

**REPORT BY THE CHANNEL TUNNEL
INTERGOVERNMENTAL COMMISSION ON
SAFETY IN THE CHANNEL TUNNEL FIXED
LINK DURING 2014**

Contents

- A. Scope of the report
- B. Introductory Section
- C. Organisation
- D. The Development of Railway Safety
- E. Important Changes in Legislation and Regulation
- F. The Development of Safety Certification and Authorisation
- G. Supervision of Railway Undertakings and Infrastructure Managers
- H. Reporting on the application of the CSM on risk evaluation and assessment
- I. NSA conclusions on the reporting year
- J. Sources of Information
- K. Annexes
 - Annex A: Railway Structure Information
 - Annex B: IGC Structure and Relationships
 - Annex C: CSIs data – Definitions applied
 - Annex D: Important changes in legislation and regulation
 - Annex E: The development of safety certification and authorisation – Numerical Data

A - Scope of the report

1. This report contains information relating to the activities of the Channel Tunnel Intergovernmental Commission (IGC) in its role as the safety authority for the Channel Fixed Link (the Channel Tunnel) within the terms of the European Railway Safety Directive (2004/49/EC). The IGC's responsibilities extend only to the area of the Fixed Link as described in the Treaty of Canterbury between the United Kingdom and France and the Concession Agreement between the two Governments and the Concessionaires. This report covers the period from 1 January to 31 December 2014.

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

B - Introductory Section

3. **Introduction** - The Railway Safety Directive (2004/49/EC as amended) makes provision for a binational body entrusted by Member States to ensure a unified safety regime for specialised cross-border infrastructures to take on the tasks of “national safety authority” (NSA). This provision has been applied in respect of the Channel Tunnel Fixed Link and the United Kingdom and France have agreed that the IGC should be the “national safety authority”. This report is prepared in accordance with Article 18 of the Directive and, so far as possible, conforms to the template and guidance issued by the European Railway Agency (ERA) with a view to providing a common structure and content for such reports. It is submitted to ERA as required by the Directive.

4. **Railway Structure Information** - The railway infrastructure of the Channel Tunnel comprises the twin bore tunnel rail link under the English Channel between Cheriton in Kent and Fréthun in the Pas-de-Calais, together with the terminal areas on either side. The terminal areas include the high speed lines linking the tunnel with the UK and French national networks; the loops and the platforms used for the loading and unloading of the tourist and shuttle trains carrying vehicles; and the yards and maintenance facilities and their associated links to the rest of the infrastructure.

5. **Infrastructure Manager** - A network map and information about Eurotunnel, the infrastructure manager for the Channel Tunnel, is at **Annex A**.

6. **Railway Undertakings** - The railway undertakings which operated trains through the Channel Tunnel during the period covered by this report were DB Schenker Rail (UK) Ltd, Eurostar International Ltd and Europorte Channel. The address and websites for these companies is at Annex A3. More detailed information about them appears in the annual reports of the French and UK safety authorities as appropriate.

7. **Summary** - Key safety events in 2014 were as follow:

- Participation and cooperation in an ERA cross-audit of IGC processes;
- Renewal of the Channel Tunnel infrastructure manager’s safety authorisation;
- initiation of an independent review of safe evacuation of passengers from rolling stock using the Channel Tunnel;
- publication and implementation of a supervision strategy;
- consideration of an authorisation strategy for new rolling stock to use the Channel Tunnel; and
- new submission of safety and technical unified rules for use of the Channel Tunnel, to the UK and French member states.

8. **General Trend Analysis** - The IGC and the Channel Tunnel Safety Authority (CTSA) continued to monitor Eurotunnel’s safety management arrangements and safety performance. Many of the Common Safety Indicators (CSIs) reported on in detail at Annex C remain at zero. Eurotunnel was able to meet its target frequency rate for individual safety events (Signals Passed at Danger (SPADs), loss of points’ detection, binding brakes’ detection, non-respect of cab signalling, fuel spillages and crossover door incidents) which was reduced from 280 to 237 this year.

