NSA Annual Report 2012
Norway

Table of content:

A.1. Scope of the report

The Norwegian Railway Authority (NSA Norway) 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 level of reporting is stabilizing on a high level. Compared to 2011 the numbers of reported accidents and incidents have increased by 4%.

19 'significant accidents' were reported in 2012, 16 less than reported in 2011. The number of accidents has decreased because of fewer accidents related to derailments of trains and collision with obstacles within the clearance gauge. Demolitions of overhead contact lines still constitute a large part of the reported 'significant accidents'. More than 50% of 'significant accidents' reported in 2012 were demolition of overhead contact lines. The accidents included one fatality and three persons were seriously injured. Two 'significant accidents' occurred in 2012: A train under testdriving derailed at Nykirke station due to high speed, and a passenger train caught fire at Oslo airport station.

The Norwegian NSA received 16 590 reports of incidents and accidents from the infrastructure manager and railway undertakings on the national rail network during 2012, which is an increase of about 700 reported incidents and accidents compared with 2011. 94% of incidents and accident reported in 2012, were classified as “minor incidents”. 5,9% of incidents and accidents reported were classified as “major incidents”. “Significant accidents” account for 0.1% of the reported “incidents” and “accidents”.

9 audits, 1 inspection, as well as 6 meetings with the top management of RUs and IM were carried out in 2012. A number of non-compliances were revealed through the audits. One RU did not manage to correct the non-compliances, the result was that the RU was not granted renewal of its safety certificate.

Active promotion of safety will continue through thematic seminars and the NSA annual safety conference.

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 2012.

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 ERAs 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 level of reporting is stabilizing on a high level. Compared to 2011 the numbers of reported accidents and incidents have increased by 4%. The high number of reports gives the railway undertakings (RUs) and infrastructure managers (IMs) a good basis for their Safety management activities if used correctly.

The Common Safety Indicators (CSI) related to 'significant accidents' and 'fatalities' have been reduced significantly compared to 2011. The reduction in the number of significant accidents can be explained by a reduction in the number of accidents related to demolition of overhead contact lines and derailments.

The numbers of fatalities the last years are low and do not give a basis to conclude if the good result in 2012 is a trend.

Two significant accidents occurred in 2012:

- A passenger train derailed during testing due to overspeeding. Two of the staff was seriously injured and the train was considered a total loss. The accident also resulted in damage to the infrastructure. The direct cause of the accident was train driver error, but the investigation also discussed whether the railway system has sufficient barriers in place or not.
- A passenger train caught fire at Oslo Airport Station. The accident resulted in material damage only. The investigation revealed lack of coordination in emergency preparedness plans, relevant for larger stations in general.

After several years where extreme weather conditions have resulted in both accidents and incidents related to land- and mudslides and objects on the tracks, there were no 'significant accidents' related to this in 2012. High awareness on

preventive measures by the IMs and RUs, including a lower threshold for stopping traffic in extreme weather conditions have contributed to this.

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 31 December 2012 the NSA employs 51 staff. A Director General oversees the daily management of the NSA.

The Director General is appointed by the King following a recommendation by the Minister of Transport and Communications. The NSA is divided into five departments: Administration, Legal, Safety Management and Supervision, Technology and Operations and Cableways, Fairgrounds and Amusement parks. Each of the five departments is led by a Director of Department. The regulatory body unit is placed under Legal department and report to Director of Legal department.

1 January 2012, the NSA was awarded the responsibilities for Cableways, Fairgrounds and Amusements parks, which was previously placed at Det Norske Veritas. It was a business transfer, where the employees were offered to transfer as well.

The different departments have been awarded responsibility for the following tasks:

Administration:

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

Legal:

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

Safety Management and Supervision

- Safety certificates
- Safety management and risk analyses
- Co-ordination of international collaboration
- Evaluation and follow-up of recommendations from the Norwegian Accident Investigation Board
- Incidents
- Statistics
- Safety authorisation of infrastructure managers
- Audits and inspections

Technology and Operations

- Approval of rolling stock
- Approval of infrastructure
- Approval of operating procedures
- Handling of exceptions from regulations regarding signals and train operation
- Technical standardisation

Cableways, Fairgrounds and Amusement parks

Cableways

- Provide regulations and guidelines
- Follow-up implementation of regulations by safety audits prior to start-up and periodically during operation
- Upon identified non-conformances against regulations, issue notification of order
- Issue safety approval/operation permit with conditions of permit, if relevant
- Arrange exams for operations personnel and issue certificate of competence
- Provide guidance to other Authorities, owners and operations personnel
- Follow-up of accidents and incidents
- Magnet inductive testing of ropes

