NSA Annual Report 2010 Norway

Table of content:

A.1. Scope of the report	3
A.2. Executive Summary of the report	3
B. Introductory Section	4
B.1. Introduction to the report	4
B.2. Railway Structure Information	4
B.3. Summary, General Trend Analysis	4
C. Organisation	5
C.1. Introduction to the organisation	5
C.2. Organisational Flow	6
D. The development of railway safety	6
D.1. Initiatives to maintain/improve safety performance	6
D.2. Detailed data trend analysis	7
D.2.1 CSI data	7
D.2.2 Analysis of national incidents – The Norwegian NSA database	8
D.3 Results of safety recommendations	9
E. Important legislative changes	9
F. Development in regards to safety certification and authorisation	10
F.1. National rules – start dates and availability	10
F.2. Numerical data	10
F.3. Procedural aspects	10
F.3.1. Safety Certificates Part A	10
F.3.2. Safety Certificates Part B	11
F.3.3. Safety Authorisations	12
G. Supervision of Railway Undertakings and Infrastructure Managers	13
H. Reporting on the application of the CSM on risk evaluation and assessment	14
I. NSA Conclusions on the reporting year 2010 - Priorities	14
J. Sources of information	14
K. Annexes	15
ANNEX A: Railway Structure Information	15
A.1 Network Map	15
A.2 List of Railway Undertakings and Infrastructure Managers	16
A.2.1. Infrastructure Managers	16
A.2.2 Railway Undertakings	16
Annex B: Organisation charts of the National Safety Authority	19
B.1. Internal Organisational map	19
B.2. Relations between the NSA and other national bodies	19
ANNEX C. Detailed trend analysis	20
ANNEX D: Important changes to legislation	20
ANNEX E: The development of safety certification and authorisation – Numerica	1
Data	21
E 1 Safety Certificates according to Directive 2001/14/EC	21
E 2 Safety Certificates according to Directive 2004/49/EC	21
F 3 Safety Authorisations according to Directive 2004/49/EC	22
F 4 Procedural aspects – Safety Certificates part A	23
E 5. Procedural aspects – Safety Certificates part R	23
F 6 Procedural aspects - Safety Authorisations	23
	20

A.1. Scope of the report

The Norwegian Railway Authority (the Norwegian NSA) is the practical control and supervisory authority for rail traffic, including tramways, underground and suburban railways in Norway. The scope of this report covers the main national railway network. Tramways and underground are not included in the scope of this report.

The NSA is responsible for ensuring that the railway industry meet the conditions and requirements laid down in railway legislation. The NSA is also responsible for drawing up regulations, awarding licences for rail activity and approving rolling stock and infrastructure.

A.2. Executive Summary of the report

The safety level on the Norwegian Rail Network is showing a negative trend for 2010 compared to the previous years. Two serious accidents occurred in 2010: An uncontrolled rolling of freight wagons from Alnabru shunting yard to Sjursøya terminal and a derailment of a passenger train at Skotterud. Immediate actions were taken after both these accidents to prevent reoccurrence.

The number of railway accidents in Norway have increased from 16 to 20 from 2009 - 2010. The accidents included eight fatalities and four persons were seriously injured.

On the Norwegian Rail Network, 6 audits, 5 inspections and 3 meetings with the top management of RUs and IM were carried out in 2010. One of the audits resulted in revoking the safety certificate. In general orders to correct non-compliances were followed up by correspondence and/or spot checks. Some were decided to be followed up by new audits/inspections in 2010/2011.

The trend of the safety level has not initiated any direct changes in legislation, but both experience from the supervisory activities and serious accidents show that compliance with established Safety Management Systems still needs increased focus from the industry. This is considered when establishing the NSA supervision plan.

To achieve an efficient supervisory regime, the Norwegian Railway Authority use a risk based approach. In the planning of the supervisory activities, experience from accident and incident reporting and experience related to other processes are used actively to prioritise our focus on the activities representing the highest risks.

