



Organisation intergouvernementale pour les transports internationaux ferroviaires  
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr  
Intergovernmental Organisation for International Carriage by Rail

**INF. 2**

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(English only)

**RID:** 17<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Berne, 22 May 2024)

**Subject:** Information from the European Union Agency for Railways (ERA)

**Information transmitted by the European Union Agency for Railways (ERA)**

## Introduction

1. Following a request of the European Commission (see OTIF/RID/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" in RID sessions' agenda. 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:
  - Multimodal improvement of TDG occurrence reporting
  - Alignment of RID TDG occurrence reporting with CSM ASLP
  - Progress on the preparation of the Information Sharing System (ISS)
  - Development of specifications (TSI) for spark arrestors
  - List of TDG accidents notified to ERA
  - New texts concerning EU railways legislation

## Information points

### ***Multimodal improvement of TDG occurrence reporting***

3. ERA would like to reiterate its full support to the proposal from France concerning the multimodal improvement of TDG occurrence reporting.
4. ERA regrets that this proposal did not receive a better support at the spring session of the Joint Meeting as the proposal from France is reflecting the discussions and agreements in the dedicated working group fully respecting the agreed terms of reference.
5. Some questions raised during the spring session of the Joint Meeting to oppose the proposal seems not taking into account the very detailed work carried out by the working group and the answers that were provided in the course of the proposal development, being also partly out of the scope established by the agreed terms of reference.
6. Concerning the TDG specific part independent from EU railway legislation, the proposal would allow the TDG experts, for each mode, a better monitoring of the efficiency of the protective measures in the scope of RID/ADR/ADN. However, the weak support of TDG experts for improving information on this part as well is somehow worrying for the future of TDG safety, as without good information on the behaviour of TDG containments in case of accidents, the prevention of loss re-occurrence or loss mitigation of similar events is highly uncertain.
7. Therefore, even if the proposal would only be adopted for the TDG specific part, it would already be a significant improvement.

### ***Alignment of RID TDG occurrence reporting with the future CSM ASLP regulation***

8. The multimodal proposal from France is fully consistent with the draft CSM ASLP regulation.
9. This means that, if adopted, when railway operators would report a TDG occurrence in accordance with the CSM ASLP they could directly re-use the railway general part of the report, that is not specific to TDG, for a reporting also in accordance with RID.
10. In case the multimodal improvement proposal would not be adopted, it would not compromise the implementation of the CSM ASLP. In such case, the part of the RID reporting requirement concerning the description of the railway accident type and causes would become obsolete for EU-MS, as more detailed and directly accessible information will be offered to EU TDG Competent Authorities by the future CSM ASLP implementation and the related Information Sharing System.

### ***Progress on the preparation of the Information Sharing System (ISS)***

11. ERA, in collaboration with the railway operators and authorities, is progressing toward the future implementation of an Information Sharing System to be applied on all safety-related data to be shared between railway actors.
12. Recently, ERA started practical tests, aiming at finalising the design of the future ISS workflows and data management. In relation with the reporting of TDG occurrence, the CSM ASLP required datasets are tested, including consistency checking with both the current RID and possible inclusion of TDG reporting improvements (see also previous points).
13. TDG experts may already consult the [ISS Ontology](#) published on ERA website.

14. ERA kindly invites the TDG Competent Authorities from the EU MS Contracting States to pre-register to the ISS and, if interested to [register as test volunteers](#) in the framework of the ISS Test Phase, including testing the possibility to record data in the future ISS via the connection of external systems.

### **Development of specifications (TSI) for spark arrestors**

#### Background

15. Following ERA Recommendation addressed to the European Commission on the transfer of vehicle requirements from RID to TSI WAG Appendix I, DG Move indicated that the corresponding amendments are now foreseen to be submitted to Member States in the Railway Interoperability and Safety Committee (RISC) for vote in February 2025.

#### Further developments

16. On 11 April 2024, following the result of the Joint Network Secretariat work on 'Consequences of unintended brake applications with LL blocks' ERA created a Change Request (CR) to amend the TSI Wagon in order to make the **spark arrestors** mandatory for certain types of freight wagons.
17. The final report of this JNS is available here: [JNS NP LL brake blocks Final report v2.0.pdf \(europa.eu\)](#).
18. ERA identified that this change request may induce an amendment of the newly drafted Appendix I, which contains the requirements to be fulfilled by some freight wagons intended for the transport of dangerous goods.
19. The Topical Working Group meetings associated to this change request is expected to start after validation of the change request in the Working Party of 2 July 2024.
20. For the moment, ERA would like to kindly ask the RID experts their opinion regarding potential consequential amendments which may be needed in RID section 7.2.4 for provision W 2 containing "... *Only wagons fitted with regulation sheet steel **spark-guards** shall be used for the carriage of substances and articles of divisions 1.1, 1.2, 1.3, 1.5 and 1.6, even when these substances and articles are loaded into large containers. For wagons fitted with a combustible floor, the sheet steel **spark-guards** shall not be fixed directly to the floor of the wagon.*"

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

21. In accordance with article 20.1 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 20.2 of RSD the NIBs may also decide to investigate other railway accidents or incidents of particular interest.
22. After the disconnection of ERAIL, all investigation notifications and reports submitted by the NIBs to ERA are now publicly available at this [link](#). These notifications and reports concern accidents and incidents that have occurred from 2007 onwards.
23. For occurrences within the period between 1 October 2023 and 24 April 2024 the NIBs sent to ERA:
  - 79 investigation notifications of opened investigation
  - 1 final investigation report.

24. Within that period the NIBs also sent a total of 74 final reports for accidents occurred in previous years.
25. During this period, ERA had received no notification and one final report for occurrences where dangerous goods or tank-wagons were involved. This is shown in the table hereinafter.

Date of occurrence	Country	Title	Occurrence short description (As reported to ERA)	ERAIL ID in the excel data-base
16/6/2021	France	Level crossing accident, 16-6-2021, Rumigny, France	"Collision between a freight train carrying dangerous goods and a semi-trailer of exceptional transport carrying a boat."	FR-10079

#### ***New texts concerning EU railways legislation (non-exhaustive)***

26. ERA has identified texts which may be relevant for the RID Committee of Experts' standing working group, as following:

##### **From 1/11/2023 until 15/04/2024**

- [Commission Implementing Regulation \(EU\) 2024/191 of 8 January 2024 correcting certain language versions of Regulation \(EU\) No 1303/2014 concerning the technical specification for interoperability relating to safety in railway tunnels of the rail system of the European Union](#)
- [Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union at the 58<sup>th</sup> session of the Committee of Experts for the Carriage of Dangerous Goods of the Intergovernmental Organisation for International Carriage by Rail as regards certain amendments to Appendix C to the Convention concerning International Carriage by rail](#)

#### **Conclusion**

27. The above information has been prepared by ERA regarding 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 ERA.