Fairgrounds and amusement parks

- Provide regulations and guidelines
- Follow-up implementation of regulations by safety audits prior to start-up and periodically during operation
- Upon identified non-conformances against regulations, issue notification of order
- Issue safety approval/operation permit with conditions of permit, if relevant
- Provide guidance to other Authorities, owners and operations personnel
- Follow-up of accidents and incidents

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 performances

To achieve an efficient supervisory regime, the Norwegian NSA 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 the above, the following areas of focus were set in 2012 and included in the Norwegian NSA Supervision Plan for 2012:

- Active involvement from top management in safety (including management reviews)
- Active use of risk analysis (and knowledge of CSM RA)
- Follow up on reauthorisation of the major infrastructure manager
- Risk related to track conditions on the National network and handling of risk related to extreme weather conditions

For 2013 the focus areas are:

- Operational Safety, including:
    - Systematic use of accident data, deviation-reports and results from risk analysis in operational activities, including retraining of drivers and traffic controllers and prevention of reoccurrence.
    - Management of subcontractors at an operational level.
    - Operational routines for infrastructure and traffic control related to extreme weather conditions.
    - Accident and incident reporting of RU's with a Safety Certificate B in Norway
- Emergency preparedness.
- Management of Maintenance of rolling stock focusing on:
    - Monitoring of safety critical components (eg wheelsets)
    - Follow-up of changes to rolling stock which through new regulations have changed from being part of the Norwegian NSAs regime for permission to place into service to becoming subject to the Operators monitoring system.
- Reporting of accidents and incidents revealed through maintenance.

The Norwegian NSA 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 NSA follows up all recommendations in reports from the National Investigation Body to ensure that the RUs and IMs implement adequate measures.

Status reports on the recommendations are presented to the Ministry of Transport and Communications every 6 months.

"Morning seminars" are used 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 which through the supervision processes have been identified as difficult. This initiative has been a success and is continued in 2013.

To promote safety an annual safety conference is held by the Norwegian NSA. In 2012 the focus was set on safety management and management responsibilities.

D.2. Detailed data trend analysis

D.2.1 CSI data

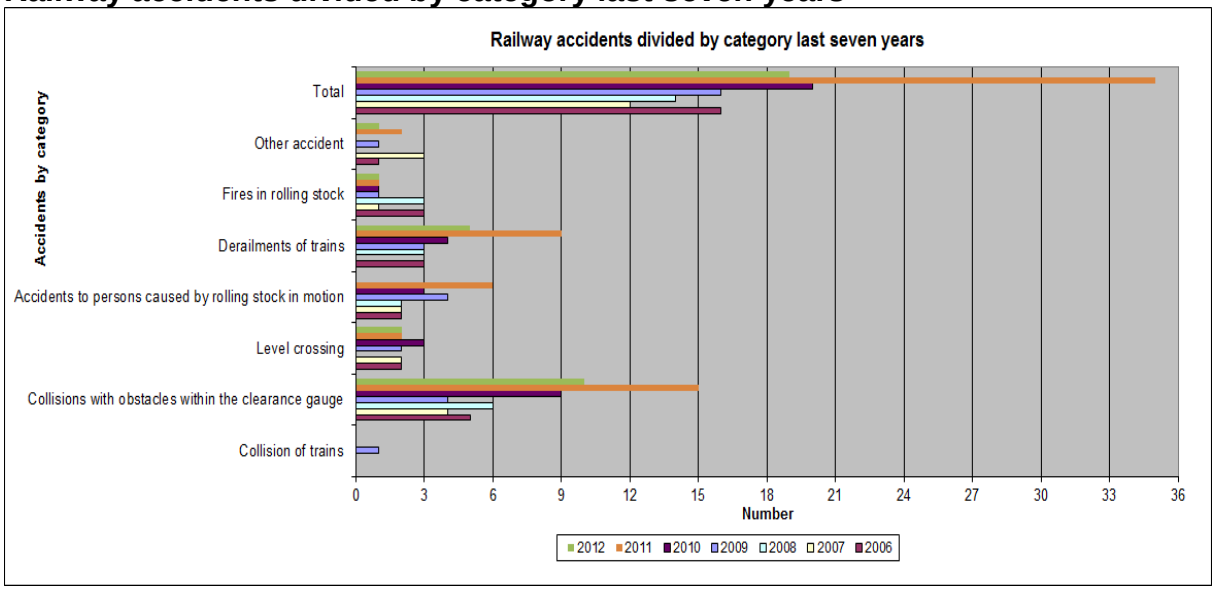
Registration of common safety indicators (CSI) according to the RSD started in 2007 with 2006 as reference.

