

**Court of Audit**  
**Report to the Federal Parliament**  
**Rail security – Court of Audit’s contribution to the parliamentary examination of the**  
**security conditions of the rail in Belgium (summary)**

On 25 February 2010, the House of Representatives created a special committee charged with examining the security conditions of the rail in Belgium after the terrible train accident in Buizingen.

The president of this committee asked the Court of Audit to submit him the studies it had already carried out concerning the former SNCB/NMBS or the SNCB/NMBS group and to consider an audit of the aspects of the investment policy of these companies that it would not have dealt with yet.

Following this request, the Court of Audit decided to contribute to the parliamentary study of the security conditions of the rail by means of an information report drawn up on the basis of documents and information to which it has access according to its audit powers.

Chapter 1 presents the railway security framework in a European context. In particular it specifies the role of the national security authority and of the independent investigation body and includes an evaluation of the Belgian situation taking into consideration the European security objectives.

Chapter 2 specifies the European rules concerning interworking, which is a necessary condition for the creation of a railway transport internal market. In this chapter, the Court of Audit raises questions relating to the statute of the TBL1+ system and the impact of its installation on the railway security.

Chapter 3 deals with the management of the investment projects in the GSM-R and ETCS systems, which are essential components of an automatic train protection on the European network. The chronology of the decisions, the schedules and the budgets allocated to these projects are specified in this chapter.

Chapter 4 examines how the railway security is taken into consideration in the law relating to the autonomous public companies and in the successive management contracts between the State and the former SNCB and then the companies of the SNCB group.