

INF. 6

13 November 2018

(English only)

**RID:** 10<sup>th</sup> Session of the RID Committee of Experts' standing working group  
(Krakow, 21 to 23 November 2018)

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

---

## Introduction

1. 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.
2. 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:
  - Guidelines for the practical arrangements on vehicle authorisation
  - Inland TDG Risk Management Framework (Roadmap phase II)
  - Tasks of the Joint Network Secretariat concerning occurrences with Wagon braking systems and Broken wheels
  - List of TDG accidents notified to ERA
  - New texts concerning EU railways legislation

## Information points

### ***Guidelines for the practical arrangements on vehicle authorisation***

3. These guidelines are describing and explaining the requirements set out in the [practical arrangements](#) (Commission Implementing Regulation (EU) 2018/545 of 4 April 2018) and include model templates for the authorising entities and applicants.
4. The guidelines will be made available in all the official languages in the first half of 2019. [Link to the guidelines in English version.](#)

## ***Inland TDG Risk Management Framework (Roadmap phase II)***

### Publication of the guides and webpages

5. As indicated in the previous information the following actions are on-going:
  - Edition of the framework guides by the Publications Office of the European Union,
  - Preparation of a DG MOVE webpage dedicated to the framework.
6. In addition, ERA published its new website in September 2018.
7. This site includes pages dedicated to Transport of Dangerous Goods activities. One page is dedicated to the Inland TDG risk management framework. The aim is to ease the access to relevant technical documents composing the framework. This part of the ERA website needs to be well-coordinated with the corresponding DG MOVE webpage under development.
8. Until the DG MOVE and ERA webpages are fully operational, requests to access technical documents or questions relating to the framework shall be addressed to [Inland-TDG@era.europa.eu](mailto:Inland-TDG@era.europa.eu).

### Dissemination workshops

9. Concerning the dissemination of the framework, two dissemination workshops have been organised, in Luxembourg (10 July 2018) and in Madrid (23 October 2018).
10. These two workshops hosted around 100 participants in total, covering all the categories of expected users of the framework. The workshops received a positive feedback from participants. A large number of participants requested access to the framework documents which were provided by ERA through its Extranet.
11. In 2019, the aim is to reach northern, eastern and southern regions of Europe to facilitate the access to the framework information to potential users. Interested delegations are kindly requested to approach the ERA representative in case they would like to host one of these workshops.

### Impact assessment of the Risk Management Platform

12. An important action has been completed with the help of EUDG members: the definition of the business needs and the impact assessment (IA) concerning the development of a Risk Management Platform (IT tool) aiming at assisting users in the implementation of the framework guides.
13. The result of the impact assessment clearly shows that a Risk Management Platform is highly recommended as it would solve the issue of non-comparability of risk estimations and would drastically facilitate the implementation of the framework without creating significant negative impacts to stakeholders. It also shows that the maintenance and operation of the platform might be easily covered with small fees charged to the users.
14. However, the Agency has no budget to start with the development of the platform, for the moment. In case stakeholders would be interested to contribute to the funding of the platform development, the Agency will be happy to examine the feasibility of potential collaborations.

### ***Tasks of the Joint Network Secretariat concerning occurrences with Wagon braking systems and Broken wheels***

15. ERA's role in line with the terms of reference of the Joint Network Secretariat (JNS) is to organise the meetings, chair them and provide administrative support. In case of need, please contact the Secretariat at [JNS@era.europa.eu](mailto:JNS@era.europa.eu).

#### Update on Wagon braking systems (inc. fixed brakes)

16. The Dutch Human Environment and Transport Inspectorate reported to ERA an occurrence involving a train carrying dangerous goods that took place in the Netherlands on 27 May 2016.
17. As this type of occurrence is not specific to the carriage of dangerous goods, 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 with a view to propose measures for this and other similar occurrences that took place in other Member States of the European Union.
18. The JNS Panel decided to establish the Task Force on Wagon braking systems 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) took place at CER premises in Brussels – Belgium on 30 May 2018.
19. The JNS concluded that additional information was required, for which a specific questionnaire was agreed and distributed by the Task Force. On 31<sup>st</sup> October 2018 the Agency has received two replies from UIP and CER that are currently being analysed by the Task Force.

#### Tasks of the JNS concerning Broken wheels

20. JNS urgent procedure task force on broken wheels was launched in 2017 on a request from NSA IT (based on a broken wheel detected in a freight train in Giulianova - Italy). A further case of a broken wheel was reported by NIB BE (derailment of a freight train in Athus - Belgium).
21. Three meetings of the urgent procedure task force were organised in 2017 with the outcome of short-term mitigation measures covering operation, wagon maintenance and off-vehicle wheelset maintenance. Around 50 similar cases of broken wheels (broken rim or web) in freight trains per approximately the last 10 years were collected in the framework of the urgent procedure task force's work (at European level, these cases were not sufficiently communicated - subsequently nobody had an overview before).
22. A normal procedure task force started in November 2017 to devise definitive measures, its timeframe is set for approximately 2 years. Four meetings of the normal procedure task force were organised so far with 2 additional meetings scheduled so far. The normal procedure task force during the last 2 meetings advertised some projects (Brake blocks - wheel interaction, Gap analysis composite brake blocks - wheel, European Standard Freight Wheel) to deepen the knowledge of the subject, for which it is seeking a financial backing.

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

23. 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.

24. 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.
25. Between 1 November 2017 and 31 October 2018 the NIBs sent the Agency:
- 212 investigation notifications of which
  - 33 were final investigation reports.
26. Up to 31 October 2018, the European Union Agency for Railways had received a total of 51 notifications or reports where dangerous goods or tank-wagons were involved. In the review period, four such events were notified. This is shown in the table below.

Date	Country	Type of event, Location	Link in ERAIL
30/10/2017	United Kingdom	Broken wheels on train carrying diesel fuel, approach to Llangyfelach tunnel, near Ferryside	<a href="#">UK-5507</a>
01/02/2018	Romania	Train derailment between Valea Alba and Drobeta Tr. Severin Marfuri	<a href="#">RO-5586</a>
07/04/2018	Finland	Train collision with an obstacle with release of 35 tons of MTBE, Kinni railway yard, Kouvola-Pieksämäki section of line.	<a href="#">FI-5685</a>
12/08/2018	Romania	Bio-diesel train derailment between Malu Mare and Banu Maracine	<a href="#">RO-5732</a>

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

27. The Railway Interoperability and Safety Committee (RISC) voted positively to adopt a new legislative texts which might be of interest for the RID experts:
- Draft Commission Implementing Act on template for the EC declaration of verification  
This new text sets out the templates for 'EC' declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the 'EC' verification procedures for subsystems.
  - Draft Commission Implementing Act on a mandate to ERA on the CSM for assessing the safety level and the safety performance of railway operators at national and Union level

### **Conclusion**

28. 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.