Summary of safety indicators	**2008**	**2009**	**2010**	**2011**	**2012**
Number of significant accidents	14	16	20	35	19
Number of fatalities	1	3	8	5	1
Number of serious injury to person	1	3	4	5	3
Number of precursors to accidents	132[1]	193[2]	253[3]	134	76
Cost of all accidents in NOK (estimated)	31 mill	31 mill	31 mill	33 mill	97 mill

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. The cost of all accidents has increased in 2012 due to two significant accidents, one derailment of trains and one fire in rolling stock.

[1] The number includes SPAD for shunting rolling stocks
[2] The number includes SPAD for shunting rolling stocks
[3] The number includes SPAD for shunting rolling stocks.

Railway accidents divided by category last seven years



19 'significant accidents' were reported in 2012, 16 less than 2011. The number of accidents has decreased because of fewer accidents related to derailments of trains and collision with obstacles within the clearance gauge. Demolition of overhead contact lines still constitutes a large part of the reported 'significant accidents'. More than 50% of 'significant accidents' reported in 2012 were demolition of overhead contact lines. The Norwegian NSA cannot conclude the reason for such accidents.

Three 'serious injuries' and one fatalities were reported, two 'less serious injuries' and four less fatalities than in 2011. One fatality was on level crossing. Two injuries occurred in connection with derailments of trains and one injury occurred with collision of shunting rolling stock.

Most train accidents are placed in the category of “collisions with obstacles within the clearance gauge". During 2012 there was no “collision of trains”. In 2012 there were no 'significant accidents' due to climatic conditions. The IM started to change their procedures regarding weather conditions to prevent such accidents in 2011/2012. It is too early to conclude the effects of these measures. The Norwegian NSA will still monitor these types of incidents/accidents during the coming years.

Two 'significant accidents' occurred in 2012:

- A train derailed at Nykirke station during testdriving due to high speed. Two of the staff were seriously injured. There were large material damages, the train was totally wrecked and the entire infrastructure was damaged.
- A passenger train caught fire at Oslo airport. All passengers were evacuated, and there were no personal injuries or fatalities. The train was material damage for approximately 2 million NOK.

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 occurred incident. 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.

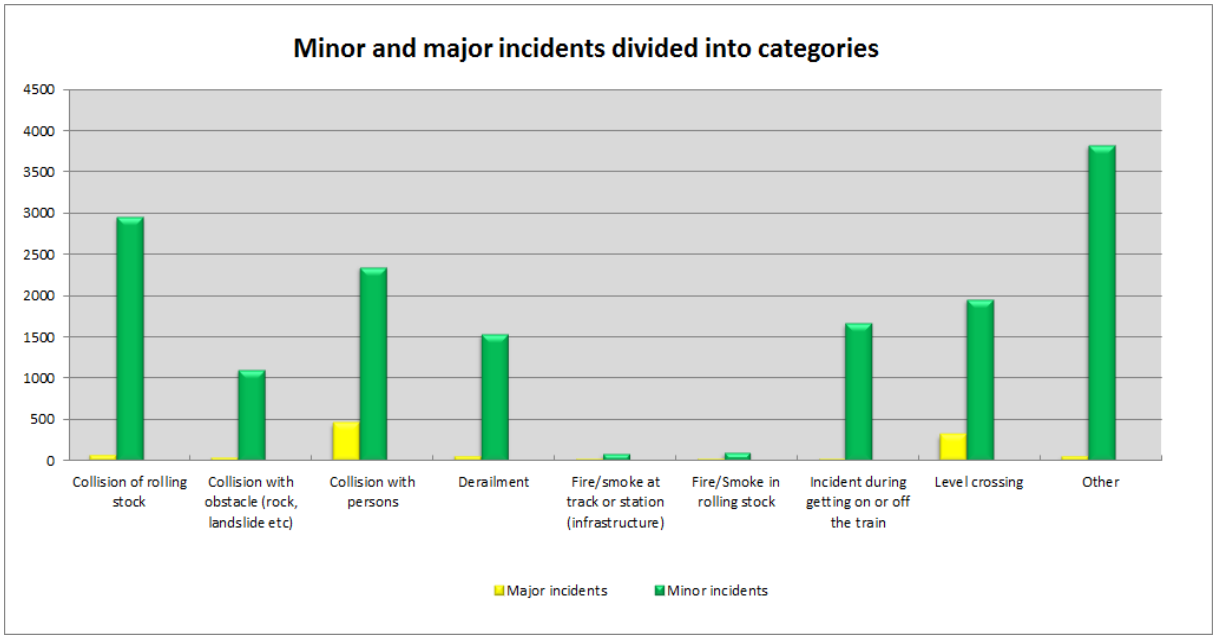
The Norwegian NSA received 16 590 reports of incidents and accidents from the infrastructure manager and railway undertakings on the national rail network during 2012, which is an increase of about 700 reported incidents and accidents compared with 2011. There has been a steady increase in reporting during the past six years from the actors on the national railway network, but from 2012 the frequence of reporting has had a minor increase. The RUs are still increasing their reporting on technical failures on rolling stock and on infrastructure.