The incidence of collective safety events (emergency braking due to wheelslip or automatic activation and stoppages in the tunnel for more than 30 minutes) was much improved at 75 events per month on average, down from 108 per month. This followed an increase of the target from 65 to 74 to allow for the problems caused by

Eurotunnel's decision to remove pagodas from the Arbel wagons used for their shuttle trains: the higher target was achieved by refitting new pagodas, and checking of tarpaulin fastening to vehicles before entrance to the tunnel and so hopefully will again be reduced and met in this manner in coming years.

C - Organisation

9. The IGC was established by the Treaty of Canterbury to supervise, in the name and on behalf of the Governments of the UK and the French Republic, all matters concerning the construction and operation of the Channel Tunnel. The functions of the IGC include drawing up, or participating in the preparation of, regulations applicable to the Channel Tunnel.

10. The Treaty of Canterbury also established the CTSA to advise and assist the IGC on all matters concerning safety in the construction and operation of the Channel Tunnel. The functions of the CTSA also include ensuring that the safety measures and practices applicable to the Fixed Link comply with the national and international laws in force; enforcing such laws and monitoring their implementation; and examining reports concerning incidents affecting safety, making investigations and reporting to the IGC.

11. UK and French Secretariats arrange for the preparation and execution of the IGC and the CTSA's decisions.

12. A chart showing the structure of the IGC and its relationships with other bodies is at Annex B.

D - The Development of Railway Safety

D1 – Initiatives to maintain/improve safety performance

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

Accidents/precursors which triggered the measure			Safety measure decided
Date	Place	Description of the event	
None	N/A	N/A	N/A

Table D.1.2 - Safety measures with other triggers

Safety measure decided	Description of the trigger of the measures
N/A	

D 2 – Detailed Data Trend Analysis

13. Very few precursors (incidents which could have led to an accident) occur on the Channel Tunnel. IGC and CTSA do not carry out a “detailed trend analysis” related to the CSIs as the low numbers in question mean that this is not a useful or proportionate approach to yielding meaningful information about safety performance. In 2014, there were 9 broken rails (an improvement over 2013’s 13 events, as a consequence of the initiation of Eurotunnel’s 2014-2016 rail replacement programme) and four SPADs although a marked increase was seen in the latter precursor, the number was similar to years before 2013, which had been a particularly good year in this regard. An overview of the occurrence of precursor CSIs below shows how this compares with the previous year’s incidents.

	2013	2014
Total number of precursors	14	14
Total number of broken rails	13	9
Total number of track buckles	0	0
Total number of wrong-side signalling failures	0	0
Total number of signals passed at danger	1	4
Total number of broken wheels on rolling stock in service	0	0
Total number of broken axles on rolling stock in service	0	0

14. **Common Safety Indicators (CSIs)** – Detailed data relating to the CSIs as defined in Directive 2009/149/EC (amending Directive 2004/49/EC as regards CSIs and common methods to calculate accident costs) can be found at Annex C. It should be noted IGC and CTSA receive a significant amount of richer and more useful data from Eurotunnel and railway undertakings, which helps us develop our regulatory approach and supervision activities (as well as helping the duty holders understand the performance of the safety management systems). However, this helpful and interesting information is outside the scope of CSI reporting. It is available to the European Railway Agency if desired.

D 3 – Results of Safety Recommendations

15. No safety recommendations were issued or required response in 2014.

E - Important Changes in Legislation and Regulation

16. **The Regulation of Safety of the Channel Fixed Link** – no new regulations were transposed for the Channel Tunnel in 2014.

