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

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

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

-None

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

-None

H. Conclusions – Priorities – Results of safety recommendations

Based on the experiences from 2007 from accident reporting and investigations, audits, authorisation processes and highlighted tasks from the Ministry, the Norwegian Railway Inspectorate established safety related focus areas for 2008:

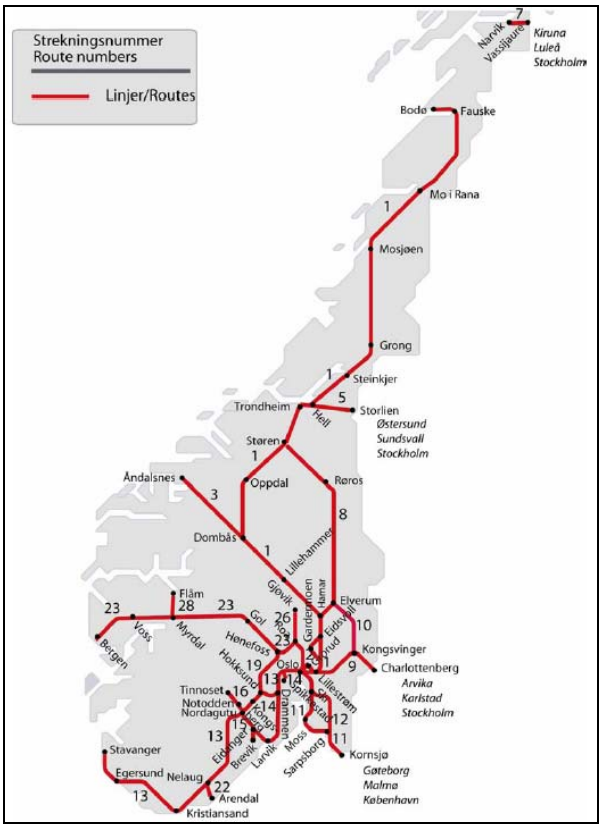
- Supervision of RU/ IM safety management, including internal auditing and accident/incident follow up.
- RU’s handling of authorisation of train drivers.
- RU/ IMs follow up of accidents/incidents, including incidents with potential of developing into major accidents or catastrophies.
- Follow up of safety management in major IM and RU’s carrying passengers and their top managements involvement related to this. (As part of scheduled meetings between the NSA and top management in these companys)
- Processes and tasks related to licenses and safety certificates.
- Processes related authorisations to putting into service infrastructure and rolling stock.

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

I. Annexes

ANNEX A: Railway Structure Information

A.1 Network Map



A.2 List of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure Manager

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

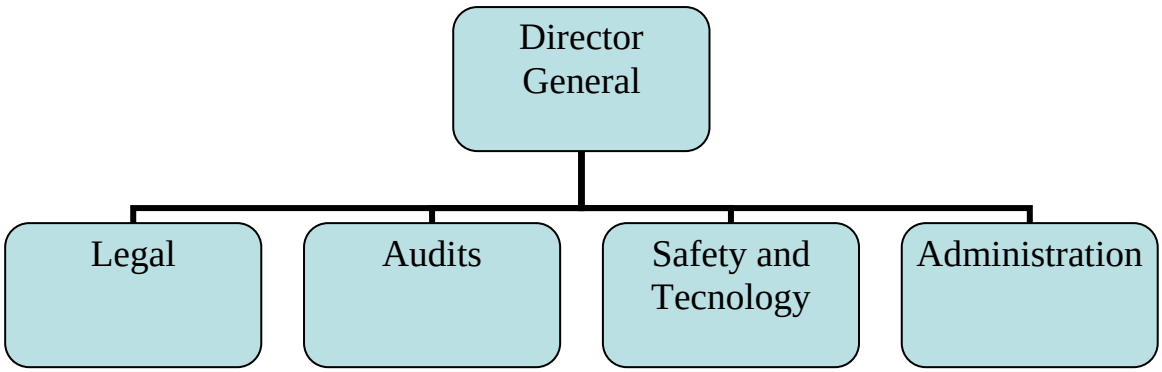
A.2.2 Railway Undertakings

Name	**Address**	**Website**	*Safety Certificate 2001/14/EC (Number/Date)*	*Safety Certificate A-B 2004/49/EC (Number/Date)*	*Start date commercial activity*	*Traffic Type (Freight, …)*	*Number of Locomotives*	*Number of Railcars/Multiple Unit-sets*	*Number of Coaches/ Wagons*	*Number of train drivers/safety crew*	*Volume of passenger transport*	*Volume of freight transport*
CargoNet AS	0048 OSLO, Norway	www.cargonet.no				Freight						
Flytoget AS	Postboks 19 Sentrum, 0101 OSLO, Norway	www.flytoget.no		NO1120070001 / 10.12.2007		Passenger						
Green Cargo AB	Green Cargo AB, Box 39, SE–171 11 SOLNA, SWEDEN	www.greencargo.com		20.09.2007		Freight						
Hector Rail AB	Hector Rail AB Svärdvägen 13 SE–182 33 DANDERYD SWEDEN	www.hectorrail.com	11.03.2005			Freight						
Malmtrafikk AS	Malmtrafikk AS Postboks 314 8501 NARVIK, Norway	NA				Freight						