94% of incidents and accident reported in 2012, were classified as “minor incidents”.

5,9% of incidents and accidents reported were classified as “major incidents”.

“Significant accidents” account for 0.1% of the reported “incidents” and “accidents”.

Technical failures on infrastructure including landslides and track buckles etc. have dominated the reporting during past seven years. No passengers have been killed or serious injured due to these accidents.



Most of these “incidents” were near-misses. For example the category “collision of rolling stock”, consist mainly of signals changing from red to green light caused by technical error 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 of knowledge in the areas of;

- Conditions which affect the safety of infrastructure such as rainfall, snow, climatic variations etc.
- Human errors which affect the safety such as working on and near tracks
- Failures on the rolling stocks

The above-mentioned knowledge has been taken into account when audits have been planned for coming year.

D.3 Results of safety recommendations

To be produced and distributed by the Norwegian NIB.

E. Important changes in legislation, regulations and administrative provisions

There has been some legal changes in 2012 due to implementation of EU legislation, see Annex D for detail.

F. The development of safety certification and authorisation

F.1. National legislation – starting dates – availability

Starting date for issuing safety certificates in Norway was from 1 January 2006. The current legal basis for this is Regulation 10 December 2010 No. 1568 on railway activity on the national railway network.

The start date for issuing safety authorisations was 1 January 2007.

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

Relevant law can also be found on the Norwegian legal databases web page: www.lovdata.no.

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, etc.)

No updates/amendments in 2012.

3.1.2. Main reasons for cases when the issuing time for Part A Certificates (restricted to these mentioned in Annex E and after having received all necessary information), exceeded the 4 months foreseen in Article 12(1) of the RSD /1/
N/A 2012.

3.1.3. Overview of the requests from other NSA to verify/access information relating the Part A Safety Certificate of a RU that has been certified in your country, but applies for a Part B certificate in the other MS
Some dialogue around one freight company in 2012.

3.1.4. Summary of issues with the mutual acceptance of the Community wide valid Part A Safety Certificate
Only 2 supervisions performed on RUs from neighbouring country. Different non-conformities in the two RUs. No specific issues regarding mutual acceptance in 2011.

3.1.5. NSA charging fee for issuing a Part A Safety Certificate
No fee charged.

3.1.6. Summary of the issues with using the harmonised formats for Part A Safety Certificates, specifically in relation to the categories for type and extent of service
No issues with using the harmonised formats.

3.1.7. Summary of the common issues/difficulties for the NSA in application procedures for Part A Safety Certificates.
No issues/difficulties in the procedures regarding Part A Safety Certificates.

3.1.8. Summary of the issues mentioned by RUs when applying for a Part A Safety Certificate
No issues mentioned in 2012.

3.1.9. Feedback procedure (e.g. questionnaire) that allows RUs 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 starting with 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.
According to Norwegian legislation it is possible to file a complaint if the applicant objects to a decision reached by the Norwegian NSA.

F.3.2. Safety Certificates Part B
3.2.1. Reasons for updating/amending Part B Safety 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 2012 and all were goods operators. One part B certificate was updated with more specific lines to be operated,

one was amended due to changed part A certificate in neighbouring country, one RU wanted permission to transport dangerous goods and the last RU had a change of company name.

3.2.2. Main reasons for cases when the issuing time for Part B Safety Certificates (restricted to these mentioned in Annex E and after having received all necessary information), exceeded the 4 months foreseen in Article 12(1) of the RSD /1/

N/A 2012.

3.2.3. NSA charging fee for issuing a Part B Safety Certificate

No fee charged.

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

No issues in 2012.

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

Since ERA has decided that a part B certificate cannot have a longer validity period than the part A certificate we need to be very attentive around renewals of A certificates for foreign RU's also running an operation in Norway. We would need to synchronize the application procedures with the NSA of the member state who issued the part A certificate. It is not uncommon that the new part A certificate are issued only a few days before the end of the validity period. Since the new EU ID number from the A certificate in the homeland must be written on the new part B certificate, we as an NSA with several foreign freight companies need to wait for the new A certificate, before issuing the B certificate. This can lead to some stress and administrative difficulties.

As seen in the table E.1.2 in annex E we have failed to register one part B certificate (Green Cargo AB) in the ERADIS. This is due to the fact that the Norwegian NSA in April 2011 issued a part B certificate with longer validity period than the Swedish part A certificate. For that reason it has not been possible to register the part B certificate to Green Cargo AB in the database. The Swedish part A certificate is valid to 29. December 2013 and before that date we expects to get information on a renewed Swedish part A certificate after witch the Norwegian NSA has to issue an amended part B.