17. **Other Significant Regulatory Issues Considered by the IGC and CTSA** - Other important issues considered by the IGC and the CTSA during 2014 were as follows:

Review of unified safety rules for trains transiting the tunnel – The IGC continued to progress its review of the specific safety and technical rules for the Channel Tunnel, started in 2009 and supported by ERA’s technical opinion published in March 2011. The IGC had already repealed some rules which were no longer regarded as necessary or which, following the further development of the TSIs relating to safety in railway tunnels (SRT TSI) and locomotives and passenger rolling stock (LOC&PAS TSI) were no longer relevant. In 2014, the IGC completed its work codifying the rules according to the EU legislative framework, and submitted all unified safety rules to the two member states concerned.

Discussions with railway undertakings and rolling stock manufacturers – During the course of the year the IGC and the CTSA continued to engage in discussions with railway undertakings and rolling stock manufacturers about the requirements upon them to obtain technical authorisation for operation through the tunnel. The IGC also held a workshop of current and potential operators, manufacturers and trade unions, to communicate, examine, and seek feedback on ongoing regulatory issues.

Participation in the work of the European Railway Agency and its working groups

The IGC and the CTSA continued to play a full part in the work of the European Railway Agency (ERA) and its various working groups. Given its close relationship with the NSAs of the UK and France, the IGC and the CTSA tend to rely on liaison with, and feedback from, experts from the UK and French safety authorities (several of whom are themselves members of or advisors to CTSA). We only participate directly to working groups where they have specific important relevance to the Channel Tunnel.

Nevertheless, the IGC and CTSA continued to play an active part in the Agency’s work. Representatives attended every meeting of the ERA Network of National Safety Authorities and in working groups dealing with national rules and cross-acceptance.

F - The Development of Safety Certification and Authorisation

18. The Railway Safety Directive was transposed for the Channel Tunnel by a binational regulation dated 24 January 2007, and came into force on 4 July 2008 through Statutory Instrument 2007-3531 in the UK and Décret 2008-748 in France. The revised Railway Safety Directive (2008/110/EC) and the new Interoperability Directive (2008/57/EC) for the Fixed Link were transposed in March 2013 by an amended binational regulation complementing domestic interoperability regulations. The updated guidelines on the application of the regulation can be found on the IGC website at the following page:

<http://www.channeltunneligc.co.uk/Regulations-and-guidance,25.html?lang=en>.

G - Supervision of Railway Undertakings and Infrastructure Managers

19. The 1986 Treaty of Canterbury places responsibility on the CTSA to ensure that the safety measures and practices applicable to the Fixed Link comply with the national or international laws in force, to enforce such laws, to monitor their implementation and to report to the Intergovernmental Commission. It also states that for the purpose of carrying out its functions, the Safety Authority may invoke the assistance of the authorities of each Government or any body or expert of its choice and that the two Governments shall grant to the Safety Authority and its members and agents such powers of investigation, inspection and direction as are necessary for the performance of its functions. The Concession Agreement states that the Concessionaires shall afford access to all parts of the Fixed Link to persons duly authorised by the IGC or, under its supervision, by the CTSA, for the purposes of any of their functions, to inspect the Fixed Link and to investigate any matter relating to its construction or operation and shall afford such persons the facilities necessary for the performance of these functions.

20. The broad remit given to the CTSA by the Treaty of Canterbury means that it is responsible for supervising a number of topics outside the framework of NSA tasks prescribed in the Safety Directive, in particular issues around rescue and public safety. This is reflected in our supervision activities.

1.1 Audits/Inspections/Checklists

21. CTSA's annual inspection and audit programme is drawn up to take account of the key elements included in the safety management systems (SMSs) of Eurotunnel and railway undertakings authorised for the Channel Tunnel. Eurotunnel's safety authorisation was renewed on 6 April 2014. In 2014, the IGC introduced a supervision strategy to focus on the effectiveness of SMSs being operated by Channel Tunnel businesses, by:

- checking that Channel Tunnel businesses have sufficient understanding of the risks, and safety management capability to control those risks. This will be achieved by assessing written submissions for a safety authorisation from the Infrastructure Manager for the Tunnel; and for safety certificates from any railway undertaking operating in the Tunnel; and any submissions for significant changes and regular reviews.
- checking that Channel Tunnel businesses are operating the safety management systems that they have described in their authorisations or certificates, and that they have proper day-to-day management control of risks.