The Norwegian Railway Authority aims at showing that the RU's and IM's are responsible for safety on the network, and that they by using their Safety Management Systems shall make the necessary actions to prevent accidents and incidents.

B. Introductory Section

B.1. Introduction to the report

This report is written by the Norwegian NSA, and contains information related to safety of the railway industry and results for parameters within railway safety for the year 2010.

The report is produced in accordance with the guidance from the European Railway Agency (ERA) and meet the requirements for reporting of safety related parameters and indicators in the Railway Safety Directive (RSD), which are also implemented in Norwegian law. The main purpose of the report is to provide data for the ERA annual safety report.

On a cautionary note it is necessary to mention that there is uncertainty about the assessment of economic consequences of delays and accidents, as the accessible data is deemed unreliable.

B.2. Railway Structure Information

See Annex A

B.3. Summary, General Trend Analysis

The safety level on the Norwegian Rail Network is showing a negative trend for 2010 compared to the previous years. Two serious accidents occurred. The uncontrolled rolling of freight wagons from Alnabru shunting yard to Sjursøya terminal, resulting in three fatalities and several serious injuries and the derailment of a passenger train at Skotterud, resulting in significant material damage, but no serious injuries. Immediate actions were taken after both these accidents to prevent reoccurrence.

The Norwegian Railway Authority has through the supervision activities focused on the obligation and importance of safety reporting, this has given significant results. The negative trend on the safety level may partly be explained by improved reporting. This also affects the reported number of accidents, where demolition of overhead contact lines resulting in significant disruption of traffic now are reported opposed to previous years.

Extreme weather conditions have resulted in both accidents and incidents related to land- and mudslides and objects on the tracks, which have led to increased focus and attention on this subject in the industry.

Long-term trends show an increase in the areas of:

- Incidents related to level crossings
- Signals passed at danger (including both technical failure and human errors)
- o Broken rails
- Conditions that affect the safety of infrastructure (eg extreme weather conditions)

The trend of the safety level has not initiated any direct changes in legislation, but both experience from the supervisory activities and serious accidents show that compliance with established Safety Management Systems still needs increased focus from the industry. This is considered when establishing the NSA supervision plan.

C. Organisation

C.1. Introduction to the organisation

The Norwegian Railway Authority was established 1 October 1996, and is an independent agency under the authority of Norwegian Ministry of Transport and Communications.

The NSA's activities are financed by the national budget. As of 8 April 2011 the NSA employs 40 staff. A Director General oversees the daily management of the NSA.

The Director General is appointed by the King following recommendation by the Minister of Transport and Communications. The NSA is divided into four departments: Administration, Legal, Safety and Technical and Audits. Each of the four departments is led by a Director of Department. Regulatory body unit is placed under Legal department and report to Director of Legal department¹. Each department is responsible for following tasks:

Administration:

- o Accounting
- o Personnel
- Management system
- o IT
- Archives
- Information management
- Administration of contracts
- Office operations
- National databases

Legal:

- Development of regulations
- Licences and approvals
- Legal advice
- o Handling of complaints and exceptions
- Regulatory body

¹ From 1 October 2011 the Regulatory body will be organized as a unit in the Legal department but it will be a Head of unit with the professional and personal responsibility for the body. The Authority is awaiting any other changes of the body to the recast of the 1. railway package is completed.

Audits

o Audits and inspections

Safety and Technology

- Approval of rolling stock
- Approval of infrastructure
- Approval of operating procedures
- Safety certificates
- Safety authorisation of infrastructure managers
- o Safety management and risk analyses
- Handling of exceptions from regulations regarding signals and train operation
- Technical standardisation
- Co-ordination of international collaboration
- Evaluation and follow-up of recommendations from the Norwegian Accident Investigation Board
- o Incidents
- Statistics
- Safety authorisation of infrastructure managers

The NSA's Leader Group and Crisis Management Group are comprised of The Director General and the Department Directors.