3.2.6. Summary of the issues mentioned by RUs when applying for a Part B Safety Certificate

In general we saw some confusion regarding Norwegian requirements and legislation. The confusion is often caused by the foreign RU not reading Norwegian legislation and/or that the implementation of European rules are not done at exactly the same time in neighbouring countries e.g. driver licenses.

3.2.7 Feedback procedure (e.g. questionnaire) that allows RUs 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 starting year 2011. The survey gives the respondents the opportunity 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.
According to Norwegian legislation it is possible to file a complaint if the RU objects to a decision made by the Norwegian NSA.

F.3.3. Safety Authorisations

3.3.1. Reasons for updating/amending Safety Authorisations

None awarded 2012.

3.3.2. Main reasons for cases when the issuing time for Safety Authorisations (restricted to these mentioned in Annex E and after having received all necessary information), exceed the 4 months foreseen in Article 12(1) of the RSD /1/

N/A.

3.3.3. Summary of the regularly problems/difficulties in application procedures for Safety Authorisations

The one application received in 2011 was on renewal of the safety authorisation from the one IM handling the entire Norwegian national railway net. The application procedure was discussed in details with the IM to prevent surprises in the process. The work with the application continued in 2012 as planned and resulted in a renewal.

3.3.4. Summary of the issues mentioned by IMs when applying for a Safety Authorisation

The extent of planned supervision activities prior to issuing the renewed safety authorisation came to some surprise when presented in December 2011. The follow up activities in the form of thematic supervisions continued in 2012.

3.3.5. Feedback procedure (e.g. questionnaire) that allows IMs 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.
According to Norwegian legislation it is possible to file a complaint if the applicant objects to a decision reached by the Norwegian NSA.

3.3.6. NSA charging fee for issuing a Safety Authorisation

No fee charged.

G. Supervision of Railway Undertakings and Infrastructure Managers

9 audits, 1 inspection, as well as 6 meetings with the top management of RUs and IM were carried out in 2012.

A number of non-compliances were revealed through the audits. One RU did not manage to correct the non-compliances, the result was that the RU was not granted renewal of its safety certificate.

Submission of IM and RUs annual safety reports in accordance with Article 9(4) Safety Directive by the legal deadline. See chapter K.

Inspections		Issued Safety Certificates Part A	Issued Safety Certificates Part B	Issued Safety Authorisations	Other Activities (Document review)
Number of inspections of RUs/IMs for 2012	Planned	1			
	Unplanned	-	-	-	-
	Carried out	1			

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 RUs/IMs for 2012	Planned	4	4		3
	Unplanned	1	-		-
	Carried out	5	4		3

Summary of the relevant corrective measures/actions (amendment, revocation, suspension, important warning, etc.) related to safety aspects following these audits/inspections:
In general orders to correct non-compliances were followed up by correspondence and/or spot checks.

Complaints <u>from IM('s)</u> concerning RU('s) related to conditions in their Part A/Part B Certificate:
None.

Complaints <u>from RU('s)</u> 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 2012.

As a result of this, CSM RA has been included as a specific focus area in our supervision plan for 2012.

I. Alternative measures through derogations regarding ECM certification scheme (applicable from 2013)

No reporting in 2012.

J. NSA Conclusions on the reporting year 2012 – Priorities

The results for 2012 are reflected in chapter B3. These results have been used as input when planning activities for 2013.
Planning of supervision is based on a risk based priority.

Specific focus areas for supervision have been identified and reflected in chapter D1.

Active promotion of safety will continue through thematic seminars and the NSA annual safety conference.

K. Sources of information

Annual reports 2012 from:

RUs	Issue date
CargoNet AS	26 June 2013
Flytoget AS	27 June 2013
Green Cargo AB	28 June 2013
Hector Rail AB	27 June 2013
LKAB Malmtrafik AB	14 June 2013
NSB Gjøvikbanen AS	21 June 2013
NSB AS	27 June 2013
Tågåkeriet i Bergslagen AB	25 July 2013
Grenland Rail	30 June 2013
Cargolink AS	30 June 2013
SJ AB	26 July 2013
TX Logistik AB	26 June 2013