22. The following supervision methods were used during 2014:

- inspections of both Eurotunnel and railway undertakings (a list of topics covered is below);
 - industry reporting – regular reports from Eurotunnel such as the daily Operations Duty Manager report; monthly summaries of safety events; Safety Committee Minutes; Operating Performance reports;
 - information gained from the investigation of accidents and incidents;

- audit reports (both internal and external);
- ad-hoc meetings between Eurotunnel and Safety Authority experts;
- meetings with railway undertakings;
- information from Eurotunnel concerning interfaces with railway undertakings.

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

23. Inspections over the course of the year gave rise to the following recommendations which were formally communicated to Eurotunnel (and where appropriate to the railway undertakings) by the CTSA:

- that assessments regarding the classification of changes are tracked in order that all criteria have been considered in line with Eurotunnel change management guidelines;
- that risk analyses are implemented on a systematic basis, in line with Eurotunnel guidelines;
- that Eurotunnel defines its risk assessment and appraisal system in accordance with Regulation 352/2009/EC, particularly in regard of operational and organisational changes
- that Eurotunnel individual training files are updated;
- that Eurotunnel's control centre technical support team be reminded of the strict administrative requirements that they must follow; and
- better management of internal Eurotunnel safety directorate analysis reports: by standardising referencing; and setting up and monitoring of follow-up plans for resulting recommendations.

24. All inspection recommendations were added to a consolidated log to enable the CTSA to monitor and review with Eurotunnel its progress in taking suitable action in response to them.

2. Description of the coverage of the legal aspects within the annual reports from the railway undertakings and the infrastructure managers – availability of the annual reports before 30 June [according to Article 9(4) of the Railway Safety Directive]

25. The infrastructure manager and railway undertakings reported on their activities in accordance with the requirements of Article 9(4) and Annex I of the Railway Safety Directive.

3. Inspections

26. Planned inspection activity continued to be based on areas identified by the CTSA's experts during their analysis of SMSs of Eurotunnel and railway undertakings.

However, inspection plans retained sufficient flexibility to respond to areas which emerged from Channel Tunnel activities during the course of the year.

27. In total, five inspections were undertaken by CTSA experts on the following topics:

- Eurotunnel's management of change;
- Eurotunnel's monitoring of the expertise of RTM operators;
- Eurotunnel's management of rare events during rail traffic operation; and
- Eurotunnel's management of carbon monoxide during its re-railing programme.

4. Audits

28. During 2014, Eurotunnel undertook 35 internal audits while the three railway undertakings undertook 7 internal audits in total on such topics as operational training and strategic safety.

29. On behalf of the IGC, the French NSA, EPSF, undertook an audit of the Eurotunnel's management of subcontractors.

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

30. Overall the inspection programme for 2014 and other monitoring and supervision activities undertaken during the course of the year provided sufficient evidence to conclude that, while there was a continuing need for vigilance, the operation of the Fixed Link continued to be acceptably safe – no significant corrective measures were implemented.

H. Reporting on the application of the Common Safety Method (CSM) on risk evaluation and assessment

31. Railway undertakings experienced changes in 2014 that they assessed according to the significance criteria, and found them to be non-significant; the CSM therefore was not used in 2014.

I - IGC Conclusions on Year 2014 – Priorities

32. The Channel Tunnel railway is of immense importance, carrying over twenty million road and rail passengers between Britain and France each year and connecting Britain to the high speed rail network of the European mainland. As a >50 kilometre long undersea tunnel, its operation poses specific safety risks, in particular the dangers involved if there is a fire or if passengers are trapped in the tunnel for long periods due to train breakdown. It is therefore right that close attention continues to be paid to the safety regulation of the Fixed Link.

