

8th RID Standing Working Group – Utrecht – 20-24 November 2017

ITEM 7: Information from the European Union Agency for Railways

Introduction

Following a request of the European Commission (see CE/2009/INF. 10) at the 47th session of the RID Committee of Experts, it was decided (see report OTIF/RID/CE/2009-A, paragraph 110) to add a permanent item “Information from the Agency” in RID sessions’ agenda. The Agency was invited by OTIF to continue providing information in the framework of the RID Committee of Experts’ standing working group.

Hereinafter, the Agency reports information which has the potential to facilitate the coordination of tasks performed at EU and RID Committee of Experts levels. The selected information points are the following:

- Revised ECM certificate format concerning TDG vehicles
- Derailment prevention and detection
- Roadmap on risk management in the context of Inland Transport of Dangerous Goods
- Common Occurrence Reporting
- Safety Alerts IT Tool
- List of TDG accidents notified to ERA
- New texts concerning EU railways legislation

Information points

Revised ECM certificate format concerning TDG vehicles

Concerning the extension/revision of [Regulation \(EU\) 445/2011](#) and during the first working party in May 2017, the Agency presented the recommendation 2.2 of the technical committee cooperation on ECM certification related to the distinction to be made between a tank wagon for DG and other types of wagons containing DG in the certificate.

The majority position of RID Committee experts was also presented: “There is no further need for a distinction between DG tank-wagon and other specialized wagons carrying DG in the ECM certificate”.

This position has been taken into account by the working party and the new certificates proposal will include only one tick box “*Covers wagons specialised in transport of dangerous goods: YES/NO*” for specifying the dangerous goods application scope.

Derailment prevention and detection

Guidelines

The 1st version of the ERA Guidelines concerning the use of derailment detectors was presented for information at the 7th session of RID Committee of Experts Standing Working Group. ERA explained that the Guidelines reflected, in simple terms, the applicable legal requirements for the safe and interoperable use of detectors.

Some delegations requested the possibility to comment the Guidelines. ERA opened the consultation from 16/12/2016 until 06/02/2017 to National Safety Authorities and the Network of the Representative Bodies and informed OTIF on the 13/12/2016. OTIF forwarded the information concerning the consultation to the representatives of the RID Standing Group Experts on the 20/01/2017 when publishing the final minutes of the 7th RID STD WG session.

ERA took into account all comments received, even after the announced deadline, and processed 58 comments from the following parties:

(TDG) Competent authorities: DE, CH
National Safety Authorities: DE, FR, IT, FI, SE
International organisation: OTIF
Sector associations: EIM, ERFA, AFW
National institute: RIVM (NL)

ERA provided detailed answers to the comments and made some amendments (mainly clarifications) in the final guidelines, clearly visible in track change mode. The detailed answers to the comments, as well as the final guidelines as amended with track changes were published on ERA’s website on 02 August 2017 and are available here:

<http://www.era.europa.eu/Document-Register/Pages/Guidelines-on-derailment-detection-Transport-of-Dangerous-Goods.aspx>

Development of technical specifications

The European Commission asked the Agency to give priority to the development of specifications that are absolutely necessary before 2020 for the smooth implementation of the 4th Railway Package. As a result, the Agency was asked to start with the development of specifications for the derailment prevention and mitigation in 2020.

Roadmap on risk management in the context of Inland Transport of Dangerous Goods

Since the last reporting from the Agency to the RID experts the ninth, tenth and eleventh workshops took place.

Interested delegates may access detailed relevant information on the progress made with the following documents presented at the autumn session of the UNECE/OTIF Joint Meeting of RID/ADR/ADN experts:

- Overview of the future framework of guides on the risk management in the context of road, railways and inland waterways Transport of Dangerous Goods (**September 2017/INF.7**, [PDF](#)),
- Overview of the future framework of guides on Inland TDG Risk management (2017-INF.7) (**September 2017/INF.45**, [PDF](#)),
- Second phase of the TDG Roadmap (**September 2017/INF.6**, [PDF](#))

The Agency is now finalising the edition of the first version of the framework of guides on the management of risks for Inland transport of dangerous goods. It is foreseen to publish the framework in 2018.

Following the publication of the guides, a second phase of the TDG roadmap will be launched. The activities of the second phase will start in 2018 to assist the users of the guides and to disseminate information.