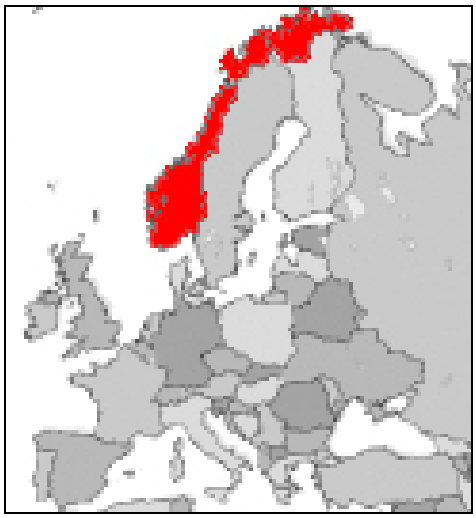
IM:	
Jernbaneverket	01 July 2013

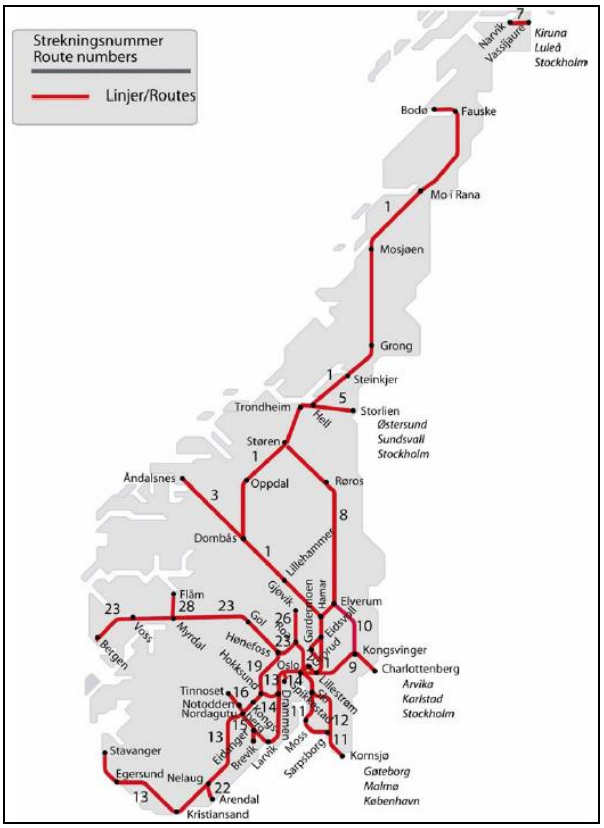
The NSA database includes data from the police.

L. 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 main (lights) 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

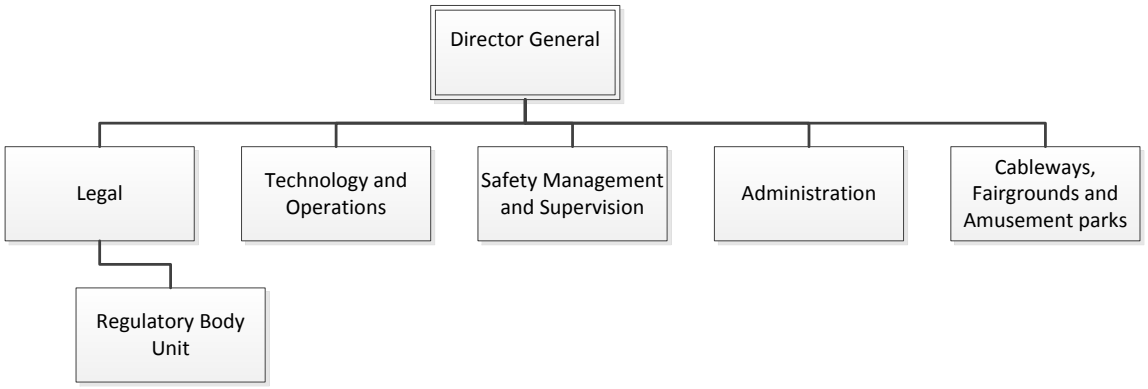
Name	**Address**	**Website**	*Safety Certificate 2001/14/EC (Number/Date)*	*Safety Certificate A-B 2004/49/EC (Number/Date)*	*Start date commercial activity*	*Traffic Type (Freight, etc…)*	*Number of Locomotives*	*Number of Railcars/Multiple Unit-sets*	*Number of Coaches/ Wagons*	*Number of train drivers/safety crew*	*Volume of passenger transport*	*Volume of freight transport*
Flytoget AS	Postboks 19 Sentrum, 0101 OSLO, Norway	www.flytoget.no	-	NO1120110002 NO1220110003 09/03/2011		Passenger						
NSB Gjøvikbanen AS	NSB Gjøvikbanen AS Prinsens gate 7–9 0048 OSLO, Norway	www.nsb.no	-	NO1120110001 NO1220110001. 06/01/2011		Passenger						
CargoNet AS	0048 OSLO, Norway	www.cargonet.no	-	NO1120110004 NO1220110007 08/04/2011		Freight						
NSB AS	NSB AS Prinsens gate 7–9 0048 OSLO, Norway	www.nsb.no	-	NO1120110003 NO1220110006 04/04/2011		Passenger						

