



**INF. 6**

19 November 2020

(English only)

**RID:** 12<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Video-conference, 24 to 26 November 2020)

**Subject:** Information from the European Union Agency for Railways

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## Introduction

1. Following a request from the European Commission (see CE/2009/INF.10) at the 47<sup>th</sup> 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 ERA" to the agenda of meetings dealing with RID. ERA was invited by OTIF to continue providing information in the framework of the RID Committee of Experts' standing working group.
2. Hereinafter, ERA 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:
  - Common Safety Methods for assessing the Safety Level and the Safety Performance of railway operators at national and EU level (CSM ASLP) – interface with RID TDG occurrence reporting
  - Progress of the work done on derailment prevention and detection functions (TSI Wagon)
  - Application guide for the TSI Wagon (application of RID 6.8.2.1.2)
  - List of TDG accidents notified to ERA
  - New texts concerning EU railway legislation

## Information points

### ***CSM ASLP – Interface with TDG occurrence reporting***

3. Following the presentation of the 2<sup>nd</sup> draft of the draft CSM ASLP at the 3<sup>rd</sup> meeting of the Joint Coordinating Group of Experts, the dedicated CSM ASLP working party established by ERA continued the development work.

4. ERA's draft recommendation on the CSM ASLP will be issued for formal consultation of the social partners on 17 December 2020. Comments will be collected by ERA until 17 March 2020.
5. Concerning the interfaces with the RID requirements for reporting TDG occurrences and in particular the work currently undertaken by the UNECE Joint Meeting working group on the improvement of TDG accident reporting, the CSM ASLP will notably recommend establishing the following elements:
  - Simple reporting requesting operators involved (IM and RU) to notify, within 72h, that an occurrence under the applicable scope of the CSM has occurred, including information on the type of railway accident/incident, the occurrence date, time and location;
  - Detailed reporting requesting operators involved (IM and RU) to report, within 2 months, to provide detailed information on the context of the occurrence as well as the consequences (victims and damage) resulting from the occurrence;
  - Reporting of the occurrence scenario describing the chain of events, including the causal and systemic factors, as well as the description of the risk control measures which failed, leading to the occurrence of the reported accident/incident.
6. The above reporting has been developed in such a way as to be fully consistent and clearly interfaced with the reporting required in RID.
7. As a result of the proposed CSM ASLP, operators, authorities (including TDG CA) and ERA will be entitled to access relevant information allowing them to exercise their roles and responsibilities, in accordance with applicable EU legislation, and notably to access relevant information on:
  - Single occurrence,
  - Statistical averages and patterns concerning accidents/incidents,
  - Identification of risk control measures and their effectiveness.
8. The CSM ASLP will introduce the applicable rules for sharing the above data and information between operators, authorities, ERA and other relevant entities, in accordance with the applicable legislation on the protection of personal data and specific interest data. The CSM ASLP is also recommending the establishment of an Information Sharing System to support well-controlled sharing of data and information between the actors concerned.
9. Finally, the CSM ASLP will establish a 'Group of Analysts', whose role will be to propose safety-related improvements to the EU rail system, based on the analysis of the data and information shared.
10. Any further clarification on the above may be requested at the functional e-mail address: [csm-aslp@era.europa.eu](mailto:csm-aslp@era.europa.eu).

***Progress of the work done on derailment prevention and detection functions***

11. Following the European Commission's request to revise the TSIs set out in the Digital rail and Green freight TSI revision package (2022 revision) and Commission Delegated Decision (EU) 2017/1474 of 8 June 2017, ERA set up a Working party with several Topical Working Groups in order to revise concrete aspects of all TSIs.
12. One of the Topical Working Groups (TWG) is dedicated to derailment prevention and detection function. This TWG will issue its final report and proposals to amend the relevant TSI revisions by September 2021. This TWG met three times: 23 June 2020, 2 September 2020 and 12 November 2020.

13. The main outcomes of the discussions are summarised below:

- Optional functional requirements will be included in the WAG TSI (new point 4.2.3.5.3 Derailment detection and prevention function). The TWG has already prepared a draft of this new point of the TSI WAG, which consists of three optional sets of requirements for the following different functions:
  - Derailment prevention function (DPF),
  - Derailment detection function (DDF),
  - Derailment detection and actuation function (DDAF);
- One of this set of requirements (DDAF) will be accompanied by the request to implement a risk assessment in accordance with the Common Safety Methods (Regulation 402/2013);
- Additional clauses of the TSI WAG will be reviewed in the next TWG meetings (e.g. the clauses concerning basic design characteristics and route compatibility);
- Impacts on the OPE TSI and TAF TSI also need to be considered further. A preliminary analysis suggests that it might be an interface when the driver acts following an alarm generated by a DPF or DDF function;
- Some S2R activities might have an impact on the development of the DPF and DDF requirements, such as the Digital Automatic Coupling (DAC4EU project), which is seen as a possible enabler for these functions.

Further information on the developed TSI texts will be made available at the next JCGE.

***Application guide for the TSI Wagon (application of RID 6.8.2.1.2)***

14. Following the discussion at the 3<sup>rd</sup> JCGE meeting on the footnote to RID 6.8.2.1.2, ERA is implementing the proposed revision of the application guide for the TSI Wagon, which should be available by the end of November 2020.
15. In practice, this means that this guide should include the following in section 4.2.2.2 ‘Strength of Unit’:

*“For tank wagons which fall under the scope of point 6.8.2.1.2 of RID<sup>footnote</sup>, the following is to be taken into account in the load cases to assess the strength of the wagon:*

- (1) The maximum working pressure of the tank has been superimposed on the load cases*
- (2) The operating temperature range of the shell, and*
- (3) The minimum wall thickness of the shell in accordance to RID 6.8.2.1 and 6.2.8.6*

*Footnote Regulations concerning the International Carriage of Dangerous Goods. These regulations are mandated in Annex II of Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods.”*

***List of accidents notified to ERA***

16. In accordance with article 19.1 of the Railway Safety Directive (RSD) the National Investigation Bodies (NIBs) are required to notify ERA of each serious accident, to carry out an investigation and to provide ERA 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.
17. All investigation notifications and reports submitted by the NIBs to ERA 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.
18. Up to 15 November 2020, the European Union Agency for Railways had received one notification in the ERAIL database of an investigation into an accident that occurred in 2020, not yet publically released by the NIB, where dangerous goods tank-wagons or the substance(s) being carried were involved.

***New texts concerning EU railway legislation (non-exhaustive)***

19. ERA has not identified any new legal texts that would be specifically relevant to the RID Committee of Experts' standing working group.

**Conclusion**

20. The above information has been prepared by ERA with a view to 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 ERA.
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