33. Priority issues of concern into the future include:

- the clear publication and notification of all technical rules for the tunnel infrastructure so that their alignment with the safety and interoperability directives in force can be demonstrated;
- continued application to the Channel Tunnel of new and existing European law, including requirements relating to safety, interoperability and cross-acceptance;
- consideration of new approaches to in-Tunnel evacuation strategy, supported by the findings of a research study that will report in 2015, in order to develop the best available scientific evidence and technical expertise;
- the consideration of applications to authorise new passenger and freight rolling stock to run through the tunnel and the timely evaluation of applications for the certification of railway undertakings proposing to run new services through the tunnel;
- continuous improvement of IGC's approach to certification and authorisation tasks; and
- preparation to deal with serious safety and security incidents, including through the annual rehearsal of the binational emergency plan, which provides the framework for the co-operation of the emergency response organisations of both countries in the event of an accident or incident in the tunnel.

J - Sources of Information

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

- Eurotunnel Annual Report on Health and Safety for 2014
- Europorte Channel's Annual Safety Report for 2014
- Eurostar Annual Safety Report for 2014
- DB Schenker Annual Safety Report for 2014

K - Annexes

Annex A: Railway Structure Information

Annex B: IGC Structure and Relationships

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

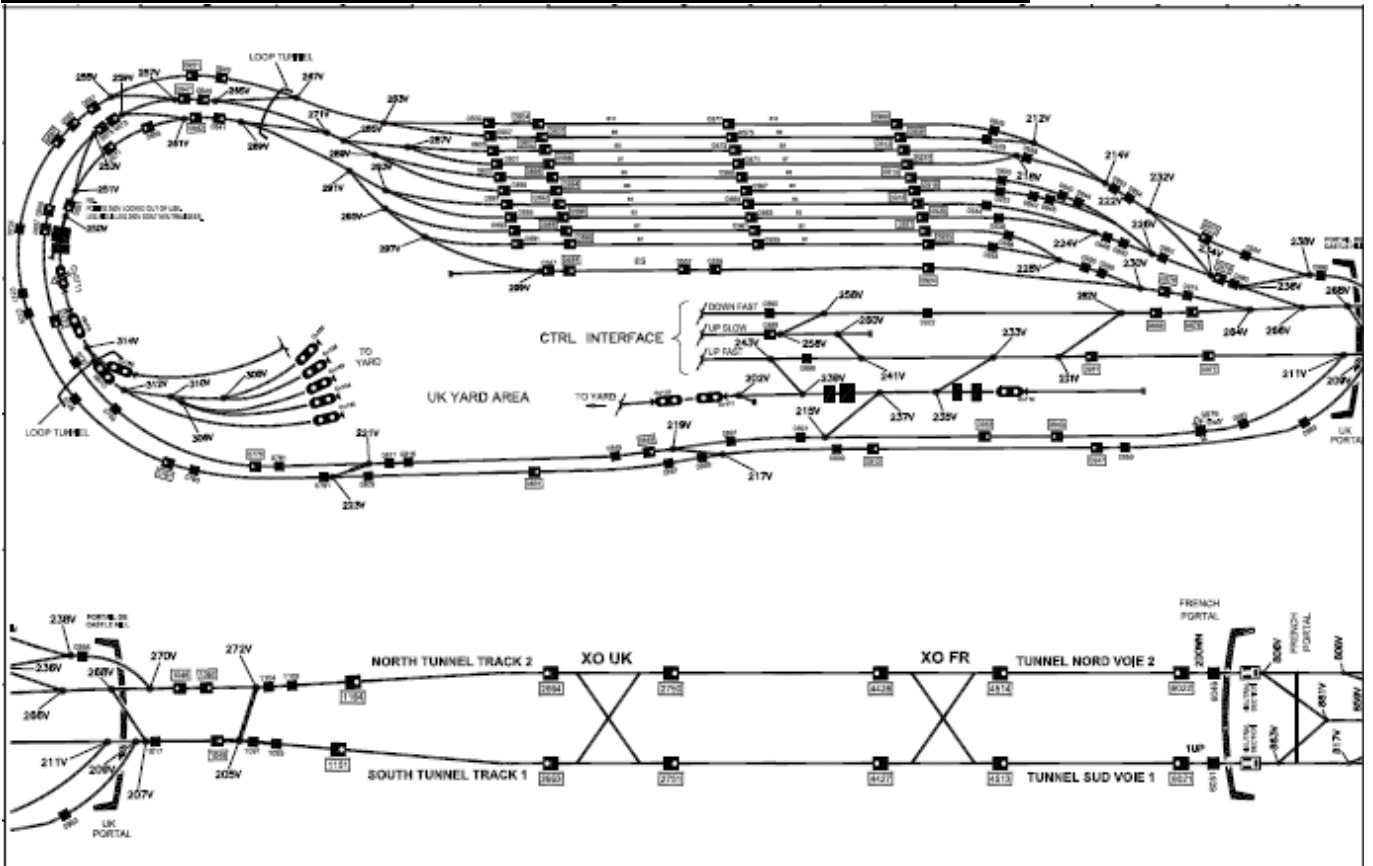
Annex D: Important changes in legislation and regulation