C.2. Organisational Flow

See Annex B.

D. The development of railway safety

D.1. Initiatives to maintain/improve safety performance

To achieve an efficient supervisory regime, the Norwegian Railway Authority use a risk based approach. In the planning of the supervisory activities, experience from accident and incident reporting and experience related to other processes are used actively to prioritise our focus on the activities representing the highest risks.

Based on this specific focus was given to:

- Safety Management (management responsibility, internal audits, management reviews etc)
- Management of subcontractors and handling of interfaces related to safety management
- Follow up of safety related conditions given in authorisations of placing into service
- Authorisation of drivers and use of drivers authorised by other RU's

The Norwegian Railway Authority aims at showing that the RU's and IM's are responsible for safety on the network, and that they by using their Safety

Management Systems shall make the necessary actions to prevent accidents and incidents. It is only in a very few cases that use of sanctions by the Authority have been necessary to ensure that proper actions have been taken.

The Norwegian Railway Authority follows up all recommendations in reports from the National Investigation Body to ensure that the RU's and IM's implement adequate measures. Status reports on the recommendations are presented to the Ministry of Transport and Communications every 6 months.

In 2010 "morning seminars" were introduced as a tool to give guidance to the sector. These are informal meetings where guidance to specific topics are given. Typical subjects are new legislation or topics that through the supervision processes have been identified as difficult. This initiative has been a success and will be followed up in 2011.

To promote safety an annual Safety Conference is held by the Norwegian Railway Authority. In 2010 main focus was on lessons learned from accidents, with a focus on resent major accidents in Norway and the rest of Europe.

D.2. Detailed data trend analysis

D.2.1 CSI data

Registration of safety indicators (CSI) according to the Safety Directive started in 2007 with 2006 as reference.

Costs due to accidents are directly reported costs, reported by the actors on the national rail network and does not include costs related to personal injury or loss of life.

20 accidents were reported in 2010, according to the CSI definitions. The accidents included eight fatalities and four persons were seriously injured.

Most train accidents are placed in the category of "collisions with objects" within the clearance gauge. During 2010 there was no "collision between two trains". Two significant accidents occurred in 2010:

Sjursøya: A freight wagon set consisting of empty container freight wagons rolled uncontrolled from Alnabru shunting yard and the front part of the freight wagon set passed through the Sjursøya junction and continued towards the container terminal, where the freight wagons hit the gate-building. The freight wagons rolled a total distance of more than 9 km.

Skotterud: A passenger train derailed with a speed of nearly 100 km/h and the wagon tipped over with passengers on board. There was extensive damage to the wagon and infrastructure, but no serious injuries.

Summary of safety indicators	2010	2009	2008	2007	2006
Number of significant accidents	20	16	14	12	16
Number of fatalities	8	3	1	2	1
Number of serious injury to person	4	3	1	8	4
Number of precursors to accidents	253	193	132	136	263

Cost of all accidents in NOK	31 mill	31 mill	31 mill	34 mill	34 mill
(estimated)					

D.2.2 Analysis of national incidents – The Norwegian NSA database

This section of the report deals with the incidents reported to the NSA. The use of the term "accident" in this report is used in accordance with the CSI definition.

National legislation in Norway requires reporting of major and minor incidents and accidents to NSA Norway and the Accident Investigation Board Norway within 72 hours after the incident occurred. All minor incidents affecting railway safety shall be reported to NSA Norway within 8 days.

The Norwegian NSA receive the reports electronically via the form on our website and via the import feature of our IT reporting system "Synergy", which is used by NSA Norway and other relevant actors in Norway.

The Norwegian NSA received 9 231 reports of incidents and accidents from the infrastructure manager and railway undertakings on the national rail network during 2010, which is an increase of about 1 400 reported incidents compared with 2009. There has been a steady increase in reporting over the past three years from the actors on the national railway network. RUs have increased their reports on technical failures. They have also increased their reports on demolition of overhead contact lines and disruptions to traffic for 6 hours or more.