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, etc…)*	*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*
Jernbanemuseet (JBV)	Norsk Jernbanemuseum Postboks 491 2304 Hamar, Norway	www.norsk-jernbanemuseum.no	-	NO1120120001 /01.06.2012 NO1220120003 /01.06.2012		Passenger						
Cargolink AS	Cargolink AS Svend Haugsgate 33, NO-3013 Drammen, Norway	www.cargolink.no	-	NO1120090008 NO1220090011 /17.07.2009		Freight						
AS Valdresbanen	Expired 23.03.2012.					Historical						
Grenland Rail AS	Grenland Rail AS Stasjonsveien 2 3712 Skien.	www.grenlandrail.no	-	NO1120120002 NO1220120009 /15.11.2012		Freight						
Hector Rail AB	Hector Rail AB Svärdvägen 13 SE–182 33 DANDERYD SWEDEN	www.hectorrail.com	-	NO1220120006 /18.07.2012		Freight						
Peterson Rail AB	Declared bankrupt in 2012											
SJ AB	SJ AB 105 50 Stockholm Sweden	www.sj.se	-	NO1220120008 /01.12.2012		Passenger						
Green Cargo AB	Green Cargo AB, Box 39, SE–171 11 SOLNA, SWEDEN	www.greencargo.com	-	NO1220110009 15/04/2011		Freight						
Railcare Tåg AB	Safety certificate revoked in 2012.											
Tågåkeriet i Bergslagen AB	Bangårdsgatan 2 SE–681 30 KRISATINEHAMN, Sweden	www.tagakeriet.se	-	NO1220120005 /27.06.2012		Freight						

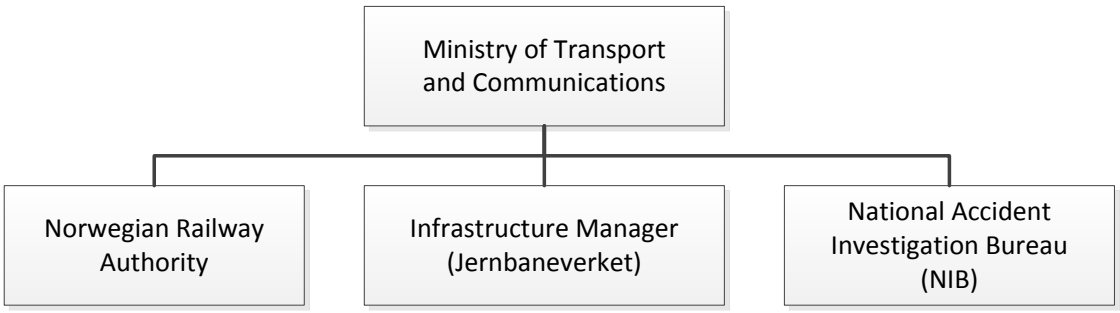
Name	**Address**	**Website**	*Safety Certificate 2001/14/EC (Number/Date)*	*Safety Certificate A-B 2004/49/EC (Number/Date)*	*Start date commercial activity*	*Traffic Type (Freight, etc…)*	*Number of Locomotives*	*Number of Railcars/Multiple Unit-sets*	*Number of Coaches/ Wagons*	*Number of train drivers/safety crew*	*Volume of passenger transport*	*Volume of freight transport*
Tx Logistik AB	TX Logistik AB Grimsbygatan 14 211 20 Malmo Sweden	www.txlogistik.se	-	NO1220120007 /18.10.2012		Freight						
LKAB Malmtrafik AB	LKAB Group Head Office Box 952 SE-971 28 Luleå, Sweden	www.lkab.com	-	NO1220120002 /06.03.2012		Freight						

ANNEX B: Organisation charts of the National Safety Authority

B.1. Internal Organisation



B.2. Relationship with other National Bodies



ANNEX C: CSIs data – definitions applied

C.1. CSI data

Electronic version sent to ERA.

C.2. Definitions used in the annual report

Appendix of Annex I of the RSD /1/ as modified by Commission Directive 2009/149/EC/8.