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

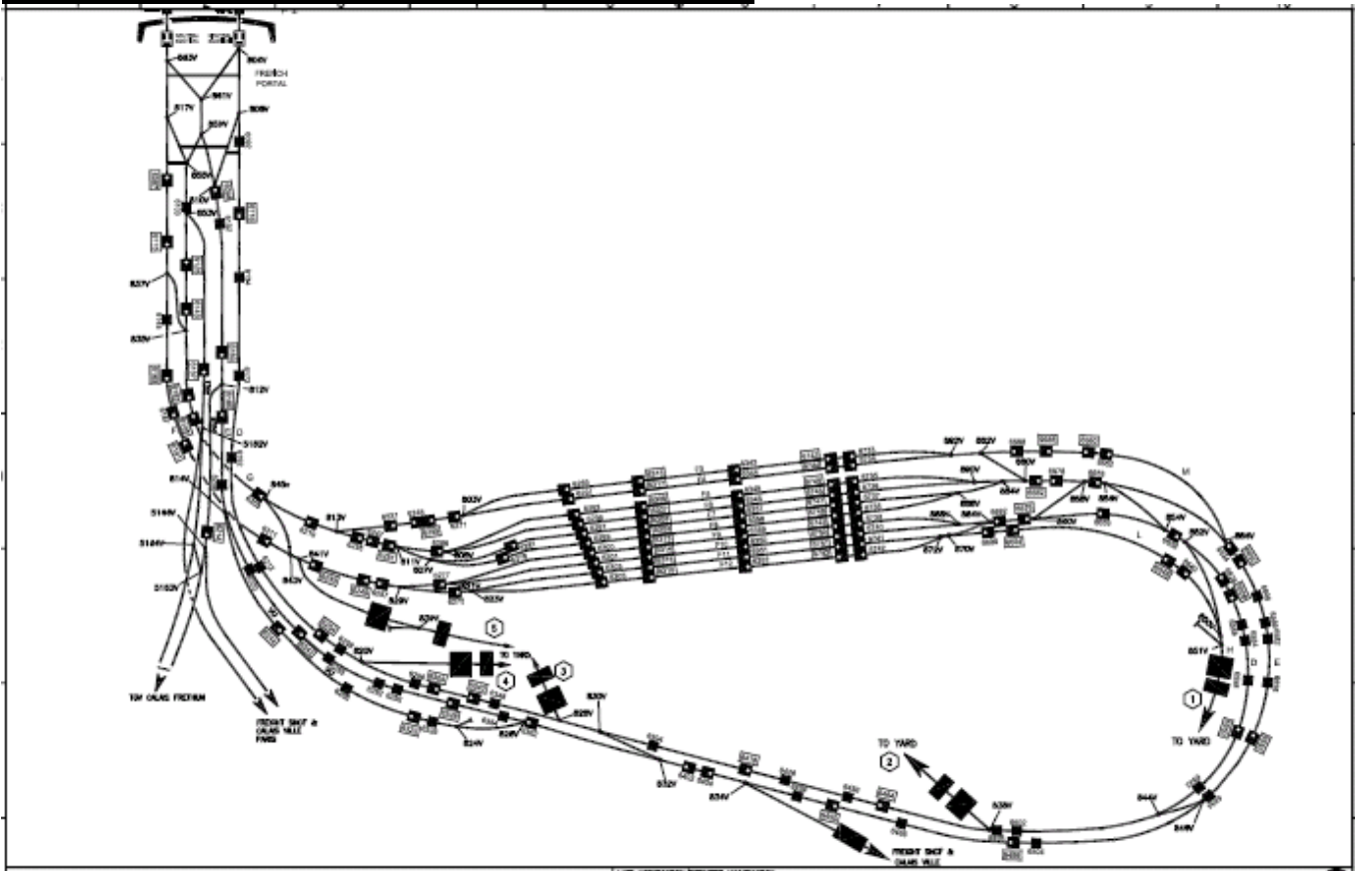
ANNEX A: Railway Structure Information

A.1. Network map

Network Map Showing Layout of UK Terminal and Running Tunnels



Network Map Showing Layout of French Terminal



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

Name: Eurotunnel

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

Website: www.eurotunnel.com

Network Statement Link:

<http://www.eurotunnelfreight.com/uploadedFiles/freight/2013-Network-Statement.pdf>

Start Date of Commercial Activity: May 1994

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

Track Gauge: UIC

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

Voltages: 25,000 volts alternating current

Total Double/Single Length Track: 100% double track

Total Track Length – High Speed Line: 108 km

Automatic Train Protection Equipment Used: TVM 430

Number of Level Crossings: None on main tracks