92,3% of incidents and accident reported in 2010, were classified as "minor incidents".

7,4% of incidents and accidents reported were classified as "major incidents".



"Significant accidents" account for 0.2% of the reported "incidents" and "accidents".

Most of these "incidents" were near-misses. For example the category "collision rolling stock", consist mainly of signals changing from red to green light caused by technical error and which constituted no immediate danger of collision. Other "incidents are mainly caused by passengers and third parties, or are "incidents" which do not fit into any of the other categories.

Long-term trends show an increase in the areas of

- Incidents related to level crossings
- Signals passed at danger (including both technical failure and human errors)
- o Broken rails
- o Conditions that affect the safety of infrastructure



Railway accidents divided by category last five years

20 train accidents were reported in 2010, four more than 2009. Four serious injuries and eight fatalities were reported, five more fatalities than in 2009. The fatalities occurred in connection with collisions between trains and person. One of the accidents was collision with obstacles. In 2010, one of the significant accidents took place at Sjursøya.

D.3 Results of safety recommendations

To be produced and distributed by Norwegian NIB.

E. Important legislative changes

There has been some legal changes in 2010 due to implementation of EU legislation, see Annex D for detail.

F. Development in regards to safety certification and authorisation

F.1. National rules – start dates and availability

1.1. Starting date for issuing safety certificates in Norway was through regulation 16 December 2005 nr. 1490 on licensing, safety certification and access to the national railway network, and on safety authorisation to operate railway infrastructure (lisensforskriften) which came into force 1 January 2006.

1.2. National rules on safety on railways and other relevant law are accessible for all on the NSAs web page: <u>www.sjt.no</u>. RUs and the main IM have access to information about requirement for documentation related to applications etc on this webpage.

- Relevant law can also be found on the Norwegian legal databases web page: <u>www.lovdata.no</u>

F.2. Numerical data

See Annex E

F.3. Procedural aspects

F.3.1. Safety Certificates Part A

3.1.1. Reasons for updating/amending Part A Certificates (e.g. variation in type of service, extent of traffic, size of company) **None in 2010.**

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 2010.**

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 in 2010.

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

Looking at the reported findings of nonconformities during three performed audits at RU from neighbouring country the Norwegian NSA see some common themes; competence management, risk assessments and emergency training. The Norwegian NSA expects that this type of findings will not happen as often after the implementation of CSM on conformity assessment this January 2011.

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

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 part A certificates were issued in 2010, ref 3.1.1.**

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

Several topics has been challenging for the RU's. In order to help this situation in general the Norwegian Railway Authority has issued several written guidelines and regularly holds "morning seminars" on specific topics. These have been very popular. In the one application for a part A certificate received in 2010, the Norwegian NSA have seen a general lack of a coherent safety management system and in particular lack of adequate competence on rules regarding the actual running of trains. This company has still to complete the application.

3.1.9. Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints The Norwegian NSA have established a feedback procedure for the RU`s through conducting user surveys every other year from the year 2011. The survey gives the respondents the possibility to express their opinions on processing times as well as opinions on our communication and services in general. We have also established a feedback option through sending out questionnaires for participants on our different meetings and conferences held

for the RU`s. Furthermore according to Norwegian legislation it is possible to file a complaint if they don't agree with a decision from the Norwegian NSA.

F.3.2. Safety Certificates Part B

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

A total of four part B certificates were amended in 2010 and all were goods operators. Two part B certificates were updated with more specific lines to be operated. Two others were approved for operating for the whole Norwegian national network and one of those also got an approval for transport of dangerous goods.