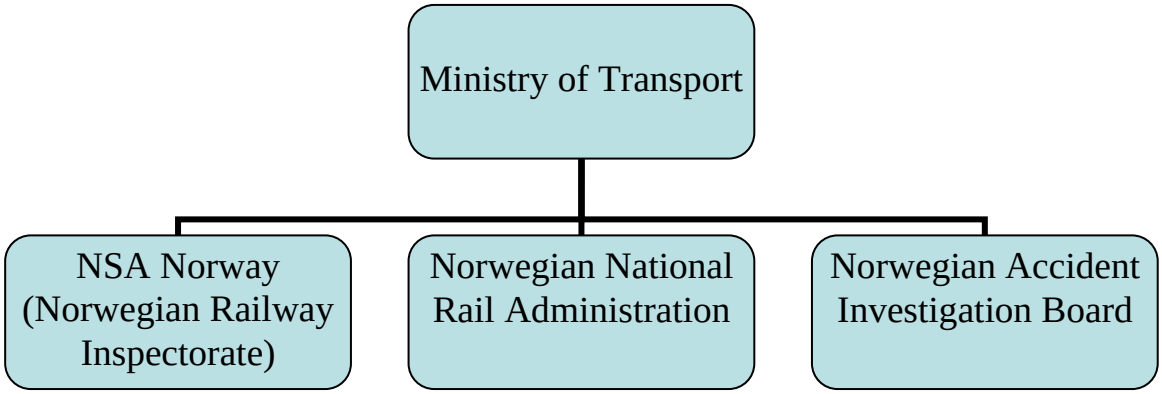
NSB Anbud AS / NSB Gjøvikbanen AS	NSB Anbud AS Prinsens gate 7–9 0048 OSLO, Norway	http://nsb.no/		NO1120070002 / 07.12.2007		Passenger						
NSB AS	NSB AS Prinsens gate 7–9 0048 OSLO, Norway	http://nsb.no/				Passenger						
Ofotbanen AS	Postboks 333 8505 NARVIK, Norway	www.ofotbanen.no/		28.02.2006		Freight/ Passenger						
Peterson Rail AB	411 37 Göteborg, Sweden	www.peterson.no/		NO1220070003 / 18.12.2007		Freight						
Tågåkeriet i Bergslagen AB	Bangårdsgatan 2 SE–681 30 KRISATINEHAMN, Sweden	NA		22.03.2007		Freight						

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

B.1. Chart: Internal organisation



B.2. Chart: Relationship with other National Bodies



C.2. Definitions used in the annual report

Please see Annex C

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

deaths (killed person)

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

injures (seriously injured person)

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

passenger-km

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

rail passenger

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

suicide

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

significant accident

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

train

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

train*Km

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

C.2.2. National definitions:

Directive 2004/49/EC lays down in Annex 1, point 6:

“Definitions

The reporting authorities may use nationally applied definitions of the indicators and methods for calculation of costs when data according to this Annex are submitted. All definitions and

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

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

C.3. Abbreviations

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

ANNEX D: Important changes in legislation and regulation

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

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

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

Number of Safety Certificates issued according to Directive 2001/14/EC, held by Railway Undertakings in year 20xx being licensed	in your Member State	0
	in another Member State	1

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

		New	Updated / amended	Renewed
E.2.1. Number of valid Safety Certificates **Part A** held by Railway Undertakings in the year 20xx being registered	in your Member State	2	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 20xx being registered	in your Member State	2	0	0
	in another Member State	1	3	0

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

			A	R	P
E.2.4. Number of applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 20xx being registered	in your Member State for	new certificates	2	0	0
		updated / amended certificates	0	0	0
		renewed certificates	0	0	0
	in another Member State for	new certificates	1	0	0
		updated / amended certificates	3	0	0
		renewed certificates	0	0	0

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

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

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

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

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

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

E.4. Procedural aspects – Safety Certificates part A

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

E.5. Procedural aspects – Safety Certificates part B

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

E.6. Procedural aspects – Safety Authorisations

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the receipt of an application and the final delivery of a Safety Authorisation in year 20xx for Infrastructure Managers holding	a licence released by your Member State	Case pending	NA	Na
	a licence released by another Member State	NA	NA	NA