Number of Signals: 655

A.3 Information about the Railway Undertakings

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

Name: DB Schenker Rail (UK) Ltd

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

Website: www.rail.dbschenker.co.uk

Name: Eurostar International Ltd

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

Website: www.eurostar.com

Name: Europorte Channel

Address: Tour de Lille
60 Bd de Turin
Euralille
59777 Lille
France

Website: www.europorte.com

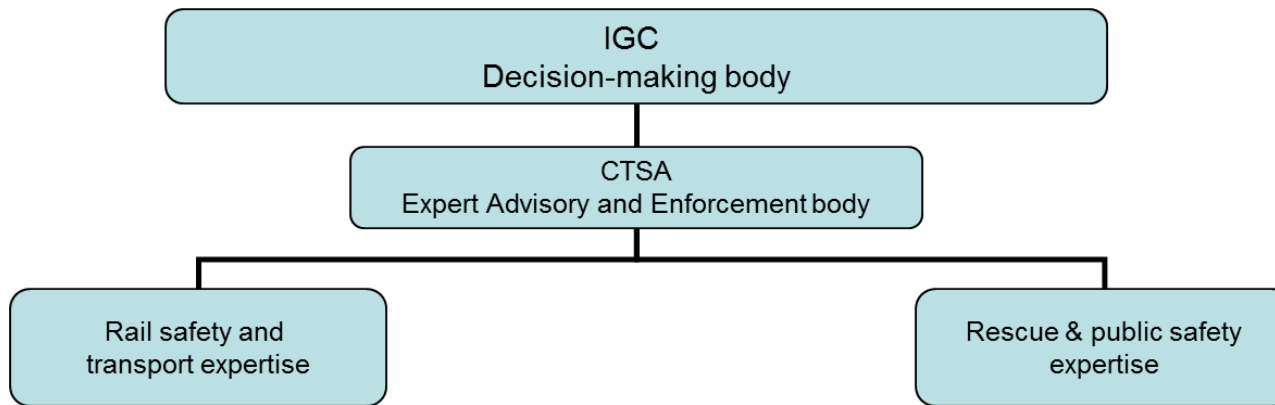
Name: GB Railfreight

Address: 3rd Floor
55 Old Broad Street

London
EC2M 1RX

Website: www.gbrailfreight.com

ANNEX B: IGC STRUCTURE AND RELATIONSHIPS



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

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

ANNEX C: DATA ON COMMON SAFETY INDICATORS

Data on Common Safety Indicators for 2014 is shown in a separate "Excel" file.