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 2010.**

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 **The Norwegian Railway Authority had lots of problems regarding validity period.** This has been discussed with ERA Safety sector on e-mails and on meetings in ERA Task Force on CSM for Conformity assessment, April 2011. The Norwegian Railway Authority respect the guidelines from ERA, but expect it to give both NSA's and the RU's some difficulties when several certificates in different member states are to be renewed at the same time. NSA who has issued B certificates will all have to wait for the new A certificate to be issued before the new B certificates can be issued. This lays restraints on the workflow of the NSA's regarding B certificates, and force the RU's to apply for renewal of A and all B certificates in the same period of time.

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

In 2010 we saw no common problems, but several different problems regarding documentation. This was solved by giving guidance to the RU's and in some cases issuing nonconformities.

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

None particular in 2010.

3.2.7 Feedback procedure (e.g. questionnaire) that allows Railway Undertakings to express their opinion on issuing procedures/practices or to file complaints The Norwegian Railway Authority have established a feedback procedure for the RU's through conducting user surveys every other year from the year 2011. The survey gives the respondents the possibility to express their opinions on processing times as well as opinions on our communication and services in general. The Norwegian Railway Authority have also established a feedback option through sending out questionnaires for participants on our different meetings and conferences held for the RU's.

Furthermore according to Norwegian legislation it is possible to file a complaint if they don't agree with a decision from the Norwegian NSA.

F.3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations Safety authorisation was amended to the National infrastructure manager 26th of June 2009 and is valid until 10th of July 2012.

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 application regarding safety authorisation on Norwegian national network in 2010.

G. Supervision of Railway Undertakings and Infrastructure Managers

6 audits, 5 inspections and 3 meetings with the top management of RUs and IM were carried out in 2010.

A number of non-compliances were revealed through the audits. It was found that several non-compliances revealed in one RU were the same as non-compliances revealed in previous audits on the same RU. The follow up strategy has therefore been adjusted. Orders were given to correct the cause of the non- compliances. The Norwegian NSA paid special attention to follow up corrective actions taken to eliminate causes of non-compliances.

In general orders to correct non-compliances were followed up by correspondence and/or spot checks. Some were decided to be followed up by new audits/inspections in 2010/2011.

One of the audits resulted in revoking the safety certificate.

Submission of all Infrastructure Managers and Railway Undertakings annual safety reports in accordance with Article 9(4) Safety Directive by the legal deadline.

Inspections		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (To specify)
Number of inspections	planned	0	4	3	0
of RUs/IMs for 2010	carried out	0	3	2	0
	unplanned	0	0	0	0

Audits		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (Meetings with top manage- ment of RUs/IM)
Number of audits of	planned	8	0	1	5
RUs/IMs for 2010	carried out	5	0	1	3

Complaints <u>from IM('s)</u> 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. Reporting on the application of the CSM on risk evaluation and assessment

No reporting in 2010.

I. NSA Conclusions on the reporting year 2010 - Priorities

The results for 2010 are reflected in chapter B3. These results have been used as input when planning activities for 2011.

Planning of supervision is based on a risk based priority.

Specific focus areas:

- Incidents with a high risk potential followed up individually
- Management of subcontractors
- Safety Culture and compliance
- Safety related to staff working on the tracks

- Active promotion of safety through thematic seminars and the NRA annual safety conference

J. Sources of information

Annual reports 2010 from:

RUs	Issue date
CargoNet AS	17 June 2011
Flytoget AS	30 June 2011
Green Cargo AB	23 May 2011
Hector Rail AB	19 August 2011
Malmtrafikk AS	28 June 2011
NSB Gjøvikbanen AS	15 June 2011
NSB AS	30 June 2011
Peterson Rail AB	29 June 2011
Tågåkeriet i Bergslagen AB	13 July 2011
Railcare Tåg AB	22 August 2011
Cargolink AS	20 June 2011
SJ AB	29 June 2011
TX Logistik AB	22 June 2011

IM:	
Jernbaneverket	1 July 2011

The NSA database includes data from the police.

