

6. The main elements of this second phase are as follows;
 - The preparation of dedicated public webpages on the Inland TDG risk management framework,
 - The setting up of the Expert Users and Development Group for the facilitation of the framework usage and for its continuous improvement, including
 - The organisation of dissemination workshops to inform potential users of the guides.
7. The next events of the TDG Roadmap will be the following:
 - 1st Dissemination workshop, 10th July 2018, Luxembourg,
 - 2nd Expert Users and Development Group, 11-12 July 2018, Luxembourg,
 - 2nd Dissemination workshop, October 2018 (date to be confirmed), Madrid, Spain.
8. For more details on these events please consult the ERA Extranet on the TDG Roadmap. If necessary, please request access to the ERA extranet by sending an email to TDG@era.europa.eu.

Fixed brakes with LL Blocks – Joint Network Secretariat Normal Procedure Task Force

9. The Dutch Human Environment and Transport Inspectorate reported an occurrence to ERA involving a train carrying dangerous goods that took place in the Netherlands on 27 May 2016.
10. According to the report, the train carrying LPG had a fixed brake. The temperature of the wheels and brake blocks on one wagon was such that all the brake blocks on this wagon were burnt and the tread of the wheels was also deformed, which created a serious risk of derailment. Fire hazards to the wheels of the wagon in question were also reported.
11. The Dutch Inspectorate requested the Joint Network Secretariat (JNS) Panel (composed of representatives of NSA DE, NSA SI, CER and EIM) to create a Task Force in order to analyse the reported occurrence and to propose measures to avoid this and other similar occurrences that have taken place in other Member States of the European Union.
12. The JNS Panel decided to establish a Task Force to tackle the issue of fixed brakes with LL Blocks. The first meeting of the Joint Network Secretariat Normal Procedure Task Force (JNS NP TF) is expected to take place at CER's premises in Brussels in Belgium on 30 May 2018. More meetings of the Task Force will be organised in 2018.
13. Even if this occurrence is not specific to the transport of dangerous goods, if you wish to contribute to the work of the Task Force or if you require more information, please contact the Secretariat at JNS@era.europa.eu. Participation in the Task Force requires expertise in wagon braking systems and LL blocks.

List of accidents notified to ERA

14. In accordance with article 19.1 of the Railway Safety Directive (RSD) the National Investigation Bodies (NIBs) are required to notify the Agency of each serious accident, to carry out an 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.
15. All investigation notifications and reports submitted by the NIBs to the Agency are publicly available in the ERAIL database: <http://erail.era.europa.eu/investigations.aspx>. These notifications and reports concern accidents and incidents that have occurred from 2007 onwards.

16. Between 1 October 2017 and 30 April 2018 the NIBs sent the Agency:

- 121 investigation notifications of which
- 6 were final investigation reports.

17. Up to 30 April 2018, the European Union Agency for Railways had received a total of 50 notifications or reports where dangerous goods or tank-wagons were involved. In the review period, two such events occurred. These are shown in the table below.

Date	Country	Type of event, Location	Link in ERAIL
30/10/2017	United Kingdom	Broken wheels on train carrying petroleum products, approach to Llangyfelach tunnel, near Ferryside	UK-5507
01/02/2018	Romania	Train derailment between Valea Alba – Drobeta Tr. Severin Marfuri	RO-5586

New texts concerning EU railways legislation (non-exhaustive)

18. Between October 2017 and April 2018, the Railway Interoperability and Safety Committee (RISC) gave a positive opinion on the

- Draft Commission Implementing Act on practical arrangements for vehicle authorisation
- Draft Commission Implementing Act on fees and charges
- Draft Commission Implementing Act on rules of procedure of Board of Appeal
- Draft Commission Implementing Act on amendment of TAF TSI: technical update to baseline 2.2

Conclusion

19. The above information has been prepared by the Agency in view of the potential links between the development of EU railway law and provisions on the transport of dangerous goods. Delegates are kindly invited to suggest future topics of interest to be considered by the Agency.