ANNEX D: Important changes in legislation and regulation

	Legal reference	Date legislation comes into force	Reason for introduction (Additionally specify new law or amendment to existing legislation)	Description
General national railway safety legislation	Legislation concerning the national safety authority	NONE	N/A	N/A
Legislation concerning the national safety authority	NONE	N/A	N/A	N/A
Legislation concerning notified bodies, assessors, third parties bodies for registration, examination, etc.	NONE	N/A	N/A	N/A
National rules concerning railway safety				
Rules concerning national safety targets and methods	NONE	N/A	N/A	N/A
Rules concerning requirements on safety management systems and safety certification of Railway Undertakings	NONE	N/A	N/A	N/A
Rules concerning requirements on safety management systems and Safety Authorisation of Infrastructure Managers	NONE	N/A	N/A	N/A
Rules concerning requirements for wagon keepers	NONE	N/A	N/A	N/A
Rules concerning requirements for maintenance workshops	NONE	N/A	N/A	N/A
Rules concerning requirements for the authorisation of placing in service and maintenance of new and substantially altered rolling stock, including rules for exchange of rolling stock between Railway Undertakings, registration systems and requirements on testing procedures	NONE	N/A	N/A	N/A
Common operating rules of the railway network, including rules relating to the signalling and traffic procedures	NONE	N/A	N/A	N/A

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

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

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

A. To ensure the information on ERADIS is current in place, please supply numbers of existing certificates in ERADIS which were valid at the end of the reporting year	Total number of certificates	Number of certificates Part A in ERADIS	
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 "			
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 2014	0	0	

C. To ensure the information on ERADIS is current in place, please supply numbers of existing certificates in ERADIS which were valid at the end of the reporting year	Total number of certificates	Number of certificates Part B in ERADIS	
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 "			
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 2014	0	0	
	Number of certificates Part B, for which the Part A has been issued in your Member-State	0	
	Number of certificates Part B, for which the part A has been issued in another Member-State	4	

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 2014		New certificates	0	0	0
		Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

Please provide input on applications for certificates Part B received in the current reporting year for new certificates or existing certificates which need to be renewed or updated/amended			A	R	P
E.1.4. Number of new applications for Safety Certificates Part B submitted by Railway Undertakings in year 2014	Where the Part A has been issued in your Member-State	New certificates	0	0	0
		Updated/amended certificates	0	0	0
		renewed certificates	0	0	0
	Where the Part	New certificates	1	0	0

	A has been issued in another Member-State	Updated/amended certificates	0	0	0
		Renewed certificates	0	0	0

A = Accepted application, certificate is already issued

R = Rejected applications, no certificate was issued

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

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

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

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

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 2014	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 2014	New authorisations	0	0	0
	Updated/amended authorisations	0	0	0
	Renewed authorisations	1	0	0

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

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

		New	Updated /amended	Renewed
The average time after receiving of the application with the required information and the final delivery of a Safety Certificate Part A in year 2014 for Railway Undertakings		n/a	n/a	n/a

E.4. Procedural aspects – Safety Certificates part B

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Certificate Part B in year 2013 for RUs	Where the part A has been issued in your Member-State	n/a	n/a	n/a
	Where the part A has been issued in another Member-State	115 days	n/a	n/a

E.5. Procedural aspects – Safety Authorisations

		New	Updated /amended	Renewed
The average time after receiving the application with the required information and the final delivery of a Safety Authorisation in year 2014 for IMs		n/a	n/a	116 days