K. Annexes

ANNEX A: Railway Structure Information

A.1 Network Map



A.2 List of Railway Undertakings and Infrastructure Managers

A.2.1. Infrastructure Managers

Name	Address	Website/Network Statement Link	Safety Authorisation (Number/Date)	Start date commercial activity	Total Track Length/Gauge	Electrified Track Length/Voltages	Total Double/Simple Track Length	Total Track Length HSL	ATP equipment used	Number of LC	Number of Signals
Jernbaneverket (the Norwegian National Rail Administration)	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) Information pr. 20.April 2011.	Star t date com mer cial acti vity	Traffic Type (Freight,)	Number of Locomoti ves	Numb er of Railcar s/Multi ple Unit- sets	Number of Coaches/ Wagons	Number of train drivers/s afety crew	Volum e of passe nger transp ort	Volum e of freight transp ort
Flytoget AS	Postboks 19 Sentrum, 0101 OSLO, Norway	www.flytoget.no	-	NO1120110002 NO1220110003 09/03/2011		Passen ger						
NSB Gjøvikbanen AS	NSB Gjøvikbanen AS Prinsens gate 7–9 0048 OSLO, Norway	www.nsb.no	-	NO1120110001 NO1220110001. 06/01/2011		Passen ger						
Malmtrafikk AS	Malmtrafikk AS Postboks 314 8501 NARVIK, Norway	NA	-	NO1120110005 NO1220110008 11/04/2011		Freight						
CargoNet AS	0048 OSLO, Norway	www.cargonet.no	-	NO1120110004 NO1220110007 08/01/2011		Freight						

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date) Information pr. 20.April 2011.	Star t date com mer cial acti vity	Traffic Type (Freight,)	Number of Locomoti ves	Numb er of Railcar s/Multi ple Unit- sets	Number of Coaches/ Wagons	Number of train drivers/s afety crew	Volum e of passe nger transp ort	Volum e of freight transp ort
NSB AS	NSB AS Prinsens gate 7–9 0048 OSLO, Norway	www.nsb.no	-	NO1120110003 NO1220110006 04/04/2011		Passen ger						
Jernbanemusee t (JBV)	Norsk Jernbanemuseum Postboks 491 2304 Hamar, Norway	www.norsk- jernbanemuseum.n o	-	NO1120090007 /30.06.2009 NO1220090009 /30.06.2009		Passen ger						
Cargolink AS	Cargolink AS Svend Haugsgate 33, NO-3013 Drammen, Norway	www.cargolink .no	-	NO1120090008 /17.07.2009 NO1220090011 /17.07.2009		Freight						
Hector Rail AB	Hector Rail AB Svärdvägen 13 SE–182 33 DANDERYD SWEDEN	www.hectorrail.com	-	NO1220110004 28/03/2011		Freight						
Peterson Rail AB	411 37 Göteborg, Sweden	www.peterson.no	-	NO1220080004 / 02.07.2008		Freight						
SJ AB		www.sj.se	-	NO1220080005 /30.05.2009								
Green Cargo AB	Green Cargo AB, Box 39, SE–171 11 SOLNA, SWEDEN	www.greencargo.c om	-	NO1220110009 15/04/2011		Freight						
Railcare Tåg AB	Box 34 SE–932 21 SKELLEFTEHAMN Sweden	www.railcare.se	-	NO1220110005 28/03/2011		Freight						
Tågåkeriet i Bergslagen AB	Bangårdsgatan 2 SE–681 30 KRISATINEHAMN, Sweden	www.tagakeriet.se	-	NO1220100003 07/12/2010		Freight						

Name	Address	Website	Safety Certificate 2001/14/EC (Number/Date)	Safety Certificate A-B 2004/49/EC (Number/Date) Information pr. 20.April 2011.	Star t date com mer cial acti vity	Traffic Type (Freight,)	Number of Locomoti ves	Numb er of Railcar s/Multi ple Unit- sets	Number of Coaches/ Wagons	Number of train drivers/s afety crew	Volum e of passe nger transp ort	Volum e of freight transp ort
Tx Logistik AB	TX Logistik AB Grimsbygatan 14 211 20 Malmo Sweden	www.txlogistik.se	-	NO1220100002 09/07/2010								

Annex B: Organisation charts of the National Safety Authority

B.1. Internal Organisational map



B.2. Relations between the NSA and other national bodies



ANNEX C: Detailed trend analysis

Electronic version sent to ERA.