A group of expert users will also be created to develop examples of the use of the guides, to organise the analysis of the users' feedbacks and the preparation of future revisions of the guides. This group should also be involved in the preparation of specifications for a future dedicated risk estimation web application assisting users in the implementation of the guides.

Common Occurrence Reporting (COR)

The Agency started to work on the Common occurrence reporting project in 2015. So far, the following results were achieved regarding COR Safety Management Data:

- [5 papers on different future COR system topics](#)
- [3 workshops with stakeholders](#)
- [5 consultations with stakeholders](#)

All related documents regarding the COR project are available on the Agency's extranet: <https://extranet.era.europa.eu/safety/COR/SitePages/Home.aspx>. Interested delegates are kindly invited to ask for access to this extranet workspace via COR@era.europa.eu.

This work provided a solid basis for establishing a draft proposal for a COR System, including its impact assessment. Corresponding documents will be published for official consultation of stakeholders (3 months) and a dedicated workshop will be held by the Agency on 10-11th of January 2018, in Valenciennes.

The above results should be the starting point for the development of a CSM on Common Occurrence Reporting.

Future development of the COR system will also be designed to support further the implementation of the framework of guides on the management of risks for the Inland Transport of Dangerous Goods and relevant actions may be coordinated with the UNECE/OTIF Joint Meeting on RID/ADR/ADN.

Safety Alerts IT Tool (SAIT)

After one year of implementation, the Safety Alerts IT tool (SAIT) has started to be used by European railway stakeholders. To date, 150 users have subscribed to the SAIT and 8 alerts have been reported through the tool. One of this alert was also subject to a Joint Network Secretariat (JNS) urgent procedure.

In order to solve some issues raised by some stakeholders and that are likely to undermine the overall use of the tool by operational actors, a first workshop with stakeholders (sector organisations and authorities) was held on 19th October 2017, in Valenciennes. As a result, it was agreed to set up a user group by beginning 2018 to define the potential changes to be made to the tool and to the safety alert process in general, in particular to consider opening of the tool to the authorities and better linkage with the Joint Network Secretariat procedures.

Communication actions by the Agency are still on-going on SAIT in order to promote the use of the tool.

List of accidents notified to ERA

In accordance with article 19.1 of the Railway Safety Directive (RSD) the National Investigation Bodies (NIBs) are required to notify the Agency each serious accident, to carry out investigation and to provide the Agency with an investigation report normally within one year. In accordance with article 19.2 of RSD the NIBs may also decide to investigate other railway accidents or incidents of particular interest.

All investigation notifications and reports submitted by the NIBs to the Agency are publically available in the ERAIL database: <http://erail.era.europa.eu/investigations.aspx>

From 1 November 2016 until 30 September 2017 the NIBs have sent to the Agency:

- 222 investigation notifications and
- 200 investigation reports

These notifications and reports concerned accidents and incidents occurred from 2007 onwards.

By 30 September 2017, the European Union Agency for Railways has received in total 50 notifications or reports where dangerous goods or tank wagons were involved; four of these events occurred in the above mentioned period.

Date	Country	Type of event, Location	Link in ERAIL
10/12/2016	Bulgaria	Train derailment, Hiltrino Station	BG-5208
09/02/2017	Bulgaria	Train derailment, Komunari - Dalgopol rail section	BG-5251
13/03/2017	France	Train derailment, Solaize, marshaling yard	FR-5283
13/09/2017	Hungary	Train derailment, Vép Station	HU-5429

New texts concerning EU railways legislation (non-exhaustive)

In 2017, the Railway Interoperability and Safety Committee (RISC) has given positive vote to:

- Commission Implementing Regulation establishing practical arrangements for issuing single safety certificates to railway undertakings;
- Commission Implementing Regulation establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation.

This month, the Commission has completed the public consultation of the following texts:

- Commission Delegated Regulation establishing common safety methods on safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010;
- Commission Delegated Regulation establishing common safety methods for supervision by national safety authorities after the issue of a single safety certificate or a safety authorisation pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 1077/2012.

Published in the Official Journal of the European Union:

- Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability.

Conclusion

The above information has been prepared by the Agency in regards to the potential links between the development of EU railway laws and provisions on Transport of Dangerous Goods. Delegates are kindly invited to suggest future topics of interest to be considered by the Agency.