C.3. Abbreviations

CSI Common Safety Indicator
ERA European Railway Agency
IM Infrastructure Manager
NSA National Safety Authorities
RU Railway Undertaking

ANNEX D: Important changes in legislation, regulations and administrative provisions

National regulations about safety on the railways	Legal reference or Notif-IT code	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description of the change
Regulation on the implementation of the TAP TSI	Regulation 1 October 2012 no. 954 implementing Regulation concerning telematic applications for passenger services in the trans-European rail system (TAP-Regulation)	1 October 2012	New law	Implementation of Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem 'telematics applications for passenger services' of the trans-European rail system
Regulation on the implementation of the LOC & PAS TSI	Regulation 1 October 2012 no. 918 implementing the TSI rolling stock - locomotives and passenger rolling stock	1 October 2012	New law	Implementation of Commission Decision 2011/291/EU of 26 April 2011 concerning a technical specification for interoperability relating to the rolling stock subsystem — «Locomotives and passenger

				rolling stock» of the trans-European conventional rail system
Implementation of the ENE TSI	Regulation 19 July 2012 no. 759 implementing TSI Energy on the national conventional rail network	19 July 2012	New law	Implementation of Commission Decision 2011/274/EU of 26 April 2011 concerning a technical specification for interoperability relating to the 'energy' subsystem of the trans-European conventional rail system
Railway vehicle regulation	Regulation 21 June 2012 no. 633 concerning railway vehicles on the national rail network	1 July 2012	Amendment of existing legislation	Restructuring of existing national technical rules for railway vehicles
Implementation of the OPE CR TSI	Regulation 19 June 2012 no. 564 implementing TSI OPE CR on the national rail network	19 June 2012	Amendment of existing legislation	Implementation of Commission Decision 2011/314/EU of 12 May 2011 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the trans-European conventional rail system
Implementation of the ECM Regulation	Regulation 8 May 2012 no. 409 concerning maintenance of freight wagons on the national rail network	8 May 2012	New law	Implementation of Commission Regulation (EU) No 445/2011 of 10 May 2011 on a system of certification of entities in charge of maintenance for freight wagons and amending Regulation

				(EC) No 653/2007
Implementation of the INF CR TSI	Regulation 11 April 2012 no. 356 implementing Commission Decision 2011/275/EU	11 April 2012	New law	Implementation of Commission Decision 2011/275/EU of 26 April 2011 concerning a technical specification for interoperability relating to the 'infrastructure' subsystem of the trans-European conventional rail system
Implementation of Regulation (EU) no 201/2011	Regulation 15 February 2012 no. 148 concerning declaration of conformity to type	15 February 2012	New law	Implementation of Commission Regulation (EU) No 201/2011 of 1 March 2011 on the model of declaration of conformity to an authorised type of railway vehicle
Operational rules for ERTMS	Regulation 12 January 2012 no. 63 concerning operation on ERTMS lines	12 January 2012	New law	Adoption of operational rules for ERTMS-equipped lines, based on Annex A of the OPE TSI
Criteria for recognition of training centres, examiners and training centres	Regulation 19 July 2012 no. 760 amending the Train Drivers' Regulation	19 July 2012	Amendment of existing legislation	Implementation of Commission Decision 2011/765/EU of 22 November 2011 on criteria for the recognition of training centres involved in the training of train drivers, on criteria for the recognition of examiners of train drivers and on criteria for the organisation of examinations in accordance with Directive

				2007/59/EC of the European Parliament and of the Council
Models for train driving licences etc.	Regulation 23 March 2012 no. 250 amending the Train Drivers' Regulation	23 March 2012	Amendment of existing legislation	Implementation of Commission Regulation (EU) No 36/2010 of 3 December 2009 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates and application forms for train driving licences, under Directive 2007/59/EC of the European Parliament and the Council

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 2012		7	7	

C. To ensure the information on ERADIS is current in place, please supply numbers of existing part B 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 2012	Number of certificates Part B, for which the Part A has been issued in your Member-State	7	7	
	Number of certificates Part B, for which the part A has been issued in another Member-State	6	5 See F.3.2	

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 2012		New certificates	1	-	-
		Updated/amended certificates	0	-	-
		Renewed certificates	1	-	-

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 applications for Safety Certificates **Part B** submitted by Railway Undertakings in year 2012	Where the Part A has been issued in your Member-State	New certificates	1	-	-
		Updated/amended certificates	0	-	-
		renewed certificates	1	-	-
	Where the Part A has been issued in another Member-State	New certificates	1	-	-
		Updated/amended certificates	4	-	-
		Renewed certificates	1	-	-

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	Number of revoked certificates in

	the year 2012	ERADIS (which were revoked in 2012)
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	2	2

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
Green Cargo	Sweden
Hector Rail AB	Sweden
LKAB MTAB AS	Sweden
Tågåkeriet I Bergslagen AB	Sweden
TX Logistik AB	Sweden
SJ AB	Sweden

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 2012	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 2012	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 2.3 Number of Safety Authorisations revoked in the current reporting year	0

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 2012 for Railway Undertakings		8	-	-

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 2012 for RUs	Where the part A has been issued in your Member-State	8 days	-	-
	Where the part B has been issued in another Member-State	14 days	28 days	6 days

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 2012 for IMs		-	-	74 days