ANNEX D: Important changes to legislation

National regulations about safety on the railways	Legal reference	In force date	Background (specifies whether the law/regulation is new or an addition to earlier legislation	Description
Regulation on common safety method for achievement of safety targets	Regulation of 29 January 2010 no 72 implementing Commission Decision 2009/469/EC on the adoption of a common safert method for achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC	29 January 2010	New legislation	Implementation of EU legislation
Regulation on common safety method on risk evaluation	Regulation of 12 March 2010 no 401 implementing Commission Regulation (EU) No 352/2009 on the adoption of a common safety method on risk evaluation and assessment as referred to in Article 6 (3) (a) of Directive 2009/49/EC	12 March 2010	New legislation	Implementation of EU legislation
Regulation on reference document referred to in Article 27(4) of Directive 2008/57/EC	Regulation of 2 July 2010 no 1063 implementing Commission Decision 2009/965/EC on the reference document referred to in Article 27(4) of Directive 2008/57/EC on the interoperability of the rail system within the	2 July 2010	New legislation	Implementation of EU legislation

Community		

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	in your Member State	0
Undertakings in year 2010 being licensed	in another Member State	5

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	in your Member State, by end of 2010 we had a total of 8	-	-	-
year 2010 being registered	in another Member State	?	?	?

		New	Updated / amended	Renewed
E.2.2. Number of valid Safety Certificates Part B held by Railway Undertakings in the year 2008 being registered	in your Member State, by end of 2010 we had a total of 8	-	-	-
	in another Member State, by end of 2010 we had a total of 7	1	4	-

			А	R	Р
E.2.3. Number of applications for Safety Certificates Part A submitted by Railway Undertakings in year 2010 being registered Raide and the state for - (do not understand question. Part A applications go to own member state.)	new certificates	1	-	-	
	in your Member State for	updated / amended certificates	-	-	-
		renewed certificates	-	-	-
	in another Member	new certificates	?	?	?
	updated / amended certificates	?	?	?	
	renewed certificates	?	?	?	

			А	R	Р
E.2.4. Number of applications for Safety Certificates Part B submitted by Railway Undertakings in year 2008 being registered in your Member State for		new certificates	-	-	-
	in your Member State for	updated / amended certificates	-	-	-
		renewed certificates	-	-	-
		new certificates	1	-	-
	in another Member State for	updated / amended certificates	4	-	-
	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 RUs applying for a Safety Certificate Part B in your Member State have obtained their Safety Certificate Part A: Sweden.

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 2010 being registered in your Member State	0	0	0

		А	R	Р
E.3.2. Number of applications for Safety Authorisations submitted by Infrastructure Managers in year 2010 being registered in your Member State	new authorisations	-	-	-
	updated / amended authorisations	-	-	-
	renewed authorisations	-	-	-

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 a licence releat received all necessary Member State information between the	sed by your _	-	-
the final delivery of a Safety a licence releat Certificate Part A in year 2010 another Memb for Railway Undertakings not understand holding	sed by er State (do ? d question!)	?	?

E.5. Procedural aspects – Safety Certificates part B

		New	Updated / amended	Renewed
Mean time after having received all necessary information between the	a licence released by your Member State?	-	-	-
the final delivery of a Safety Certificate Part B in year 2010 for Railway Undertakings holding	a licence released by another Member State?	5 days	13,75 days	-

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	a licence released by your Member State	-	-	-
the final delivery of a Safety Authorisation in year 2010 for Infrastructure Managers holding	a licence released by another Member State	-	-	-